CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher E. Jackson, Sr.
Department Director

Mindy Wilcox, AICP
Planning Manager

MEMORANDUM

TO: Mayor and Councilmembers
Artie Fields, City Manager

THRU: Christopher E. Jackson, Sr.
ECD Department Director MW for CJ

FROM: Mindy Wilcox, AICP, Planning Manager MW

SUBJECT: Inglewood Basketball and Entertainment Center (IBEC) – EIR Errata

DATE: July 17, 2020

Enclosed you will find the IBEC EIR Errata for your information.

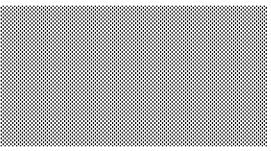
Please note text changes in the Final EIR are indicated in underline and text to be deleted was reflected by a strike through.

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER PROJECT

EIR Errata
State Clearinghouse No. 2018021056

Prepared for
City of Inglewood
Economic and Community Development Department
Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

July 2020



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INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

EIR Errata

Introduction

Substantially after the end of the public review period for the Draft Environmental Impact Report (EIR) (December 27, 2019 through March 24, 2020), several letters and emails were submitted to the City of Inglewood regarding the proposed Inglewood Sports and Entertainment Center project (Proposed Project). These communications address to varying degrees the content of the Draft and/or Final EIRs, or the procedures undertaken by the City in the conduct of public meetings or hearings related to the Proposed Project. Because these communications were received well after the close of the public review period for the Draft EIR, they were not responded to, and were not required to be responded to, in the Final EIR. However, in the interest of transparency and out of a desire to be responsive to all comments related to the Proposed IBEC Project and/or the IBEC EIR, the City has reviewed and prepared responses to all comments received between April 13 and July 13, 2020. These responses are included in a July 15, 2020 memorandum prepared by ESA.

As a result of the City's review of the comments, it has decided to make minor revisions to some of the EIR Mitigation Measures that were included in the Final EIR, Chapters 2 and 4. The revisions included in this EIR Errata make changes that clarify and make more stringent the requirements of several mitigation measures. The changes contained in this EIR Errata do not weaken or eliminate any mitigation requirements that were reflected in Chapters 2 and 4 of the Final EIR. The mitigation measures, as amended in this document, would not result in the Proposed Project causing any new or substantially more severe impacts compared to those described in the EIR, and would not generate any new or substantially more severe secondary impacts as a result of mitigation measure implementation. To the contrary, these changes are indicative of the City's commitment to imposing the most effective, enforceable, and feasible mitigation measures available to it in order to avoid or lessen the significant impacts of the Proposed Project.

Revisions to the Final EIR

Section 2 of the Final EIR showed text changes made to the Draft EIR. In the Final EIR, new text was indicated in double underline and text to be deleted was reflected by a ~~strike through~~.

This section shows further text changes made to the Draft EIR, in addition to those shown in the Final EIR. The same format is used (new text in double underline and deleted text in ~~strike through~~). In order to differentiate these further text changes from those that have been made in

the Final EIR, they are also shown in bold. Thus, in this section, new text is shown in **bold double underline** and text to be deleted is reflected by a ~~**bold strike through**~~.

Text changes are presented in the page order in which they appear in the Draft or Final EIR.

The text revisions clarify and make more stringent the requirements of several mitigation measures since publication of the Final EIR. The text changes do not result in a change in the analysis or conclusions of the Final EIR.

Chapter 2, Revisions to the Draft EIR

Summary

Final EIR, page 2-2, revise the following response to comments change as follows:

Page S-56, Table S-2, line 1 is revised to read:

Mitigation Measure 3.2-2(e)

If ZE or NZE shuttle buses **that are part of a fleet of a transit operator are determined by the City to be available and** are sufficient to meet **the** operational requirements of the TDM Program described in Mitigation Measure 3.14-2(b) ~~**are determined to be commercially available and financially feasible**~~, the project applicant shall provide bidding priority to encourage their use as part of the TDM Program.

Final EIR, page 2-3, revise the following response to comments change as follows:

Page S-77, Table S-2, line 5 is revised to read:

Mitigation Measure 3.11-1

Construction Noise Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, the project applicant shall develop a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors **relative to the 5 dBA over ambient significance threshold**. The plan shall be developed in coordination with an acoustical consultant and the project construction contractor, and shall be approved by the City ~~Chief~~ Building Official. The Plan shall include the following elements**, to the extent that they can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety**:

- A sound barrier plan that includes the design and construction schedule of the temporary and permanent sound barriers included as project design features for the Project, or sound barriers that achieve an equivalent or better reduction in noise levels to noise-sensitive receptors.
- Buffer distances and types of equipment selected to minimize noise impacts.
- Haul routes subject to preapproval by the City.
- Construction contractors shall utilize equipment and trucks equipped with the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds~~**, wherever feasible**~~.
- Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is ~~**unavoidable**~~ **required by the Contractor**, an exhaust muffler on the compressed air exhaust and external jackets shall be used ~~**where feasible**~~ to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment~~**, whenever feasible**~~.
- Stationary noise sources (e.g., generators) shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures ~~**to the extent feasible**~~. Pole power shall be utilized **in lieu of generators** at the earliest ~~**feasible**~~ **possible** point in time~~**, and to the maximum extent feasible in lieu of generators**~~. If stationary construction equipment such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.

- Use of "quiet" pile driving technology (such as auger displacement installation), **~~where feasible~~** in consideration of geotechnical and structural requirements and conditions.

Final EIR, page 2-3, revise the following response to comments change as follows:

Page S-78, Table S-2, lines 1 and 2 are revised to read:

Mitigation Measure 3.11-1

…

- Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted ~~post this person's number~~ around the Project Site ~~project site~~, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction activities associated with the Proposed Project.

  The ~~This~~ Community Affairs Liaison shall investigate, evaluate, and attempt to resolve noise complaints related to construction activities of the Proposed Project ~~receive all public complaints about construction noise disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem~~. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: ~~for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety.~~

  - Document and respond to each noise complaint.
  - Attempt to contact the person(s) making the noise complaint as soon as feasible and no later than one construction day.
  - Conduct a prompt investigation to attempt to determine if construction activities related to the Proposed Project contribute a substantial amount of noise related to the complaint.
  - If it is reasonably determined by the Community Affairs Liaison that construction-related noise described in the complaint exceeds ambient exterior noise levels by 5 dBA or more at a noise sensitive use, then the Community Affairs Liaison shall identify and implement **feasible reasonable** measures within the Project Site to address the noise complaint**, to the extent that such measures can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker sa**fety.

  Examples of **~~reasonable~~** measures that may be implemented within the Project Site include, but are not limited to:

  - Confirming construction equipment and related noise suppression devices are maintained per manufacturers' specifications;
  - Ensuring construction equipment is not idled for extended periods of time; and/or
  - Evaluating **~~feasible~~** relocations of equipment, alternatives to specific types of equipment, or resequencing of construction activities, as appropriate, while maintaining the project schedule and safety.
- Adjacent noise-sensitive residents and commercial uses (i.e., educational, religious, transient lodging) within 500 feet of demolition and pile driving activity shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.

Mitigation Measure 3.11-2(a)

Operations Noise Reduction Plan. The project applicant shall prepare an Operations Noise Reduction Plan which shall include measures designed to minimize impacts to offsite noise-sensitive land uses **relative to the 3 dBA over ambient significance threshold**. ~~for major event pre- and post-event conditions that results in composite noise levels from amplified sound and mechanical equipment of no more than 3 dBA over ambient conditions at any noise-sensitive receptor.~~ The level of noise reduction to be achieved by the Operations Noise Reduction Plan shall be documented by a qualified noise consultant and submitted to the City. The Operations Noise Reduction Plan shall be submitted to and approved by the City prior to the issuance of the first Plaza building permit and verified prior to the issuance of the Certificate of Occupancy for the first Plaza Building**, and revised on an as-needed basis to address noise-related design details added thereafter**. ~~first major event at the Arena. Noise reduction strategies could include, but are not limited, the following.~~

The Operations Noise Reduction Plan shall include the following:

- Construc~~tion of~~ the permanent sound barriers included in the Project as project design features (as depicted on Figure 2-19 of the Draft EIR), or construction of permanent sound barriers that achieve an equivalent or better noise reduction as the permanent sound barriers proposed as project design features.
- Equip**~~Design~~ Locate, design** and install noise generating mechanical equipment, ~~including~~ such as emergency generators, transformers, and/or HVAC units ~~with sound~~ so that such equipment would not cause exceedance of the ambient conditions by more than 3 dBA at any noise sensitive receptor by means of acoustical enclosures, silencers, barriers, relocation, and/or other noise-reducing approaches.

- ~~**Locate noise generating mechanical equipment at the furthest feasible distance from sensitive receptors as feasible.**~~
- Enclose the rooftop restaurant space with a material such as glass, with a minimum density of 3.5 pounds per square foot (3.5 lbs/sf), that is at least 60 inches high, and has no gaps between each panel or between the panel floor, and as allowed by building code, that would serve as a noise barrier that would provide a minimum of 8 dBA sound insertion loss at any noise-sensitive receptor.

Final EIR, page 2-5, revise the following response to comments change as follows:

Page S-93 Table S-2, line 1 is revised to read:

Mitigation Measure 3.14-3(j)

The project applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. Should these improvements be deemed infeasible **as a result of further engineering review by LADOT**, the project applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.

Final EIR, top of page 2-7, add the following staff-initiated changes:

Page S-53, Table S-2, line 2 is revised to read:

Mitigation Measure 3.1-2(a)

Construction Lighting. The project applicant shall implement the following measures to avoid or minimize disturbances related to construction lighting:

- Require construction contractors use construction-related lighting only where and when necessary for completion of the specific construction activity.
- Require construction contractors to ensure that all temporary lighting related to construction activities or security of the Project Site is shielded or directed to **confine all direct rays of artificial light within the boundaries of the Project Site, thereby** avoid**ing** ~~**or minimizing any**~~ direct illumination onto light-sensitive properties located outside of the Project Site.

Final EIR, page 2-7, revise the following staff-initiated change as follows:

Page S-53, Table S-2, line 2, the third bullet is revised to read:

Mitigation Measure 3.1-2(a)

...

- Designate a Community Affairs Liaison and ~~conspicuously post~~ create a telephone hotline and email address to reach this person's ~~number~~, with contact information conspicuously posted around the project site, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about disturbances related to construction or security lighting.

  The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve lighting ~~receive all public~~ complaints related to construction activities of the Project ~~and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem~~. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: ~~for the purpose of investigating the complaint and undertaking all feasible measures to protect public health and safety.~~
  - Document and respond to each lighting complaint.
  - Attempt to contact the person(s) making the lighting complaint as soon as feasible and no later than one construction work day.

- Conduct a prompt investigation to attempt to determine if high-brightness construction-related lighting contributes a substantial amount of light spillover or glare related to the complaint.
- If it is reasonably determined by the Community Affairs Liaison that high-brightness construction-related lighting causes substantial spillover light or glare to a light-sensitive receptor, the Community Affairs Liaison shall identify and implement **feasible** measures to address the lighting complaint.

Examples of **feasible** measures that may be implemented include but are not limited to:

- Confirming construction lighting equipment and related direction and shielding devices are maintained per manufacturer's specifications;
- Ensuring construction lighting is not operated unnecessarily; and/or
- Evaluating and implementing feasible relocations of lighting equipment, alternatives to specific types of lighting equipment, or changes to direction and shielding equipment, as appropriate.

Final EIR, page 2-8, after the first change provided on this page, add the following staff-initiated change:

Page S-61, Table S-2, line 1 is revised to read:

Mitigation Measure 3.4-1

…

g) If the resource is identified as a Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered~~, to the extent feasible~~.

…

Final EIR, page 2-8, revise the following staff-initiated change as follows:

Page S-66, Table S-2, line 1 is revised to read:

Mitigation Measure 3.7-1(a)

GHG Reduction Plan. Prior to the start of construction, the project applicant shall retain a qualified expert to prepare a GHG Reduction Plan (Plan). The City shall approve the expert retained for this purpose to confirm the consultant has the requisite expertise. Components of the Plan relevant to construction GHG emissions associated with the construction activities being approved shall be subject to review and approval by the City Building Official prior to issuance of a construction permit for such activities. Components of the of the Plan relevant to operational GHG emissions, including the annual GHG Verification Report process described below, shall be subject to review and approval by the City Building Official prior to issuance of the Certificate of Occupancy for the Arena.

The purpose of the Plan is to document the Proposed Project's GHG emissions, including emissions after Project-specific GHG reduction measures are implemented, and to determine the net incremental emission reductions required to meet the "no net new" GHG emissions threshold over the 30-year life of the Proposed Project. The Plan shall include a detailed description of the GHG emissions footprint for all operational components of the Proposed Project based on the best available operational and energy use data at time of approval and the latest and most up to date emissions modeling and estimation protocols and methods.

The GHG Reduction Plan shall include the following elements:

1) Project GHG Emissions.

…

i. TDM 1 – Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool).

The IBEC Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site~~ **such as, but not limited to**~~**which shall include**:

…

Final EIR, page 2-8, after the third change provided on this page, add the following staff-initiated change:

Page S-67, Table S-2, line 2 is revised to read:

Mitigation Measure 3.7-1(a)

...

- The IBEC Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/LAX Line at ~~La Brea/Florence (~~Downtown Inglewood~~)~~ Station~~s~~ for Arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees.
- The IBEC Project shall provide ~~no less than~~ an estimated 27 shuttles with a capacity of ~~no less than~~ 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to and after the attendees, respectively, the same shuttles ~~**shall**~~ **would** be utilized for the employees. It is anticipated that the shuttle ~~Shuttle~~ service would ~~shall~~ begin ~~no less than~~ two hours before the **major event** ~~**game**~~ ~~event~~ and extend to at least 30 minutes after the start ~~of the event~~. After the **major event** ~~**game**~~ ~~event~~, shuttle service would ~~shall~~ begin ~~no less than~~ 30 minutes before the end, ~~of the event~~ and ~~shall~~ continues ~~for at least~~ one hour after ~~the end of the event~~.

...

Final EIR, page 2-8, after the third change provided on this page, add the following staff-initiated change:

Page S-69, Table S-2, line 1 is revised to read:

Mitigation Measure 3.7-1(a)

...

ix. TDM 9 – Event Day Local Microtransit Service

The IBEC Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees **on all event days**.

...

The monitoring report shall be provided to the City Traffic Engineer (ongoing) and the State of California Office of Planning and Research (through 2030) and made available to LADOT.

...

Final EIR, page 2-8, after the third change provided on this page, add the following staff-initiated change:

Page S-70, Table S-2, line 1 is revised to read:

Mitigation Measure 3.7-1(a)

...

d. The TDM Program ~~shall~~ will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in ~~**addressing the issues set forth above**~~ **reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project**.

...

Final EIR, page 2-9, after the first change provided on this page, add the following staff-initiated change:

Page S-70, Table S-2, line 2 is revised to read:

Mitigation Measure 3.7-1

...

b. Potential off-site measures:

i. Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an "offset project registry" to help administer parts of the Compliance Offset Program under CARB's Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, **verifiable, real,** and enforceable. **The methodology for ensuring that each of the six "environmental integrity standards" listed in the immediately preceding sentence shall be that all carbon offset credits used to meet the requirements of this paragraph have been implemented, independently verified, and enforced in accordance with the objective criteria detailed in any one or more of the following Protocols, Methodologies, and/or Standards ("Protocols" are promulgated by the Climate Action Reserve ("CAR") while the American Carbon Registry ("ACR") and Verra ("VCS") use the terms "Standards" and "Methodologies"): (1) U.S. Forestry (CAR Version 5.0; ACR Version 6.0 and Methodologies authorized thereby), (2) Urban Tree Planting (CAR Version 2.0), (3) Livestock Digesters (CAR Version 4.0), (4) Ozone Depleting Substances (CAR version 2.0), (5) Mine Methane Capture (CAR Version 1.1), (6) Rice Cultivation (CAR Version 1.1), (7) U.S. Landfill (CAR Version 5.0; VCS Version 4 and Methodologies authorized thereby), (8) Grasslands (CAR Version 2.1; ACR Version 6.0 and Methodologies authorized thereby), and (9) Green Energy (ACR Version 6.0 and VCS Version 4, and Methodologies authorized thereby). Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer approved by CARB and the offset credits cannot be transferred to another approved registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable Protocol, Standard or Methodology, including (to the extent required) by purchasing an equivalent number of credits to recoup the loss. In order to account for changing technologies and improved methodologies during the operational life of the project, the project applicant may utilize updated versions of the Protocols, Standards, or Methodologies promulgated from time to time by an approved registry if the project applicant provides written documentation to the City as a component of its Annual GHG Verification Report (a copy of which is provided to CARB), demonstrating that the updated version is at least as effective as the versions expressly enumerated above; additionally, the project applicant may utilize carbon offset credits generated by a project approved under an earlier version of an applicable Protocol, Standard, or Methodology to the extent authorized by the later version of the applicable Protocol, Standard, or Methodology.**

Carbon offset credits generated by a project located outside the United States or its territories shall not be used to satisfy this measure.

...

Final EIR, page 2-9, after the third change provided on this page, add the following staff-initiated change:

Page S-71, Table S-2, line 2 is revised to read:

Mitigation Measure 3.7-1(b)

...

In reviewing the GHG Reduction Plan, any revisions to that plan, or other reports related to implementation of the Plan, the City ~~**may retain**~~ **shall select and consult with** a qualified expert **greenhouse gas emissions verifier accredited by the ANSI National Accreditation Board (ANAB) Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB, or an expert with equivalent qualifications to the extent necessary** to assist with this review. ~~**The selection of such an expert shall be at the City's discretion.**~~ Any expenses incurred by the City in retaining this expert shall be borne by the project applicant.

...

Final EIR, page 2-7, revise the following staff-initiated change as follows:

Page S-80, Table S-2, line 2 is revised to read:

Mitigation Measure 3.11-3(c)

Designate Community Affairs Liaison. Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted ~~this person's contact information~~ around the project site, in adjacent public spaces, and in construction notifications. If ~~T~~the Community Affairs Liaison ~~shall be responsible for responding within~~ is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended ~~to any local complaints about construction activities~~. ~~This~~ The Community Affairs Liaison shall ~~receive all public~~ be responsible for responding to any local complaints about construction vibration disturbances, ~~and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem~~.

The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve vibration disturbance complaints related to construction activities of the Project. The Community Affairs Liaison shall ~~have the authority to~~ coordinate with a designated construction contractor representative to implement the following: ~~for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety, and shall ensure that steps be taken to reduce construction vibration levels as deemed appropriate and safe by the designated construction contractor representative. Such steps could include the~~

- Document and respond to each vibration complaint.
- Attempt to contact the person(s) making the vibration complaint as soon as feasible and no later than one construction work day.
- Conduct a prompt investigation to attempt to determine if construction activities contribute a substantial amount of the vibration related to the complaint.
- If it is reasonably determined by the Community Affairs Liaison that construction-related vibration at a vibration-sensitive receptor exceeds 72 VdB at a residence or building where people normally sleep or 75 VdB at a commercial, industrial, or institutional use with primarily daytime use, the Community Affairs Liaison shall identify and implement **~~feasible~~** measures to address the vibration complaint**, to the extent that such measures can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety**.

Examples of ~~feasible~~ measures that may be implemented include but are not limited to:

- Confirming construction equipment is maintained per manufacturer's specifications;
- Ensuring construction equipment is not operated unnecessarily; and/or
- Evaluating and implementing any **feasible** measures such as application of vibration absorbing barriers, substitution of lower vibration generating equipment or activity, rescheduling of vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration impacts at the adjacent vibration-sensitive receptors.

Final EIR, page 2-10, after the second change provided on this page, add the following staff-initiated change:

Page S-85, Table S-2, line 3 is revised to read:

Mitigation Measure 3.14-1(a)

a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site **~~such as~~, which shall include**:

…

b) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following:

- Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing TNC rides to or from the event, or other discounts/benefits.

...

e) TDM 7/Information Services – The Project shall provide services to inform employees about transportation options including the following:

- Welcome packets for new employees and ongoing marketing.
- Information kiosk or bulletin board providing information about public transportation options.

Final EIR, page 2-10, revise the following staff-initiated change as follows:

Page S-87 Table S-2, line 3 is revised to read:

Mitigation Measure 3.14-2(a)

k) Parking Garage/Lot Operations: Through effective garage/lot operations, vehicles do not spill back onto public streets and adversely affect the roadway network prior to events while waiting to enter garages/lots.

The Event TMP shall be subject to review and approval by the City Traffic Engineer. The City Traffic Engineer shall, in performing this review, confirm that the Event TMP meets these standards.

The Event TMP ~~would~~will be a dynamic document that ~~would~~is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the Event TMP shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the Event TMP, the City Traffic Engineer shall ensure that the Event TMP, as revised, is equally or more effective in addressing the issues set forth above**, and achieving the identified standards for each of these issues**.

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-88, Table S-2, line 1 is revised to read:

Mitigation Measure 3.14-2(b)

...

a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site **~~such as~~, which shall include**:

...

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-88, Table S-2, line 2 is revised to read:

Mitigation Measure 3.14-2(b)

...

- The Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the **~~game~~ major event** and extend to 30 minutes after the start. After the **major event ~~game~~**, shuttle service would begin 30 minutes before the end, and continues ~~two~~ one hours after.

...

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-89, Table S-2, line 2 is revised to read:

Mitigation Measure 3.14-2(b)

...

c) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide ~~**several**~~ incentives ~~**that would**~~ **to** encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site ~~**including the following.**~~ **The incentives shall include**:

...

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-90, Table S-2, line 1 is revised to read:

Mitigation Measure 3.14-2(b)

...

i) TDM 9/Event-Day Local Microtransit Service – The Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each **shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees** ~~**minibus is assumed to have a capacity of 10 persons per vehicle, and the service would accommodate up to 66 employees and up to 180 attendees**~~ on all event days.

...

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-90, Table S-2, line 2 is revised to read:

Mitigation Measure 3.14-2(b)

...

A monitoring report shall be prepared not less than once each year. The report shall evaluate whether the TDM Program is achieving the reductions in vehicle trips set forth above. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and ~~the State of California Office of Planning and Research~~ OPR (through 2030) and made available to LADOT.

The TDM Program ~~shall~~ will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, **and** advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in **reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project** ~~**addressing the issues set forth above**~~.

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-91, Table S-2, line 1 is revised to read:

Mitigation Measure 3.14-2(c)

...

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

Should these improvements be deemed infeasible **as a result of further engineering review by LADOT**, the applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.

...

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-95, Table S-2, line 3 is revised to read:

Mitigation Measure 3.14-10(b)

The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport**, ~~if warranted by demand~~**.

Final EIR, page 2-10, after the third change provided on this page, add the following staff-initiated change:

Page S-96, Table S-2, line 2 is revised to read:

Mitigation Measure 3.14-14

The project applicant shall work with the City and the Centinela Hospital Medical Center (CHMC) to develop and implement a Local Hospital Access Plan that would maintain reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan **~~could~~ shall** include, but may not be limited to, the following:

The revisions to Draft EIR Table S-2, above, are being made to reflect the revisions made in Draft EIR Sections 3.1, 3.2, 3.7, 3.11, and 3.14, shown below. These measures are intended to clarify, make more specific the requirements, and enhance the enforceability of the EIR mitigation measures.

Section 3.1, Aesthetics

Final EIR, page 2-13, after the first change provided on this page, add the following staff-initiated change:

Page 3.1-51, Mitigation Measure 3.1-2(a) is revised to read:

Construction Lighting. The project applicant shall implement the following measures to avoid or minimize disturbances related to construction lighting:

- *Require construction contractors use construction-related lighting only where and when necessary for completion of the specific construction activity.*
- *Require construction contractors to ensure that all temporary lighting related to construction activities or security of the Project Site is shielded or directed to* ***confine all direct rays of artificial light within the boundaries of the Project Site, thereby*** *avoid****ing*** ~~***or minimizing any***~~ *direct illumination onto light-sensitive properties located outside of the Project Site.*

Final EIR, page 2-13, revise the following staff-initiated change as follows:

Page 3.1-51, Mitigation Measure 3.1-2(a), the third bullet is revised to read:

- *Designate a Community Affairs Liaison and* ~~*conspicuously post*~~ *create a telephone hotline and email address to reach this person*~~*'s number*~~*, with contact information conspicuously posted around the project site, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about disturbances related to construction or security lighting.*

  The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve lighting ~~*receive all public*~~ *complaints related to construction activities of the Project*~~*and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem*~~*. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following:* ~~*for the purpose of investigating the complaint and undertaking all feasible measures to protect public health and safety.*~~

  - *Document and respond to each lighting complaint.*
  - *Attempt to contact the person(s) making the lighting complaint as soon as feasible and no later than one construction work day.*
  - *Conduct a prompt investigation to attempt to determine if high-brightness construction-related lighting contributes a substantial amount of light spillover or glare related to the complaint.*
  - *If it is reasonably determined by the Community Affairs Liaison that high-brightness construction-related lighting causes substantial spillover light or glare to a light-sensitive receptor, the Community Affairs Liaison shall identify and implement* ~~***feasible***~~ *measures to address the lighting complaint****, to the extent that they can be accomplished, with equipment***

that is commercially available, and without extending the construction schedule or compromising worker safety.

Examples of ***~~feasible~~*** *measures that may be implemented include but are not limited to:*

- *Confirming construction lighting equipment and related direction and shielding devices are maintained per manufacturer's specifications;*
- *Ensuring construction lighting is not operated unnecessarily; and/or*
- *Evaluating and implementing feasible relocations of lighting equipment, alternatives to specific types of lighting equipment, or changes to direction and shielding equipment, as appropriate.*

The revisions to Mitigation Measure 3.1-2(a) are being made to clarify, make more specific the requirements, and enhance the enforceability of the mitigation measure.

Section 3.2, Air Quality

Final EIR, page 2-15, revise the following response to comments change as follows:

Page 3.2-89, the following is added after Mitigation Measure 3.2-2(d):

Mitigation Measure 3.2-2(e)

If ZE or NZE shuttle buses ***that are part of a fleet of a transit operator are determined by the City to be available and are*** *sufficient to meet* ***the*** *operational requirements of the TDM Program described in Mitigation Measure 3.14-2(b)* ***~~are determined to be commercially available and financially feasible~~****, the project applicant shall provide bidding priority to encourage their use as part of the TDM Program.*

Final EIR, page 2-15, the following staff-initiated change is added:

Page 3.2-64, Construction Project Design Feature 3.2-1, the first bullet is revised to read:

- *The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (US EPA) Tier 4 Final off-road emissions standards* ***~~or equivalent~~*** *for all equipment rated at 50 horsepower (hp) or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.*

Final EIR, page 2-15, revise the following staff-initiated change as follows:

Page 3.2-88, Mitigation Measure 3.2-2(c)(2) is revised to read:

*2) The Plan shall require construction contractor(s) to use off-road diesel-powered construction equipment that meets or exceeds California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) Tier 4 off-road emissions standards****~~, or equivalent,~~*** *for equipment rated at 50 horsepower or greater. Such equipment shall be outfitted with Best Available*

Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters. This requirement shall be included in applicable bid documents, and the successful contractor(s) shall be required to demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. The City shall require quarterly reporting and provision of written documentation by contractors to ensure compliance, and shall conduct regular inspections to ensure compliance with these requirements.

The revisions to Mitigation Measures 3.2-2(c)(2) and 3.2-2(e) are being made to clarify, make more specific the requirements, and enhance the enforceability of the mitigation measure.

Section 3.4, Cultural and Tribal Cultural Resources

Final EIR, page 2-18, after the first change provided on this page, add the following staff-initiated change:

Page 3.4-26, Mitigation Measure 3.4-1(g) is revised to read:

g) *If the resource is identified as a Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered~~, to the extent feasible~~.*

The revision to Mitigation Measure 3.4-1(g) is being made to clarify, make more specific the requirements, and enhance the enforceability of the mitigation measure.

Section 3.7, Greenhouse Gas Emissions

Final EIR, page 2-20, revise the following staff-initiated change as follows:

Page 3.7-58, Mitigation Measure 3.7-1(a) is revised to read:

Mitigation Measure 3.7-1(a):

GHG Reduction Plan. *Prior to the start of construction, the project applicant shall retain a qualified expert to prepare a GHG Reduction Plan (Plan). The City shall approve the expert retained for this purpose to confirm the consultant has the requisite expertise. Components of the Plan relevant to construction GHG emissions associated with the construction activities being approved shall be subject to review and approval by the City Building Official prior to issuance of a construction permit for such activities. Components of the Plan relevant to operational GHG emissions, including the annual GHG Verification Report process described below, shall be subject to review and approval by the City Building Official prior to issuance of the Certificate of Occupancy for the Arena.*

The purpose of the Plan is to document the Proposed Project's GHG emissions, including emissions after Project-specific GHG reduction measures are implemented, and to determine the net incremental emission reductions required to meet the "no net new" GHG emissions threshold over the 30-year life of the Proposed Project. The Plan shall include a detailed description of the GHG emissions footprint for all operational components of the Proposed Project based on the best available operational and energy use data at time of approval and the latest and most up to date emissions modeling and estimation protocols and methods.

The GHG Reduction Plan shall include the following elements:

1) Project GHG Emissions.

. . . .

i. TDM 1 – Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool).

*The IBEC Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site, **which shall include** ~~**such as, but not limited to**~~:*

Final EIR, page 2-20, after the first change provided on this page, add the following staff-initiated change:

Page 3.7-59, Mitigation Measure 3.7-1(a), bullet point (2)(A)(b)(ii) is revised to read:

. . . .

- *The IBEC Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/ LAX Line at ~~La Brea/Florence (~~Downtown Inglewood~~)~~ Stations for Arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees.*
- *The IBEC Project shall provide ~~no less than~~ an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to and after the attendees, respectively, the same shuttles **~~shall~~ would** be utilized for the employees. It is anticipated that the shuttle ~~Shuttle~~ service ~~shall~~ would begin ~~no less than~~ two hours before the **major event** **~~game~~** ~~event~~ and extend to 30 minutes after the start ~~of the event~~. After the **major event** **~~game~~** ~~event~~, shuttle service ~~shall~~ would begin ~~no less than~~ 30 minutes before the end ~~of the event~~, and ~~shall~~ continues ~~for at least~~ one hour after ~~the end of the event~~.*

Final EIR, page 2-20, after the first change provided on this page, add the following staff-initiated change:

Page 3.7-62, Mitigation Measure 3.7-1(a), bullet point (2)(A)(b)(ix) is revised to read:

ix. TDM 9 – Event Day Local Microtransit Service

The IBEC Project shall provide a local minibus/microtransit service for all event days with a service of approximately ~~six (6)~~ miles surrounding the Project Site. Each minibus shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees ***on all event days****.*

Final EIR, page 2-20, after the first change provided on this page, add the following staff-initiated change:

Page 3.7-62, Mitigation Measure 3.7-1(a), bullet point (2)(A)(c) is revised to read:

The monitoring report shall be provided to the City Traffic Engineer (ongoing) and the State of California Office of Planning and Research (through 2030) and made available to LADOT.

Final EIR, page 2-20, revise the following staff-initiated change as follows:

Page 3.7-62, Mitigation Measure 3.7-1(a), bullet point (2)(A)(d) is revised to read:

d. The TDM Program ~~shall~~ will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in ***~~addressing the issues set forth above~~ reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project****.*

. . . .

Final EIR, page 2-20, after the second change provided on this page, add the following staff-initiated change:

Page 3.7-63, Mitigation Measure 3.7-1(a), bullet point (2)(B)(b)(i) is revised to read:

b. Potential off-site measures:

i. Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an "offset project registry" to help administer parts of the Compliance Offset Program under CARB's Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, ***verifiable, real,*** *and enforceable.* ***The methodology for ensuring that each of the six "environmental integrity standards" listed in the immediately preceding sentence shall be that all carbon offset credits***

used to meet the requirements of this paragraph have been implemented, independently verified, and enforced in accordance with the objective criteria detailed in any one or more of the following Protocols, Methodologies, and/or Standards ("Protocols" are promulgated by the Climate Action Reserve ("CAR") while the American Carbon Registry ("ACR") and Verra ("VCS") use the terms "Standards" and "Methodologies"): (1) U.S. Forestry (CAR Version 5.0; ACR Version 6.0 and Methodologies authorized thereby), (2) Urban Tree Planting (CAR Version 2.0), (3) Livestock Digesters (CAR Version 4.0), (4) Ozone Depleting Substances (CAR version 2.0), (5) Mine Methane Capture (CAR Version 1.1), (6) Rice Cultivation (CAR Version 1.1), (7) U.S. Landfill (CAR Version 5.0; VCS Version 4 and Methodologies authorized thereby), (8) Grasslands (CAR Version 2.1; ACR Version 6.0 and Methodologies authorized thereby), and (9) Green Energy (ACR Version 6.0 and VCS Version 4, and Methodologies authorized thereby). Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer approved by CARB and the offset credits cannot be transferred to another approved registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable Protocol, Standard or Methodology, including (to the extent required) by purchasing an equivalent number of credits to recoup the loss. In order to account for changing technologies and improved methodologies during the operational life of the project, the project applicant may utilize updated versions of the Protocols, Standards, or Methodologies promulgated from time to time by an approved registry if the project applicant provides written documentation to the City as a component of its Annual GHG Verification Report (a copy of which is provided to CARB), demonstrating that the updated version is at least as effective as the versions expressly enumerated above; additionally, the project applicant may utilize carbon offset credits generated by a project approved under an earlier version of an applicable Protocol, Standard, or Methodology to the extent authorized by the later version of the applicable Protocol, Standard, or Methodology.

Carbon offset credits generated by a project located outside the United States or its territories shall not be used to satisfy this measure.

. . . .

Final EIR, page 2-20, after the third change provided on this page, add the following staff-initiated change:

Page 3.7-64, Mitigation Measure 3.7-1(b) is revised to read:

In reviewing the GHG Reduction Plan, any revisions to that plan, or other reports related to implementation of the Plan, the City ~~***may retain***~~ ***shall select and consult with*** *a qualified expert* ***greenhouse gas emissions verifier accredited by the ANSI National Accreditation Board (ANAB) Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB, or an expert with equivalent qualifications to the extent necessary*** *to assist with this review.* ~~***The selection of such an expert shall be at the City's discretion.***~~ *Any expenses incurred by the City in retaining this expert shall be borne by the project applicant.*

The revisions to Mitigation Measures 3.7-1(a) and 3.7-1(b) are being made to clarify and make more specific the requirements, and enhance the enforceability of the mitigation measures. Measures that had been identified as potential options are now identified as required steps that must be taken to address GHG emissions (e.g., TDM 9 now expressly requires microtransit on all event days). In addition, the standards that must be met in order to serve as GHG emissions offsets are now spelled out so that they are more specific and stringent, providing additional assurance that offsets will not be illusory.

Section 3.11, Noise and Vibration

Final EIR, pages 2-23 and 2-24, revise the following response to comments change as follows:

Page 3.11-103, Mitigation Measure 3.11-1 the eighth bullet point is revised as follows:

- *Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted ~~post this person's number~~ around the Project Site ~~project site~~, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction activities associated with the Proposed Project.*

  The ~~This~~ Community Affairs Liaison shall investigate, evaluate, and attempt to resolve noise complaints related to construction activities of the Proposed Project ~~receive all public complaints about construction noise disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem~~. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: ~~for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety.~~

  - *Document and respond to each noise complaint.*
  - *Attempt to contact the person(s) making the noise complaint as soon as feasible and no later than one construction day.*
  - *Conduct a prompt investigation to attempt to determine if construction activities related to the Proposed Project contribute a substantial amount of noise related to the complaint.*
  - *If it is reasonably determined by the Community Affairs Liaison that construction-related noise described in the complaint exceeds ambient exterior noise levels by 5 dBA or more at a noise sensitive use, then the Community Affairs Liaison shall identify and implement **~~feasible reasonable~~** measures within the Project Site to address the noise complaint, **to the extent that such measures can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety**.*

*Examples of **~~reasonable~~** measures that may be implemented within the Project Site include, but are not limited to:*

- *Confirming construction equipment and related noise suppression devices are maintained per manufacturers' specifications;*
- *Ensuring construction equipment is not idled for extended periods of time; and/or*
- *Evaluating **~~feasible~~** relocations of equipment, alternatives to specific types of equipment, or resequencing of construction activities, as appropriate, while maintaining the project schedule and safety.*

Final EIR, pages 2-24 and 2-25, revise the following response to comments change as follows:

Page 3.11-158, Mitigation Measure 3.11-2(a) is revised to read:

Mitigation Measure 3.11-2(a)

*Operations Noise Reduction Plan. The project applicant shall prepare an Operations Noise Reduction Plan which shall include measures designed to minimize impacts to offsite noise-sensitive land uses **relative to the 3 dBA over ambient significance threshold**. ~~for major event pre- and post-event conditions that results in composite noise levels from amplified sound and mechanical equipment of no more than 3 dBA over ambient conditions at any noise-sensitive receptor.~~ The level of noise reduction to be achieved by the Operations Noise Reduction Plan shall be documented by a qualified noise consultant and submitted to the City. The Operations Noise Reduction Plan shall be submitted to and approved by the City prior to the issuance of the first Plaza building permit and verified prior to the issuance of the Certificate of Occupancy for the first Plaza Building **, and revised on an as-needed basis to address noise-related design details added thereafter**. ~~first major event at the Arena. Noise reduction strategies could include, but are not limited, the following.~~*

The Operations Noise Reduction Plan shall include the following:

- *Construct~~ion of~~ the permanent sound barriers included in the Project as project design features (as depicted on Figure 2-19 of the Draft EIR), or construction of permanent sound barriers that achieve an equivalent or better noise reduction as the permanent sound barriers proposed as project design features.*
- *~~Equip~~**~~Design~~** **Locate, design** and install noise generating mechanical equipment, ~~including~~ such as emergency generators, transformers, and/or HVAC units ~~with sound~~ so that such equipment will not cause exceedance of the ambient conditions by more than 3 dBA at any noise sensitive receptor by means of acoustical enclosures, silencers, barriers, relocation, and/or other noise-reducing approaches.*
- ***~~Locate noise generating mechanical equipment at the furthest feasible distance from sensitive receptors as feasible.~~***
- *Enclose the rooftop restaurant space with a material such as glass, with a minimum density of 3.5 pounds per square foot (3.5 lbs/sf), that is at least 60 inches high, and has no gaps between each panel or between the panel floor, and as allowed by building code, that would serve as a noise barrier that would provide a minimum of 8 dBA sound insertion loss at any noise-sensitive receptor.*

- *Design any amplified sound system, equipment, and/or structures in the Plaza to ensure that aggregate noise from mechanical and amplified sound result in noise levels no greater than 3 dBA over ambient conditions (1-hour Leq) at any noise-sensitive receptor.* ***during major event pre- and post-event conditions. Measures to achieve this standard may include, but are not limited to:***

    - *Design the outdoor stage and sound amplification system (placement, directivity, orientation, ~~and/or~~ number of speakers, and/or maximum volume) so as to limit noise levels near noise-sensitive receptors.*

    - *Utilize sound-absorbing materials on the exterior of Plaza ~~buildings~~ structures where appropriate and effective to reduce noise levels at adjacent off-site sensitive receptors.*

- ~~*Enclose the rooftop restaurant space with a material that would serve as a noise barrier such as glass.*~~

Final EIR, page 2-26, before the first change provided on this page, add the following staff-initiated change:

Page 3.11-103, Mitigation Measure 3.11-1 is revised to read:

Mitigation Measure 3.11-1

Construction Noise Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, the project applicant shall develop a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors ***relative to the 5 dBA over ambient significance threshold****. The plan shall be developed in coordination with an acoustical consultant and the project construction contractor, and shall be approved by the City ~~Chief~~ Building Official. The Plan shall include the following elements****, to the extent that they can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety****:*

- *A sound barrier plan that includes the design and construction schedule of the temporary and permanent sound barriers included as project design features for the Project, or sound barriers that achieve an equivalent or better reduction in noise levels to noise-sensitive receptors.*
- *Buffer distances and types of equipment selected to minimize noise impacts.*
- *Haul routes subject to preapproval by the City.*
- *Construction contractors shall utilize equipment and trucks equipped with the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds****~~, wherever feasible~~****.*
- *Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is* ***~~unavoidable~~*** *required by the Contractor, an exhaust muffler on the compressed air exhaust and external jackets shall be used ~~where feasible~~ to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment****~~, whenever feasible~~****.*

- *Stationary noise sources (e.g., generators) shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other* ***measures*** ~~***to the extent feasible***~~*. Pole power shall be utilized* ***in lieu of generators*** *at the earliest* ~~***feasible***~~ ***possible*** *point in time*~~***, and to the maximum extent feasible in lieu of generators***~~*. If stationary construction equipment such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.*
- *Use of "quiet" pile driving technology (such as auger displacement installation),* ~~***where feasible***~~ *in consideration of geotechnical and structural requirements and conditions.*

Final EIR, pages 2-26 and 2-27, revise the following staff-initiated change as follows:

Draft EIR, page 3.11-185, Mitigation Measure 3.11-3(c) is revised to read:

Designate Community Affairs Liaison. Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted ~~*this person's contact information*~~ *around the project site, in adjacent public spaces, and in construction notifications. If T*~~*t*~~*he Community Affairs Liaison* ~~*shall be responsible for responding within*~~ *is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended* ~~*to any local complaints about construction activities*~~*. T*~~*his*~~*The Community Affairs Liaison shall* ~~*receive all public*~~ *be responsible for responding to any local complaints about construction vibration disturbances.* ~~*and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem*~~*.*

The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve vibration disturbance complaints related to construction activities of the Project. The Community Affairs Liaison shall ~~*have the authority to*~~ *coordinate with a designated construction contractor representative to implement the following:* ~~*for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety, and shall ensure that steps be taken to reduce construction vibration levels as deemed appropriate and safe by the designated construction contractor representative. Such steps could include the*~~

- *Document and respond to each vibration complaint.*
- *Attempt to contact the person(s) making the vibration complaint as soon as feasible and no later than one construction work day.*
- *Conduct a prompt investigation to attempt to determine if construction activities contribute a substantial amount of the vibration related to the complaint.*
- *If it is reasonably determined by the Community Affairs Liaison that construction-related vibration at a vibration-sensitive receptor exceeds 72 VdB at a residence or building where people normally sleep or 75 VdB at a commercial, industrial, or institutional use with primarily daytime use, the Community Affairs Liaison shall identify and implement* ~~***feasible***~~ *measures to address the vibration complaint****, to the extent that such measures can be***

accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety.

Examples of ~~feasible~~ measures that may be implemented include but are not limited to:

- *Confirming construction equipment is maintained per manufacturer's specifications;*
- *Ensuring construction equipment is not operated unnecessarily; and/or*
- *Evaluating and implementing any **~~feasible~~** measures such as application of vibration absorbing barriers, substitution of lower vibration generating equipment or activity, rescheduling of vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration impacts at the adjacent vibration-sensitive receptors.*

The revisions to Mitigation Measures 3.11-1, 3.11-2(a), and 3.11-3(c) are being made to clarify, make more specific the requirements, and enhance the enforceability of the mitigation measures.

Section 3.14, Transportation and Circulation

Final EIR, page 2-52, revise the following response to comments change as follows:

Page 3.14-216, Mitigation Measure 3.14-3(j) is revised to read:

*The project applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. Should these improvements be deemed infeasible **as a result of further engineering review by LADOT**, the project applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.*

Final EIR, page 2-54, after the first change provided on this page, add the following staff-initiated change:

Page 3.14-191, Mitigation Measure 3.14-1(a), bullet points (a) and (b) are revised, and bullet point (e) is added to read:

*a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site **~~such as~~, which shall include**:*

…

b) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission

vehicles as a means for sharing access to and from the Project Site including the following:

- *Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs**, discounted rides (or other similar benefits) for those sharing TNC rides to or from the event**, or other discounts/benefits.*

…

(e) TDM 7/Information Services – The Project shall provide services to inform employees about transportation options including the following:

- ***Welcome packets for new employees and ongoing marketing.***
- ***Information kiosk or bulletin board providing information about public transportation options.***

Final EIR, page 2-54, revise the following staff-initiated change as follows:

Page 3.14-195, the last paragraph of Mitigation Measure 3.14-2(a) is revised to read:

*The Event TMP ~~would~~will be a dynamic document that ~~would~~is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the Event TMP shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the Event TMP, the City Traffic Engineer shall ensure that the Event TMP, as revised, is equally or more effective in addressing the issues set forth above**, and achieving the identified standards for each of these issues.***

Final EIR, page 2-54, after the second change provided on this page, add the following staff-initiated change:

Page 3.14-196, Mitigation Measure 3.14-2(b), bullet points (a) and (b) are revised to read:

*a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site ~~**such as**~~**, which shall include**:*

- *The Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the **major event** ~~**game**~~ and extend to 30 minutes after the start. After the **major event** ~~**game**~~, shuttle service would begin 30 minutes before the end, and continues ~~two~~ one hours after.*

Final EIR, page 2-54, after the second change provided on this page, add the following staff-initiated change:

Page 3.14-197, Mitigation Measure 3.14-2(b), bullet point (c) is revised to read:

c) *TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide* ~~***several***~~ *incentives* ~~***that would to***~~ *encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site* ~~***including the following***~~***. The incentives shall include***:

Final EIR, page 2-54, after the second change provided on this page, add the following staff-initiated change:

Page 3.14-198, Mitigation Measure 3.14-2(b), bullet point (i) is revised to read:

i) *TDM 9/Event-Day Local Microtransit Service – The Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each* ***shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees*** ~~***minibus is assumed to have a capacity of 10 persons per vehicle, and the service would accommodate up to 66 employees and up to 180 attendees***~~ *on all event days.*

Final EIR, page 2-54, revise the following staff-initiated change as follows:

Pages 3.14-198 and 3.14-199, starting at the last full paragraph on the page, the last two paragraphs of Mitigation Measure 3.14-2(b) are revised to read:

A monitoring report shall be prepared not less than once each year. The report shall evaluate whether the TDM Program ~~*encourages employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted by the Project*~~ *is achieving the reductions in vehicle trips set forth above. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and* ~~*the State of California Office of Planning and Research*~~ *OPR (through 2030) and made available to LADOT.*

The TDM Program ~~*shall*~~ *will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics,* ***and*** *advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in* ***reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project*** ~~***addressing the issues set forth above***~~*.*

Final EIR, page 2-54, after the third change provided on this page, add the following staff-initiated change:

Page 3.14-199, Mitigation Measure 3.14-2(c) is revised to read:

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

Should these improvements be deemed infeasible ***as a result of further engineering review by LADOT****, the applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.*

Final EIR, page 2-55, after the first change provided on this page, add the following staff-initiated change:

Page 3.14-245, Mitigation Measure 3.14-10(b) is revised to read:

*The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport****, if warranted by demand****.*

Final EIR, page 2-55, after the first change provided on this page, add the following staff-initiated change:

Pages 3.14-250 and 3.14-251, Mitigation Measure 3.14-14 is revised to read:

The project applicant shall work with the City and the Centinela Hospital Medical Center (CHMC) to develop and implement a Local Hospital Access Plan that would maintain reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan ***could*** ***shall*** *include, but may not be limited to, the following:*

The revisions to Mitigation Measures 3.14-1(a), 3.14-2(a), 3.14-2(b), 3.14-2(c), 3.14-3(j), 3.14-10(b), and 3.14-14 are being made to clarify, make more specific the requirements, and enhance the enforceability of the mitigation measures.

Changes to Appendices

Final EIR, page 2-62, after the third change provided on this page, add the following change:

Draft EIR, Appendix K.4, page 31, under Lower Priority Locations subheading, four bullet, add the following as a third sub-bullet:

- Hawthorne Boulevard and Century Boulevard – During the pre-event period, position a TCO to operate the northbound Hawthorne Boulevard approach with two through lanes and two dedicated right-turn lanes instead of three through lanes and one right-turn lane.

- Crenshaw Boulevard/120th Street – During the post-event period, position a TCO to operate the southbound Crenshaw Boulevard approach with two through lanes and two right-turn lanes instead of three through lanes and one right-turn lane.
- Century Boulevard/I-405 northbound on-ramp – During the post-event period, position a TCO to operate the westbound Century Boulevard approach as two through lanes and one dedicated right-turn lane.
- TCO positioned at Century Boulevard and Inglewood Avenue to ensure an unimpeded travel route is available along designated alternative route to CHMC identified in the Local Hospital Access Plan.

Final EIR, page 2-62, after the third change provided on this page, add the following change:

Draft EIR, Appendix K.4, page 37, revise the second bullet as follows:

- Provide direction to TCOs regarding best practices ~~for accommodating~~ to ensure reasonable access (an unimpeded travel route is available along designated routes to CHMC identified in the Local Hospital Access Plan) emergency vehicles present in congested conditions during pre-event and post-event conditions.

The revisions to Appendix K.4 are being made to clarify and make more specific the requirements of the Event Transportation Management Plan. In particular, these measures are designed to ensure that TCOs provide an unimpeded traffic route for emergency vehicles to CHMC during Arena events.

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) has been updated to include all changes to mitigation noted above, and to reflect some additional timing notes. It is printed here in full for ease of reading.

CHAPTER 4
Mitigation Monitoring and Reporting Program

4.1 Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Inglewood Basketball and Entertainment Center (IBEC, or Project). The intent of the MMRP is to track and successfully implement the mitigation measures identified within the Final Environmental Impact Report (Final EIR) for the Project.

4.2 Mitigation Measures

The mitigation measures are taken from the Final EIR and are assigned the same number as in the Final EIR. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and, where appropriate, the entities responsible for ensuring that reporting responsibilities are carried out. The mitigation measures identify the Project as the "Proposed Project;" this same terminology is used here in order to ensure that the measures in this MMRP track those set forth in the Final EIR.

In some instances, mitigation measures require the applicant to construct physical improvements. For those improvements within the jurisdiction of the City of Inglewood, where noted below, the City must review and approve the consultants retained to plan, design and construct the improvements. The City must also review and approve the plans, designs and construction of those improvements. For those improvements that fall within the jurisdiction of another agency, that other agency is identified; the applicant must work with that other agency on the design and construction of the improvement, and the City of Inglewood coordinates those efforts as necessary.

In some instances, mitigation measures require the applicant to retain or designate a monitor or community liaison. In those instances, the applicant must identify to the City the person or entity designated to perform this task, and the City will review that person or entity's qualifications to confirm that the designee has the requisite expertise or qualifications.

The table also includes sections entitled "Project Design Features" and "AB 987." This information is included for convenience and comprehensiveness. The items listed here are not "mitigation measures" for CEQA purposes. They instead serve difference purposes. Specifically:

- "Project Design Features" consist of elements or features that have been incorporated into the project's design by the Project Applicant. Because these features may serve to reduce the project's environmental effects, they are included here in a separate table in order to ensure that the features are implemented.

- "AB 987" lists the conditions of approval incorporated into the project based on the Governor's certification of the project under Assembly Bill 987 (Chapter 961, Statutes of 2018). AB 987 provides that the environmental measures required as a result of the certification process "shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency." (Pub. Resources Code, § 21168.6.8, subd. (b)(5).) The conditions of approval arising under the AB 987 process are not mitigation measures for CEQA purposes, although they overlap with CEQA mitigation measures in some respects. The conditions of approval under AB 987 are separately listed here to provide a mechanism for the City to monitor and enforce them. Note that the statute requires the project applicant to "submit to the lead agency an annual status report on the implementation of the environmental mitigation measures and any other environmental measures required by this section." (Pub. Resources Code, § 21168.6.8, subd. (b)(5).)

4.3 MMRP Components

The components of the attached tables, which contain applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR, as revised in the Final EIR.

Mitigation Measure: All mitigation measures identified in the Draft EIR, as revised in the Final EIR, are presented and numbered accordingly.

Implementing Party: The column entitled "Implementing Party" identifies the entity that will undertake the required action. The Implementing Party is most often the Project Applicant (or Applicant), who will be responsible for the design, construction or operation of each site, phase, or component of the Project. The Project Applicant responsible for undertaking a required action may include the owner or operator of the Project component, as appropriate. In some instances, the required action will or should be undertaken by another party. This column therefore provides clarity regarding the entity that is primarily responsible for carrying out the action.

Monitoring Party: The City of Inglewood (the City) is primarily responsible for monitoring that mitigation measures are successfully implemented. Within the City, several departments and divisions would have responsibility for monitoring some aspect of the overall project. This column identifies the specific City department responsible for monitoring. Other agencies, such as the Los Angeles Regional Water Quality Control Board, may also be responsible for monitoring the implementation of mitigation measures.

The various departments within the City who are identified as an implementing or monitoring party include the: (1) the Economic and Community Development Department, which generally oversees the review approval, and inspection of all building projects within the City (Building Safety Division); enforces property maintenance, zoning, weed and waste Municipal Code requirements (Code Enforcement Division); (2) the Public Works Department, which helps to plan, design, inspect, and administer contracts for capital infrastructure construction and facility improvements projects (Engineering Division); manage the City's municipal solid waste services (Environmental Services Division); and assures that City transportation improvements and systems are functional and safe (Transportation & Traffic Division); and (3) the Parks, Recreation, and Community Services Department, which is charged with enhancing the quality of life for Inglewood residents, business, and visitors, through the provision of comprehensive recreational, social, and community beautification services and programs.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or during ongoing project operations. The timing for each measure is identified in this column. In those instances in which the timing is tied to the issuance of a certificate of occupancy, a certificate of occupancy includes a temporary certificate of occupancy.

Notes: Certain measures assign the Project Applicant or an applicant-designated entity with reporting responsibility. In those instances, the MMRP identifies the party that must prepare a report so that the monitoring party can confirm that the applicant has fulfilled its responsibilities. This column also notes where the mitigation measure will be enforced in part by another agency or provides additional information that provide clarity concerning how the measure will be carried out.

Acronyms: The MMRP uses various following acronyms to refer to various City Departments or other agencies or entities. In some instances, the full name of the department or agency is used. The following agency or department acronyms are used throughout the MMRP:

Name of Department or Agency	Acronym
California Air Resources Board	CARB
City of Inglewood, Economic and Community Development Department	
Building Safety Division	ECDD-Building Safety Division
Planning Division	ECDD-Planning Division
City of Inglewood, Public Works Department:	
Engineering Division	DPW-Engineering Division
Environmental Services Division	DPW-Environmental Services Division
Transportation & Traffic Division	DPW-Transportation & Traffic Division

City of Los Angeles, Department of Transportation	LADOT
Federal Aviation Administration	FAA
Los Angeles County Health Hazardous Materials Division	HHMD
Los Angeles County Airport Land Use Commission	ALUC
Los Angeles Regional Water Quality Control Board	Los Angeles RWQCB
State of California, Governor's Office of Planning and Research	OPR
South Coast Air Quality Management District	SCAQMD
State of California, Department of Transportation	Caltrans

Other acronyms:

ITS	Intelligent Transportation Systems
LHAP	Local Hospital Access Plan
TDM	Transportation Demand Management
TCO	Traffic Control Officer
TMOP	Transportation Management and Operations Plan
TMP	Transportation Management Plan

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.1 Aesthetics					
3.1-2: Construction and operation of the Proposed Project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	**Mitigation Measure 3.1-2(a)** Construction Lighting. The project applicant shall implement the following measures to avoid or minimize disturbances related to construction lighting: • Require construction contractors use construction-related lighting only where and when necessary for completion of the specific construction activity. • Require construction contractors to ensure that all temporary lighting related to construction activities or security of the Project Site is shielded or directed to confine all direct rays of artificial light within the boundaries of the Project Site, thereby avoiding direct illumination onto light-sensitive properties located outside of the Project Site. • Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted around the project site, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about disturbances related to construction or security lighting. The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve lighting complaints related to construction activities of the Project. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: ○ Document and respond to each lighting complaint. ○ Attempt to contact the person(s) making the lighting complaint as soon as feasible and no later than one construction work day. ○ Conduct a prompt investigation to attempt to determine if high-brightness construction-related lighting contributes a substantial amount of light spillover or glare related to the complaint. ○ If it is reasonably determined by the Community Affairs Liaison that high-brightness construction-related lighting causes substantial spillover light or glare to a light-sensitive receptor, the Community Affairs Liaison shall identify and implement measures to address the lighting complaint, to the extent that they can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety.	Project Applicant Community Affairs Liaison	ECDD-Building Safety Division	Prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable. On-going during construction. A Community Affairs Liaison shall be designated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable Adjacent residences within 500 feet of the Project shall be notified prior to the issuance of any grading or ground-disturbing activity for any phase of the Project	Applicant to report to ECDD-Building Safety Division the name and contact information for the Community Affairs Liaison prior to beginning of construction, subject to review and approval by City Community Affairs Liaison to maintain records of all complaints and corrective action, for review by ECDD-Building Safety Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.1 Aesthetics (cont.)					
3.1-2 (cont.)	Examples of measures that may be implemented include but are not limited to: ○ Confirming construction lighting equipment and related direction and shielding devices are maintained per manufacturer's specifications; ○ Ensuring construction lighting is not operated unnecessarily; and/or ○ Evaluating and implementing feasible relocations of lighting equipment, alternatives to specific types of lighting equipment, or changes to direction and shielding equipment, as appropriate. Adjacent residents within 500 feet of the Project Site shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.				
	Mitigation Measure 3.1-2(b) **Lighting Design Plan.** Prior to issuance of a building permit, the project applicant shall submit to the City a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other project lighting onto the light-sensitive receptor properties identified as SR 1, SR 2, and SR 4 in the LDA lighting analysis report would not result in more than 2 foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are occupied by light-sensitive receptor uses, or that an illuminated sign from the Project would produce a light intensity of greater than 3 foot-candles above ambient lighting on residentially zoned property. Where existing conditions exceed these levels, the Lighting Design Plan shall avoid exacerbating existing conditions, but need not further reduce light levels on light-sensitive receptor properties. Measures to ensure that the lighting and illuminated signage from the Project would not exceed the identified thresholds may include but are not limited to relocating and or/shielding pole- or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs; and/or providing structural and/or vegetative screening from sensitive uses.	Project Applicant	ECDD-Building Safety Division	A Lighting Design Plan shall be submitted prior to issuance of a building permit for any project element that includes exterior lighting or illuminated signage; The Plan shall be implemented prior to issuance of a certificate of occupancy for any building that includes exterior lighting or illuminated signage	Lighting Design Plan subject to review by ECDD-Building Safety to confirm that lighting standards have been met ECDD-Building Safety to confirm that plan has been carried out prior to issuance of certificate of occupancy

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.1 Aesthetics (cont.)					
3.1-2 (cont.)	**Mitigation Measure 3.1-2(c)** **Hotel Design.** The design of the proposed hotel shall be prohibited from using (1) reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) mirrored glass, (3) black glass that exceeds 25 percent of any surface of any building, and (4) metal building materials that exceed 50 percent of any street-facing surface of a building.	Project Applicant	ECD-Building Safety Division	The hotel design shall be approved prior to issuance of a building permit for above ground construction of the hotel	ECDD-Building Safety Division to confirm that performance standard has been met
3.1-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**Mitigation Measure 3.1-5** Implement Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c) (Construction Lighting, Lighting Design Plan, and Hotel Design).	See Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c)	See Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c)	See Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c)	See Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c)
3.2 Air Quality					
3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.	**Mitigation Measure 3.2-1(a)** Implement Mitigation Measure 3.14-2(b) (Implement Transportation Demand Management (TDM) Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.2-1(b) Implement Mitigation Measure 3.2-2(b) (Emergency Generator and Fire Pump Generator Maintenance & Testing).	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)
	Mitigation Measure 3.2-1(c) Implement Mitigation Measure 3.2-2(c) (Construction Emissions Minimization Plan).	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)
	Mitigation Measure 3.2-1(d) Implement Mitigation Measure 3.2-2(d) (Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation).	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)
3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.	**Mitigation Measure 3.2-2(a)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.2 Air Quality (cont.)					
3.2-2 (cont.)	**Mitigation Measure 3.2-2(b)** Emergency Generator and Fire Pump Generator Maintenance & Testing. The project applicant shall conduct maintenance and/or testing of the emergency generators or fire pump generators on three separate non-event days. Each emergency generator shall be tested on a separate non-event day and the two fire pump generators may be tested together on a separate non-event day.	Project Applicant	ECDD-Planning Division	Maintenance and/or testing of the emergency generators or fire pump generators shall occur on non-event days	ECDD-Planning Division to establish date for annual reporting by Project Applicant, and to confirm that report has been submitted each year Annual report may be concurrent with any annual report submitted to the City pursuant to Development Agreement
	Mitigation Measure 3.2-2(c) The project applicant shall prepare and implement a Construction Emissions Minimization Plan. Prior to the issuance of a construction permit for each site or phase of the Project, as applicable, the project applicant shall submit the components of this plan associated with the construction activities being approved to the City Department of Economic and Community Development for review and approval. The plan shall detail compliance with the following requirements: 1) The Plan shall set forth in detail how the project applicant will implement Project Design Feature 3.2-1. 2) The Plan shall require construction contractor(s) to use off-road diesel-powered construction equipment that meets or exceeds California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters. This requirement shall be included in applicable bid documents, and the successful contractor(s) shall be required to demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. The City shall require quarterly reporting and provision of written documentation by contractors to ensure compliance, and shall conduct regular inspections to ensure compliance with these requirements.	Project Applicant	ECDD-Building Safety Division	A Construction Emissions Minimization Plan shall be prepared or updated and approved by the City prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable Quarterly reporting and provision of written documentation by contractors demonstrating compliance shall occur during construction A copy of each unit's certified tier specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request during construction Records of all trucks visiting the Project shall be maintained, and such records shall be made available to the City upon request	1) Bid documents and compliance records to be maintained by Applicant and available for City inspection upon request 2) Bid documents and compliance records to be maintained by Applicant and available for City inspection upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.2 Air Quality (cont.)					
3.2-2 (cont.)	3) The project applicant shall require, at a minimum, that operators of heavy-duty haul trucks visiting the Project during construction commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions or newer, cleaner trucks. In addition, the project applicant shall strive to use zero-emission (ZE) or near-zero-emission (NZE) heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NO_X emissions standard of 0.02 g/bhp-hr. Contractors shall be required to maintain records of all trucks visiting the Project, and such records shall be made available to the City upon request. 4) The project applicant shall ensure all construction equipment and vehicles are in compliance with the manufacturer's recommended maintenance schedule. The project applicant shall maintain maintenance records for the construction phase of the Project and all maintenance records shall remain on site for a period of at least 2 years from completion of construction. 5) The project applicant shall enter into a contract that notifies all construction vendors and contractors that vehicle idling time will be limited to no longer than 5 minutes or another timeframe as allowed by California Code of Regulations Title 13, section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, unless exempted by this regulation. For any vehicle that is expected to idle longer than 5 minutes, the project applicant shall require the vehicle's operator to shut off the engine. Signs shall be posted at the entrance and throughout the site stating that idling longer than 5 minutes is not permitted.			To the extent project construction is phased, requirement shall be met prior to each phase; plan shall be prepared/updated for each phase	3) Contractors maintain records of all trucks visiting the Project; records to be made available to DPW-Building Safety upon request 4) Maintain maintenance records for construction phase on site for at least 2 years after completion of construction 5) Project Applicant shall retain contracts with construction vendors and contractors; contracts shall be made available to ECDD-Building Safety Division upon request; ECDD-Building Safety Division to confirm that required signage has been posted on construction site
	Mitigation Measure 3.2-2(d) The project applicant shall provide incentives for vendors and material delivery trucks that would be visiting the Project to encourage the use of ZE or NZE trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year delivery trucks.	Project Applicant	ECDD-Planning Division	Incentives (bid preferences) for vendors and material delivery trucks accessing the Project Site during operation shall be reported annually Annual report may be concurrent with any annual report submitted to the City pursuant to Development Agreement	

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.2 Air Quality (cont.)					
3.2-2 (cont.)	**Mitigation Measure 3.2-2(e)** If ZE or NZE shuttle buses that are part of a fleet of a transit operator are determined by the City to be available and are sufficient to meet the operational requirements of the TDM Program described in Mitigation Measure 3.14-2(b), the project applicant shall provide bidding priority to encourage their use as part of the TDM Program.	Project Applicant	ECDD-Planning Division	Project Applicant to provide information about the availability of ZE or NZE shuttle buses as part of the fleet of a transit operator capable of meeting operational requirements of the TDM Program during the design and planning of the TDM Program pursuant to Mitigation Measure 3.14.2(b) City to determine availability prior to operational shuttle bidding process	Project Applicant to maintain records of bids provided and the fleet mix.
3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.	**Mitigation Measure 3.2-5(a)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.2-5(b) Implement Mitigation Measure 3.2-2(b) (Emergency Generator and Fire Pump Generator Maintenance & Testing).	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)
	Mitigation Measure 3.2-5(c) Implement Mitigation Measure 3.2-2(c) (Construction Emissions Minimization Plan).	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)
	Mitigation Measure 3.2-5(d) Implement Mitigation Measure 3.2-2(d) (Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation).	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)
3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.	**Mitigation Measure 3.2-6(a)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.2-6(b) Implement Mitigation Measure 3.2-2(b) (Emergency Generator and Fire Pump Generator Maintenance & Testing).	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)	See Mitigation Measure 3.2-2(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.3 Biological Resources					
3.2-6 (cont.)	**Mitigation Measure 3.2-6(c)** Implement Mitigation Measure 3.2-2(c) (Prepare and implement a Construction Emissions Minimization Plan).	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)	See Mitigation Measure 3.2-2(c)
	Mitigation Measure 3.2-6(d) Implement Mitigation Measure 3.2-2(d) (Incentivize use of ZE or NZE trucks).	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)	See Mitigation Measure 3.2-2(d)
3.3-2: Construction of the Proposed Project could have the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	**Mitigation Measure 3.3-2** The project applicant shall conduct tree removal activities required for construction of the Project outside of the resident or migratory bird and raptor breeding season (February 1 through August 31) where feasible. For construction activities or ground disturbing activities such as demolition, tree and vegetation removal, or grading that would occur between February 1 through August 31, the project applicant shall retain a qualified biologist to conduct preconstruction surveys not more than one week prior to the commencement of construction activities in suitable nesting habitat within the Project Site for nesting birds and raptors. This survey shall include areas located within 100 feet from construction to avoid indirect impacts to nesting birds. During the preconstruction survey, nests detected shall be mapped using global positioning system software, and species confirmed to be nesting or likely nesting will be determined. If active nests for avian species protected under the Migratory Bird Treaty Act or California Fish and Game Code are found during the survey, the qualified biologist shall determine an appropriate buffer for avoiding the nest (where no work will occur) until the biologist is able to determine that the nest is no longer active. A minimum 100-foot no-work buffer shall be established around any active bird nest; however, the buffer distance may be adjusted by a qualified biologist depending on the nature of the work that is occurring in the vicinity of the nest, the known tolerance of the species to noises and vibrations, and/or the location of the nest. If, in the professional opinion of the qualified biologist, the Project would impact a nest, the biologist shall immediately inform the construction manager and work activities shall stop until the biologist delineates a suitable buffer distance and/or determines that the nest is no longer active.	Project Applicant	ECDD-Planning Division	Where feasible, tree removal activities should occur September 1 through January 31 Prior to tree removal activities that would occur between February 1 through August 31 in suitable nesting habitat, preconstruction surveys would be conducted by a qualified biologist not more than one week prior to the commencement of construction activities. If active nests are found during preconstruction surveys, the qualified biologist shall determine an appropriate buffer for avoid the nest and the City shall be notified Requirement to establish buffer and to consult applies if active nests are found during construction	Measure applies for tree removal activities occurring between February 1 and August 31 Biologist retained by applicant subject to review and approval by City to confirm that biologist is qualified to perform survey. The City shall consult with CDFW in making this determination. Biologist to prepare report of pre-construction survey, and to submit report to ECDD-Planning Division Biologist shall immediately notify ECDD-Planning Division if active nests are found, and to identify buffers established as a result; subject to review and approval by ECDD-Planning Division

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.3 Biological Resources (cont.)					
3.3-3: Construction of the Proposed Project could have the potential to conflict with local policies or ordinances protecting biological resource, such as a tree preservation policy or ordinance.	**Mitigation Measure 3.3-3** a) To ensure that all new trees planted at a 1:1 ratio as required by the City's Tree Preservation Ordinance are of sufficient size, quantity, and quality, the following shall be implemented: • Prior to any on-site tree disturbance or removal of any protected tree, a tree permit shall be obtained from the City of Inglewood in accordance with the City of Inglewood Tree Preservation Ordinance (Inglewood Municipal Code Chapter 12, Article 32). The tree permit shall identify the appropriate size of tree to be replaced (i.e., 36-inch box tree). • All replacement mitigation trees shall be monitored by a certified arborist annually for minimum of 3 years following the completion of construction and planting, respectively. Monitoring shall verify that all encroached and replacement trees are in good health at the end of the 3-year monitoring period. Any encroached or replacement tree that dies within the 3-year monitoring period shall be replaced, and the replacement tree shall be monitored annually for 3 years. Annual monitoring reports shall be prepared by a certified arborist and submitted to the City. The monitoring report shall depict the location of each encroachment and replacement mitigation tree, including a description of the health of each tree based on a visual assessment.	Project Applicant	ECDD-Planning Division	a) Prior to the issuance of a grading permit or ground-disturbing activity, a tree permit shall be obtained All replacement mitigation trees shall be monitored for a minimum of 3 years during operation.	
	b) To ensure proper protection of trees to remain during project construction, the following shall be implemented. • The Tree Protective Zone (TPZ) of protected trees to be retained and that are located within 25 feet from the grading limits, shall be enclosed with temporary fencing (e.g., free-standing chain-link, orange mesh drift fencing, post and wire, or equivalent). A smaller TPZ may be established in consultation with a certified arborist. The fencing shall be located at the limits of the TPZ and shall remain in place for the duration of construction activities in the area, or as determined by the City. • Prune selected trees to provide necessary clearance during construction and to remove any defective limbs or other parts that may pose a failure risk. All pruning shall be completed (or supervised) by a certified arborist and adhere to the Tree Pruning Guidelines of the International Society of Arboriculture. Trenching shall be routed so as to minimize damage to roots of protected trees roots if feasible. Any required trenching within the TPZ should be accomplished by the use of hand tools, to the extent feasible, while under the direct supervision of a certified arborist. If roots larger than 2 inches in diameter are encountered, the arborist shall provide recommendations for pruning or avoidance.	Project Applicant	ECDD-Planning Division	b) Tree Protective Zone (TPZ) of protected trees shall be enclosed with temporary fencing prior to ground disturbing activities Pruning of selected trees shall be on-going during construction Any work conducted within the TPZ of protected trees shall be monitored during the duration of construction	The arborist shall be certified by the International Society for Arboriculture (ISA).

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.3 Biological Resources (cont.)					
3.3-3 (cont.)	Any major roots encountered should be conserved if feasible and treated as recommended by the arborist. If extensive disturbance to tree roots would occur such that tree health would be impacted as determined by the certified arborist, the tree shall be replaced at 1:1 per Mitigation Measure 3.3-3(a) above. • Any work conducted within the TPZ of a protected tree shall be monitored by a certified arborist. The monitoring arborist shall prescribe measures for minimizing or avoiding long-term impacts to the tree, such as selective pruning to minimize construction impacts. • No storage of equipment, supplies, vehicles, or debris should be allowed within the TPZ of a protected tree. No dumping of construction wastewater, paint, stucco, concrete, or any other clean-up waste should occur within the TPZ. No temporary structures should be placed within the TPZ.				
3.4 Cultural and Tribal Cultural Resources					
3.4-1: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5.	**Mitigation Measure 3.4-1** Retention of Qualified Archaeologist. Prior to the start of ground-disturbing activities associated with the Project, including demolition, trenching, grading, and utility installation, the project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. a) Monitoring and Mitigation Plan. Prepare, design, and implement a monitoring and mitigation program for the Project. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. The Plan shall be prepared and approved prior to the issuance of the first grading permit. b) Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (a), for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities.	Project Applicant	ECDD-Building Safety Division	a) A Monitoring and Mitigation Plan will be prepared and designed prior to the issuance of any permit by the City of Inglewood for ground-disturbing activity for each site or phase of the Project, as applicable The approved Monitoring and Mitigation Plan shall be implemented for the duration of Project construction b) A Cultural Resources Sensitivity Training shall be conducted prior to the start of ground disturbing activities; additional training shall be conducted for new construction personnel during construction, as needed	Qualified archaeologist retained by Project Applicant shall be subject to review/ approval by ECDD-Building Safety Division to confirm designee's qualifications ECDD-Building Safety Division to review Monitoring and Mitigation Plan to confirm that the plan meets the requirements of this mitigation measure

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.4 Cultural and Tribal Cultural Resources (cont.)					
3.4-1 (cont.)	Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training. c) Archaeological and Native American Monitoring. The qualified archaeologist will oversee archaeological and Native American monitors who shall be retained to be present and work in tandem, monitoring during construction excavations such as grading, trenching, or any other excavation activity associated with the Project and as defined in the Monitoring and Mitigation Plan. If, after advanced notice, the Tribe declines, is unable, or does not respond to the notice, construction can proceed under supervision of the qualified archaeologist. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the quantity and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist and the Native American monitor. d) In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s).			c) Archaeological and Native American monitors shall be retained prior to issuance of permits for any ground disturbing activity Monitoring shall occur for the duration of ground disturbing activities, as required d) In the event of the discovery of any archaeological materials during construction, work shall immediately cease and the City shall be notified of the discovery Construction shall resume once the qualified archaeologist has made a determination on the significance of the discovered resource(s)	

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.4 Cultural and Tribal Cultural Resources (cont.)					
3.4-1 (cont.)	e) If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement.			e) If historical resources or unique archaeological resources are discovered, avoidance and preservation measures would be implemented	
	f) In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the project applicant, and appropriate Native American representatives (if the find is of Native American origin). The Cultural Resources Treatment Plan shall provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource through laboratory processing and analysis of the artifacts. The Treatment Plan will further make recommendations for the ultimate curation of any archaeological materials, which shall be curated at a public, non-profit curation facility, university or museum with a research interest in the materials, if such an institution agrees to accept them. If resources are determined to be Native American in origin, they will first be offered to the Tribe for permanent curation, repatriation, or reburial, as directed by the Tribe. If no institution or Tribe accepts the archaeological material, then the material shall be donated to a local school or historical society in the area for educational purposes.			f) A Cultural Resources Treatment Plan shall be required during construction if data recovery through excavation is the only feasible mitigation available	Preservation in place is considered infeasible if approved geotechnical, grading and/or structural plans, and/or building code requirements, preclude preservation in place
	g) If the resource is identified as a Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.			g) During construction, if the resources are identified as Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives	

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.4 Cultural and Tribal Cultural Resources (cont.)					
3.4-1 (cont.)	h) Prepare a final monitoring and mitigation report for submittal to the applicant, and the South Central Coastal Information Center (SCCIC), in order to document the results of the archaeological and Native American monitoring. If there are significant discoveries, artifact and feature analysis and final disposition shall be included with the final report, which will be submitted to the SCCIC and the applicant. The final monitoring report shall be submitted to the applicant within 90 days of completion of excavation and other ground disturbing activities that require monitoring.			h) A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities that require monitoring	
3.4-2: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5.	**Mitigation Measure 3.4-2** Implement Mitigation Measure 3.4-1 (Retention of Qualified Archaeologist).	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1
3.4-3: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k).	**Mitigation Measure 3.4-3** Implement Mitigation Measure 3.4-1 (Retention of Qualified Archaeologist).	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.4 Cultural and Tribal Cultural Resources (cont.)					
3.4-3 (cont.) ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.					
3.4-4: Construction of the Proposed Project could have the potential to disturb human remains including those interred outside of dedicated cemeteries.	**Mitigation Measure 3.4-4** **Inadvertent Discovery of Human Remains.** In the event of the unanticipated discovery of human remains during excavation or other ground disturbance related to the Project, all work shall immediately cease within 100 feet of the discovery and the County Coroner shall be contacted in accordance with PRC section 5097.98 and Health and Safety Code section 7050.5. The project applicant shall also be notified. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) shall be notified in accordance with Health and Safety Code section 7050.5, subdivision (c), and PRC section 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendant (MLD) for the remains per PRC section 5097.98. Until the landowner has conferred with the MLD, the project applicant shall ensure that a 50-foot radius around where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	Project Applicant	ECDD-Building Safety Division	In the event of unanticipated discovery of human remains during excavation or other ground disturbing activities, work shall immediately cease and the City shall be notified The NAHC shall be notified if it is determined that remains are Native American	
3.4-5: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to result in cumulatively considerable impacts to historical resources.	**Mitigation Measure 3.4-5** Implement Mitigation Measure 3.4-1 (Retention of Qualified Archaeologist).	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.4 Cultural and Tribal Cultural Resources (cont.)					
3.4-6: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on archaeological resources.	**Mitigation Measure 3.4-6** Implement Mitigation Measure 3.4-1 (Retention of Qualified Archaeologist).	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1
3.4-7: Construction of the Proposed Project, in conjunction with construction of other cumulative development, could have the potential to contribute to cumulative impacts on the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074.	**Mitigation Measure 3.4-7** Implement Mitigation Measure 3.4-1 (Retention of Qualified Archaeologist).	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1	See Mitigation Measure 3.4-1
3.4-8: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on human remains including those interred outside of dedicated cemeteries.	**Mitigation Measure 3.4-8** Implement Mitigation Measure 3.4-4 (Cease Work in the Event of Inadvertent Discovery).	See Mitigation Measure 3.4-4	See Mitigation Measure 3.4-4	See Mitigation Measure 3.4-4	See Mitigation Measure 3.4-4
3.6 Geology and Soils					
3.6-1: Construction and operation of the Proposed Project could have the potential to result in the substantial erosion or the loss of topsoil.	**Mitigation Measure 3.6-1** Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.6 Geology and Soils (cont.)					
3.6-2: Construction of the Proposed Project could have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Mitigation Measure 3.6-2** A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) shall be retained by the project applicant and approved by the City prior to the approval of grading permits. The qualified paleontologist shall: a) Prepare, design, and implement a monitoring and mitigation plan for the Project consistent with Society of Vertebrate Paleontology Guidelines. The program shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that fossil remains can be salvaged in a timely manner), fossil treatment, procurement, and reporting. The Plan monitoring and mitigation program shall be prepared and approved by the City prior to the issuance of the first grading permit. If the qualified paleontologist determines that the Project-related grading and excavation activity will not affect Older Quaternary Alluvium, then no further mitigation is required. b) Conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (a). In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. The training session shall provide instruction on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the qualified paleontologist demonstrating that the appropriate construction personnel attended the training. c) Direct the performance of paleontological resources monitoring by a qualified paleontological monitor (meeting the standards of the SVP, 2010). Paleontological resources monitoring shall be conducted pursuant to the monitoring and mitigation program developed under (a), above. Monitoring activities may be altered or ceased if determined adequate by the qualified paleontologist. Monitors shall have the authority to, and shall temporarily halt or divert work away from, exposed fossils or potential fossils, and establish a 50-foot radius temporarily halting work around the find. Monitors shall prepare daily logs detailing the types of ground disturbing activities and soils observed, and any discoveries.	Project Applicant	ECDD-Building Safety Division	a) A monitoring and mitigation plan shall be prepared and designed prior to issuance of any permits for ground-disturbing activity by the City of Inglewood for each site or phase of the Project, as applicable The monitoring and mitigation shall be implemented for the duration of Project construction b) Paleontological resources sensitivity training shall be conducted prior to the start of ground disturbing activities; additional training shall be conducted for new construction personnel during construction, as needed c) Paleontological resources monitoring shall be conducted during grading, pursuant to the monitoring and mitigation program and as directed by qualified paleontologist Qualified paleontologist shall maintain daily logs on an on-going basis for the duration of ground disturbing activities	ECDD-Building Safety Division to review and approve designated paleontologist to confirm that designee has appropriate qualifications a) MMP to be submitted and approved by ECDD-Building Safety Division to confirm that requirements of Mitigation Measure 3.6-2(a) have been met b) Paleontologist to retain documentation that construction personnel have attended training; documentation to be made available to ECDD-Building Safety Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.6 Geology and Soils (cont.)					
3.6-2 (cont.)	d) If fossils are encountered, determine their significance, and, if significant, supervise their collection for curation. Any fossils collected during Project-related excavations, and determined to be significant by the qualified paleontologist, shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. e) Prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the paleontological monitoring. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report which will be submitted to the appropriate repository and the City. The final monitoring report shall be submitted to the City within 90 days of completion of excavation and other ground disturbing activities that could affect Older Quaternary Alluvium.			Should construction activities be ceased, the City shall be notified d) If fossils are encountered during ground disturbing activities, their significance shall be determined and, if required, delivered to an accredited repository e) A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities	e) Final monitoring report submitted to the City within 90 days of completion of excavation and ground-disturbing activities
3.6-3: Construction and operation of the Proposed Project in conjunction with other cumulative development, could have the potential to result in substantial erosion or loss of topsoil.	**Mitigation Measure 3.6-3** Implement Mitigation Measure 3.9-1(a). (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)
3.6-4: Construction of the Proposed Project, in conjunction with other cumulative development, could have the potential to contribute to cumulative impacts on paleontological resources.	**Mitigation Measure 3.6-4** Implement Mitigation Measure 3.6-2.	See Mitigation Measure 3.9-2	See Mitigation Measure 3.9-2	See Mitigation Measure 3.9-2	See Mitigation Measure 3.9-2

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions					
3.7-1: Construction and operation of the Proposed Project could generate "net new" GHG emissions, either directly or indirectly, that could have a significant impact on the environment.	**Mitigation Measure 3.7-1(a)** **GHG Reduction Plan.** Prior to the start of construction, the project applicant shall retain a qualified expert to prepare a GHG Reduction Plan (Plan). The City shall approve the expert retained for this purpose to confirm the consultant has the requisite expertise. Components of the Plan relevant to construction GHG emissions associated with the construction activities being approved shall be subject to review and approval by the City Building Official prior to issuance of a construction permit for such activities. Components of the of the Plan relevant to operational GHG emissions, including the annual GHG Verification Report process described below, shall be subject to review and approval by the City Building Official prior to issuance of the Certificate of Occupancy for the Arena. The purpose of the Plan is to document the Proposed Project's GHG emissions, including emissions after Project-specific GHG reduction measures are implemented, and to determine the net incremental emission reductions required to meet the "no net new" GHG emissions threshold over the 30-year life of the Proposed Project. The Plan shall include a detailed description of the GHG emissions footprint for all operational components of the Proposed Project based on the best available operational and energy use data at time of approval and the latest and most up to date emissions modeling and estimation protocols and methods. The GHG Reduction Plan shall include the following elements: 1) Project GHG Emissions. Estimate the Project's net new GHG emissions over the 30-year operational life of the Project. The estimate shall be based on final design, project-specific traffic generation, actual energy use estimates, equipment to be used on site, and other emission factors appropriate for the Project, using the best available emissions factors for electricity, transportation engines, and other GHG emission sources commonly used at the time the GHG Reduction Plan (see subd. (2)), is completed, reflecting existing vehicle emission standards and building energy standards. Net operational (incremental) emissions shall be derived by adding the annual operational emissions and backfill emissions and then subtracting from that total existing emissions and emissions from relocated LA Clippers games and market shifted non-NBA events, as illustrated in Table 3.7-9a and Table 3.7-9b. The estimate shall include the Project's construction GHG emissions, which shall be amortized over the 30-year operational life of the Project, shown in Table 3.7-7 to be 603 metric tons of carbon dioxide equivalent ($MTCO_2e$)/year.	Project Applicant	ECDD-Planning Division TDM Program and related monitoring to be submitted to DPW-Transportation & Traffic Division	1) Components of the GHG Reduction Plan relevant to construction activities being permitted shall be submitted to and approved by the City prior to issuance of a permit for such activities Components of the GHG Reduction Plan relevant to operations, including GHG emissions reduction measures and an estimate of the Project's net new GHG emissions over a 30-year operational life of the Project, shall be submitted to and approved by the City prior to issuance of certificate of occupancy for the Arena	ECDD-Planning Division to review qualifications of person preparing GHG Reduction Plan to confirm that designee has requisite expertise DPW-Transportation & Traffic Division to establish date when Project Applicant is to submit annual TDM Program monitoring report; annual report may be concurrent with any annual report submitted to the City pursuant to Development Agreement Where mitigation measure requires Project Applicant to provide reports to OPR, Project Applicant to provide confirmation to DPW-Transportation & Traffic Division See Mitigation Measure 3.14-2(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	2) GHG Mitigation. Include reduction measures that are sufficient to reduce or offset incremental emissions over the net neutral threshold, are verifiable, and are feasible to implement over project life. At a minimum, the GHG Reduction Plan shall include: (i) implementation of all measures set forth under Section A. below; and (ii) emissions reductions associated with implementation of Project Design Features 3.2-1 and 3.2-2 and Mitigation Measures 3.2-2(b) and 3.14-2(b) regarding the reduction of NO_X and PM2.5 emissions, to the extent these features and measures have co-benefits in the form of quantifiable GHG emissions reductions. The project applicant shall be required to implement a combination of measures identified in Section B below, or co-benefits of NO_X and PM2.5 emissions reduction measures required under AB 987, to achieve any remaining GHG emission reductions beyond those identified in (i) and (ii) above necessary to meet the no net new GHG emissions threshold over the 30-year operational life of the Project. A. Required GHG Reduction Measures. a. Minimize energy demand, including electricity and natural gas demand through implementation of LEED Gold certification design features.				
	b. Implement a transportation demand management (TDM) program. The TDM Program shall include strategies, incentives, and tools to provide opportunities for non-event employees and patrons as well as event attendees and employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The TDM Program shall include: i. TDM 1 – Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool). The IBEC Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site, which shall include: • Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates. • Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method). • Giveaways for transit users (goods for attendees, free tickets for employees, etc.).	Project Applicant	DPW-Transportation & Traffic Division	The TDM Program shall be finalized by 6 months prior to the issuance of certificate of occupancy for the Arena; subject to review and approval by DPW-Transportation & Traffic Division The TDM Program and GHG Reduction Plan shall be implemented throughout operations	Project Applicant shall commence design and planning for TDM Program in coordination with DPW-Transportation & Traffic Division not less than 24 months prior to Arena completion date (currently estimated July 2024) Initial planning to include creation of a schedule for development of the TDM Program to ensure finalization by 6 months prior to the issuance of certificate of occupancy for the Arena Revisions to TDM Program subject to review and approval of DPW-Transportation & Traffic Division

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	• Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices. • Bus stop facilities improvements: the IBEC Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the IBEC Project. • Transit and/or Multi-Modal Subsidy: the IBEC Project shall provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This shall provide pre-tax commuter benefits for employees. • Marketing and outreach campaign to event attendees and employees for transit usage. ii. TDM 2 – Event-day Dedicated Shuttle Services The following shall be provided to ensure sufficient connectivity to existing and planned Metro Rail Stations and would take advantage of the transportation resources in the area. The Project shall ensure that enough shuttles would be provided for successful and convenient connectivity with short wait times. The following shall be provided: • The IBEC Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/LAX Line at Downtown Inglewood Station for Arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees. • The IBEC Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to and after the attendees, respectively, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the major event and extend to 30 minutes after the start. After the major event, shuttle service would begin 30 minutes before the end, and continues one hour after.				Shuttle routes (TDM 2) subject to review and approval by DPW-Transportation & Traffic Division Project Applicant to maintain documentation of implementation of TDM Program, and to make documentation available to DPW-Transportation & Traffic Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions (cont.)					
3.7-1 (cont.)	• The IBEC Project shall implement Mitigation Measure 3.14-2(b), requiring the IBEC operator to provide enough shuttles to ensure that there is successful and convenient connectivity with short wait times to these light rail stations. To this end, the project applicant shall monitor the number of people using shuttles to travel between the above light rail stations and the IBEC. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the project applicant shall add sufficient additional shuttle capacity to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit. • The IBEC Project shall provide a convenient and safe location on site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the Arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the Arena. The IBEC Project shall implement Mitigation Measure 3.14-3(f), which requires constructing a dedicated northbound right-turn lane that would extend from the bus pull-out on the east side of South Prairie Avenue to West Century Boulevard. iii. TDM 3 – Encourage Carpools and Zero-Emission Vehicles The IBEC Project shall provide incentives to encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site. The incentives shall include: • Incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other, similar benefits) to incentivize sharing/pooling for attendees using transportation network company (TNC) rides to or from an event, or other discounts/benefits. • Variable parking price based on car occupancy - structured to encourage carpooling.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	• 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent (i.e., a minimum of three hundred and thirty (330) electric vehicle charging stations (EVCS) shall be installed within the three proposed on-site parking garages serving the Project for use by employees, visitors, event attendees, and the public). iv. TDM 4 – Encourage Active Transportation The IBEC Project shall include features that would enhance the access for bicyclists and pedestrians, including the following: • Bicycle parking: Provide bicycle parking in excess of applicable code requirements as follows: 60 employee bike parking spaces and 23 attendee bike parking spaces. • Provide showers and lockers for employees. • A bike valet service would be implemented if needed to accommodate bike parking space needs. • A bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Coordinate bike pools and walk pools. Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development. v. TDM 5 – Employee Vanpool Program The IBEC Project shall provide an employee vanpool program to accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	vi. TDM 6 – Park-n-Ride Program The IBEC Project shall provide a regional park-n-ride program that would utilize charter coach buses with a capacity of up to 45 persons per bus to accommodate up to 1,980 attendees. Parking lot locations shall correspond to zip code ticket purchase data, and the site circulation shall be designed to account for the charter coaches. The operation of this park-n-ride would be similar to the currently operating park-n-ride program from the Hollywood Bowl venue located in the Hollywood Hills within the County of Los Angeles. vii. TDM 7 – Information Services The IBEC Project shall provide services to inform the public about activities at the IBEC, including the following: • Strategic Multi-modal Signage/Wayfinding • Real-time travel information; Changeable Message Sign (CMS) and social media • Welcome packets for new employees and ongoing marketing • Commercials/Advertisement - Television, Website, Social Media, Radio, etc. • Information kiosk or bulletin board providing information about public transportation options. viii. TDM 8 – Reduce On-Site Parking Demand The IBEC Project shall include features that reduce on-site parking demand. These features shall include: • Provide coach bus/minibus/microtransit staging and parking areas: the IBEC Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit is 10 persons per vehicle and 45 person per bus for the charter coach bus. • Allocate sufficient TNC staging spaces: the IBEC Project shall be designed to accommodate approximately 160 spaces for TNC staging.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	ix. TDM 9 – Event Day Local Microtransit Service The IBEC Project shall provide a local minibus/ microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees on all event days. x. Monitoring The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis.			The project applicant shall prepare and submit an annual TDM Program monitoring report to DPW-Transportation & Traffic Division The initial TDM Program monitoring report shall be submitted not more than 60 days after the anniversary of the date on which Arena events commence After initial year of operations, City may adjust date of submittal of the annual TDM Program monitoring report to be concurrent with any annual report submitted to the City pursuant to Development Agreement Project Applicant and DPW-Transportation & Traffic Division to meet not less than once per year to review report, discuss TDM Program operations, and to modify program as necessary	

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	c. A monitoring report shall be prepared not less than once each year. The report shall evaluate whether the TDM Program is achieving the reduction in vehicle trips set forth above. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and OPR (through 2030) and made available to LADOT. d. The TDM Program will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. e. Install "smart parking" systems in the on-site parking garages serving the Project to reduce vehicle circulation and idle time within the structures by more efficiently directing vehicles to available parking spaces. B. Potential Additional GHG Reduction Measures The GHG Reduction Plan shall identify and quantify any additional GHG reduction measures proposed by the project applicant to reduce incremental emissions to below the net zero threshold. These additional measures may include one or more of the following: a. Potential on-site measures: i. Installation of additional photovoltaic systems as carports on the Eastern Parking Garage. ii. Purchase of energy for on-site consumption through the Southern California Edison (SCE) Green Rate, which facilitates SCE's purchase of renewable energy to meet the needs of Green rate participants from solar renewable developers within the SCE service territory or similar opportunities for renewable electricity that may arise in the future. iii. If available after approval by applicable regulatory agencies, on-site use of renewable natural gas. iv. Implementation of a waste diversion program with a goal of reducing landfill waste to zero.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	b. Potential off-site measures: i. Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an "offset project registry" to help administer parts of the Compliance Offset Program under CARB's Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, verifiable, real, and enforceable. The methodology for ensuring that each of the six "environmental integrity standards" listed in the immediately preceding sentence shall be that all carbon offset credits used to meet the requirements of this paragraph have been implemented, independently verified, and enforced in accordance with the objective criteria detailed in any one or more of the following Protocols, Methodologies, and/or Standards ("Protocols" are promulgated by the Climate Action Reserve ("CAR") while the American Carbon Registry ("ACR") and Verra ("VCS") use the terms "Standards" and "Methodologies"): (1) U.S. Forestry (CAR Version 5.0; ACR Version 6.0 and Methodologies authorized thereby), (2) Urban Tree Planting (CAR Version 2.0), (3) Livestock Digesters (CAR Version 4.0), (4) Ozone Depleting Substances (CAR version 2.0), (5) Mine Methane Capture (CAR Version 1.1), (6) Rice Cultivation (CAR Version 1.1), (7) U.S. Landfill (CAR Version 5.0; VCS Version 4 and Methodologies authorized thereby), (8) Grasslands (CAR Version 2.1; ACR Version 6.0 and Methodologies authorized thereby), and (9) Green Energy (ACR Version 6.0 and VCS Version 4, and Methodologies authorized thereby). Without limiting the generality of the foregoing, in the event that an approved registry becomes no longer approved by CARB and the offset credits cannot be transferred to another approved registry, the project applicant shall comply with the rules and procedures for retiring and/or replacing offset credits in the manner specified by the applicable Protocol, Standard or Methodology, including (to the extent required) by purchasing an equivalent number of credits to recoup the loss. In order to account for changing technologies and improved methodologies during the operational life of the project, the project applicant may utilize updated versions of the Protocols, Standards, or Methodologies promulgated from time to time by an approved registry if				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	the project applicant provides written documentation to the City as a component of its Annual GHG Verification Report (a copy of which is provided to CARB), demonstrating that the updated version is at least as effective as the versions expressly enumerated above; additionally, the project applicant may utilize carbon offset credits generated by a project approved under an earlier version of an applicable Protocol, Standard, or Methodology to the extent authorized by the later version of the applicable Protocol, Standard, or Methodology. Carbon offset credits generated by a project located outside the United States or its territories shall not be used to satisfy this measure. ii. Transit and City Fleet Vehicles Replacement. The project applicant may enter into an agreement to cover replacement costs of existing City municipal fleet and transit vehicles with Zero Emissions Vehicles (ZEVs) and install related Electric Vehicle Charging Stations (EVCS). iii. Local EV Charging Stations. The project applicant may enter into agreements to install EVCS locations in the City for use by the public. iv. The project applicant may develop or enter into partnership with other organizations to develop a tree planting program in the City. v. EV Home Charger Program. The project applicant may implement a program to cover 100 percent of the costs of purchasing and installing EV chargers for residential use in local communities near the Project Site. The GHG Reduction Plan may include different, substitute GHG reduction measures that are equally effective or superior to those proposed above, as new technology and/or other feasible measures become available during construction or the operational life of the Project. The GHG Reduction Plan shall identify such different, substitute GHG reduction measures, and shall provide enough information to assess the feasibility of these measures. The project applicant may rely on such measures only if they are reviewed by the City Building Official, are quantified, are found to be feasible, and are found to be at least as effective as those measures listed above. The Plan shall identify and quantify any other GHG reduction measures needed to reduce the Project incremental GHG emissions to no net new GHG emissions, or better.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.7 Greenhouse Gas Emissions	**(cont.)**				
3.7-1 (cont.)	**Mitigation Measure 3.7-1(b)** Annual GHG Verification Report. The project operator shall prepare an Annual GHG Verification Report, which shall be submitted to the City, with a copy provided to CARB, on an annual basis following the commencement of project operations. The Annual GHG Verification Report shall estimate the Project's emissions for the previous year based on operational data and methods, and using appropriate emissions factors for that year, as set forth in the GHG Reduction Plan, and determine whether additional offset credits, or other measures, are needed for the Project to result in net zero GHG emissions. It shall include a process for verifying the actual number and attendance of net new, market-shifted, and backfill events. If an Annual GHG Verification Report determines that the Project's emissions for the previous year were lower than necessary to achieve net zero GHG emissions, credit for any emissions reductions achieved below net zero shall be applied to the next year in the following Annual GHG Verification Report. The Annual GHG Verification Report shall be verified by a qualified, independent expert entity retained at the project applicant's expense. GHG offset credits to achieve net zero GHG emissions for the previous year, if necessary, shall have been purchased by the end of each reporting year. Following completion and verification of the Annual GHG Verification Report, the GHG Reduction Plan shall be refined as may be needed in order to maintain emissions below net zero over the next reporting year. Any such revisions shall be prepared by the qualified expert retained by the project applicant and shall be subject to review and approval by the City. In reviewing the GHG Reduction Plan, any revisions to that plan, or other reports related to implementation of the Plan, the City shall select and consult with a qualified expert greenhouse gas emissions verifier accredited by the ANSI National Accreditation Board (ANAB) Accreditation Program for Greenhouse Gas Validation/Verification Bodies or a Greenhouse Gas Emissions Lead Verifier accredited by CARB, or an expert with equivalent qualifications to the extent necessary to assist with this review. Any expenses incurred by the City in retaining this expert shall be borne by the project applicant. The provisions of this Mitigation Measure 3.7-1(b) may be consolidated with the reporting obligations pursuant to AB 987, as memorialized in the conditions of approval to the Project, into a single GHG reduction monitoring and verification report.	Project Applicant	ECDD-Planning Division	An Annual GHG Verification Report shall be prepared annually during operation and submitted to the City in the first quarter of every year of Project operation or concurrent with any annual report submitted to the City pursuant to Development Agreement Any revisions to the GHG Reduction Plan, if needed, shall be submitted to the City within three months after verification of the Annual Verification Report	Project Operator shall submit Annual GHG Verification Report to ECDD-Planning Division year after project operations commence or concurrent with any annual report submitted to the City pursuant to Development Agreement; copy to be provided to CARB Report to be prepared by qualified expert retained by applicant; report preparer subject to review and approval by ECDD-Planning Division to conform that designee has requisite expertise City may retain expert to review GHG Reduction Plan, or implementation of plan, at its discretion, at Project Applicant's expense Timing of submittal of annual report may be concurrent with any annual report submitted to the City pursuant to Development Agreement

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.8 Hazards and Hazardous Materials					
3.8-4: Construction and operation of the Proposed Project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, could have the potential to create a significant hazard to the public or the environment.	**Mitigation Measure 3.8-4** Prior to initiating any ground disturbing activities on the Project Site, the project applicant shall prepare a Soil Management Plan (SMP) that is submitted to and reviewed and approved by the California Department of Toxic Substances Control (DTSC), the Los Angeles Regional Water Quality Control Board (LARWQCB), the Los Angeles County Fire Department (LACFD) Site Mitigation Unit (SMU), or other applicable regulatory agency having jurisdiction to review or approve the SMP. The SMP shall be prepared by a Registered Environmental Assessor (REA) or other qualified expert, and shall address the findings of the two EKI technical memoranda dated June 28, 2019, and/or subsequent relevant studies. During construction, the contractor shall implement the SMP. If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities on any portion of the Project Site, work shall stop in the excavation area of potential contamination. Upon discovery of suspect soils or groundwater, the contractor shall notify the DTSC, LARWQCB, SMU, and/or other applicable regulatory agency, and retain an REA or qualified professional to collect soil samples to confirm the type and extent of contamination that may be present. If contamination is confirmed to be present, any further ground disturbing activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. The contractor shall follow all procedural direction given by DTSC, LARWQCB, SMU, and/or other applicable regulatory agency, and in accordance with the SMP to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with transport laws and the requirements of the licensed receiving facility. If contaminated soil or groundwater is encountered and identified constituents exceed human health risk levels, ground disturbing activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency or direction is otherwise given from the appropriate regulatory agency for a course of action that would allow construction to recommence within any such areas. The project applicant shall submit the "no further action" letter or notification documenting direction from the regulatory agency to the City prior to resumption of any ground disturbing activity on the relevant portion of the Project Site. If compounds in soil are identified in concentrations that trigger SCAQMD's Rules 1166 or 1466, the SMP will require compliance with such rules.	Project Applicant and designated REA	ECDD-Building Safety	A Soil Management Plan shall be prepared and submitted prior to issuance of any permits by the City of Inglewood for ground disturbing activities for each site or phase of the Project, as applicable Implementation of the Soil Management Plan shall be on-going for the duration of construction If unidentified or suspected contaminated soils or groundwater is encountered, any further ground disturbing activities shall be conducted according to a site-specific health and safety plan and the City shall be notified of this contamination If contaminated soils or groundwater is encountered, ground disturbing activities shall not recommence until remediation is completed and a "no further action" letter is obtained or direction is otherwise given from the appropriate regulatory agency that construction can recommence	Applicant-retained REA prepares SMP and submits to appropriate regulatory agency ECDD-Building Safety to review REA to confirm that designee has requisite qualifications and expertise to prepare REA ECDD-Building Safety to confirm that Project Applicant has submitted SMP, and that appropriate regulatory agency has approved it

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.8 Hazards and Hazardous Materials (cont.)					
3.8-5: Construction and operation of the Proposed Project would be located within an airport land use plan area and could result in a safety hazard or excessive noise for people residing or working in the project area or could create a hazard to navigable airspace and/or operations at a public airport.	**Mitigation Measure 3.8-5** The project applicant shall submit an application to the Airport Land Use Commission (ALUC) for a determination that that the Project is consistent with the Airport Land Use Plan. The project applicant shall submit Form 7460-1, "Notice of Proposed Construction or Alteration," to the Federal Aviation Administration (FAA) or notify the FAA through the Obstacle Evaluation/Airport Airspace Analysis system, consistent with the requirements of 14 Code of Federal Regulations (CFR) Part 77, prompting completion of an aeronautical study to determine whether the Project would constitute a hazard to air navigation. A copy of the 14 CFR Part 77 notification shall be included in the compatibility review application for the Project. Prior to the issuance of building permits, the project applicant shall provide the City with a copy of the ALUC-issued consistency determination, and the FAA-issued "Determination of No Hazard to Air Navigation." The project applicant shall implement all recommendations made by the FAA, including those for marking and lighting of project components that are determined to constitute obstructions in federal airspace, and any requirements set forth in the ALUC consistency determination regarding height restrictions.	Project Applicant	ECDD-Planning Division/ALUC/ FAA	An application for a determination of consistency with the Airport Land Use Plan shall be submitted to ALUC and Form 7460-1 shall be submitted to the FAA, and the determinations of ALUC and the FAA shall be provided to the City prior to the issuance of any building permits for above-ground structures by the City of Inglewood for any site or phase of the Project	Copies of ALUP consistency determination issued by ALUC and Determination of No Hazard issued by FAA shall be provide to ECDD-Planning Division
3.9 Hydrology and Water Quality					
3.9-1: Construction and operation of the Proposed Project could have the potential to violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan.	**Mitigation Measure 3.9-1(a)** Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB. The project applicant shall comply with the MS4 permit regulations, NPDES General Construction Permit, Inglewood Municipal Code regulations, the County's LID Standards Manual, and the USGBC's LEED program. A LID Report and SWPPP shall be prepared to the satisfaction of the City and Los Angeles RWQCB to ensure the prevention of substantial water quality degradation during construction and operation of the Project. These plans shall be approved by the City and Los Angeles RWQCB to confirm that these permit and regulatory requirements have been satisfied before construction commences on the site.	Project Applicant	ECDD-Planning Division/DPW-Environmental Services Division/Los Angeles RWQCB	A LID Report and SWPPP shall be prepared and approved by the City and Los Angeles RWQCB prior to issuance of any construction permit	ECDD-Planning Division to confirm that reports have been submitted to and approved by Los Angeles RWQCB
	Mitigation Measure 3.9-1(b) Sweeping. Operation of the Project shall include periodic sweeping to remove oil, grease, and debris from parking lots of 25 spaces or more. Such sweeping shall occur not less than weekly.	Project Applicant	DPW-Environmental Services Division	Sweeping of parking lots shall occur weekly during operation, as needed Logs of dates and times sweeping occurred shall be maintained and submitted to the City on a quarterly basis during operation	Project Applicant shall make logs available to DPW-Environmental Services Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.9 Hydrology and Water Quality (cont.)					
3.9-3: Construction and operation of the Proposed Project could have the potential to substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which has the potential to: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flow.	**Mitigation Measure 3.9-3** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)
3.9-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the Dominguez Channel Watershed, could have the potential to cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or conflict with or obstruct implementation of a water quality control plan.	**Mitigation Measure 3.9-4** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.9 Hydrology and Water Quality (cont.)					
3.9-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development in the Dominquez Channel Watershed, could have the potential to cumulatively alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flow.	**Mitigation Measure 3.9-6** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)	See Mitigation Measures 3.9-1(a) and 3.9-1(b)
3.11 Noise and Vibration					
3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**Mitigation Measure 3.11-1** Construction Noise Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, the project applicant shall develop a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors relative to the 5 dBA over ambient significance threshold. The plan shall be developed in coordination with an acoustical consultant and the project construction contractor and shall be approved by the City Building Official. The Plan shall include the following elements, to the extent that they can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety: • A sound barrier plan that includes the design and construction schedule of the temporary and permanent sound barriers included as project design features for the Project, or sound barriers that achieve an equivalent or better reduction in noise levels to noise-sensitive receptors.	Project Applicant' Community Affairs Liaison	ECDD-Building Safety Division	A Construction Noise Reduction Plan shall be prepared or updated and approved prior to the issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable. The approved Construction Noise Reduction Plan shall be implemented for the duration of Project construction	Acoustical consultant retained by Project Applicant subject to review and approval by ECDD-Building Safety Division to confirm that designee has requisite expertise.

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-1 (cont.)	• Buffer distances and types of equipment selected to minimize noise impacts. • Haul routes subject to preapproval by the City. • Construction contractors shall utilize equipment and trucks equipped with the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds. • Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is required by the Contractor, an exhaust muffler on the compressed air exhaust and external jackets shall be used to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment. • Stationary noise sources (e.g., generators) shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures. Pole power shall be utilized in lieu of generators at the earliest possible point in time. If stationary construction equipment such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • Use of "quiet" pile driving technology (such as auger displacement installation), in consideration of geotechnical and structural requirements and conditions.				Pile driving technology will be determined in light of recommendations of the geotechnical report.

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-1 (cont.)	• Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted around the Project Site, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison hotline is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction activities associated with the Proposed Project. The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve noise complaints related to construction activities of the Proposed Project. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: ○ Document and respond to each noise complaint. ○ Attempt to contact the person(s) making the noise complaint as soon as feasible and no later than one construction day. ○ Conduct a prompt investigation to attempt to determine if construction activities related to the Proposed Project contribute a substantial amount of noise related to the complaint. ○ If it is reasonably determined by the Community Affairs Liaison that construction-related noise described in the complaint exceeds ambient exterior noise levels by 5 dBA or more at a noise sensitive use, then the Community Affairs Liaison shall identify and implement measures within the Project Site to address the noise complaint, to the extent that such measures can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety. Examples of measures that may be implemented within the Project Site include, but are not limited to: ○ Confirming construction equipment and related noise suppression devices are maintained per manufacturers' specifications; ○ Ensuring construction equipment is not idled for extended periods of time; and/or ○ Evaluating relocations of equipment, alternatives to specific types of equipment, or resequencing of construction activities, as appropriate, while maintaining the project schedule and safety. • Adjacent noise-sensitive residents and commercial uses (i.e., educational, religious, transient lodging) within 500 feet of demolition and pile driving activity shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.			A Community Affairs Liaison shall be designated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable	Applicant to report to ECDD-Building Safety Division the name and contact information for the Community Affairs Liaison prior to beginning of construction, subject to review and approval by City Community Affairs Liaison to maintain records of all complaints and corrective action, for review by ECDD-Building Safety Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**Mitigation Measure 3.11-2(a)** Operations Noise Reduction Plan. The project applicant shall prepare an Operations Noise Reduction Plan which shall include measures designed to minimize impacts to offsite noise-sensitive land uses relative to the 3 dBA over ambient significance threshold. The level of noise reduction to be achieved by the Operations Noise Reduction Plan shall be documented by a qualified noise consultant and submitted to the City. The Operations Noise Reduction Plan shall be submitted to and approved by the City prior to the issuance of the first Plaza building permit and verified prior to the issuance of the Certificate of Occupancy for the first Plaza Building, and revised on an as-needed basis to address noise-related design details added thereafter. The Operations Noise Reduction Plan shall include the following: • Construct the permanent sound barriers included in the Project as project design features (as depicted on Figure 2-19 of the Draft EIR), or construction of permanent sound barriers that achieve an equivalent or better noise reduction as the permanent sound barriers proposed as project design features. • Locate, design and install noise generating mechanical equipment, such as emergency generators, transformers, and/or HVAC units so that such equipment will not cause exceedance of the ambient conditions by more than 3 dBA at any noise sensitive receptor by means of acoustical enclosures, silencers, barriers, relocation, and/or other noise-reducing approaches. • Enclose the rooftop restaurant space with a material such as glass, with a minimum density of 3.5 pounds per square foot (3.5 lbs/sf), that is at least 60 inches high, and has no gaps between each panel or between the panel floor, and as allowed by building code, that would serve as a noise barrier that would provide a minimum of 8 dBA sound insertion loss at any noise-sensitive receptor. • Design any amplified sound system, equipment, and/or structures in the Plaza to ensure that aggregate noise from mechanical and amplified sound result in noise levels no greater than 3 dBA over ambient conditions (1-hour Leq) at any noise sensitive receptor during major event pre- and post-event conditions. Measures to achieve this standard may include, but are not limited to: ○ Design the outdoor stage and sound amplification system (placement, directivity, orientation, number of speakers, and/or maximum volume) so as to limit noise levels near noise-sensitive receptors. ○ Utilize sound-absorbing materials on the exterior of Plaza structures where appropriate and effective to reduce noise levels at adjacent off-site sensitive receptors.	Project Applicant	ECDD-Planning Division	A Noise Reduction Plan shall be prepared and approved prior to the issuance of the first building permit for a Plaza building and verified prior to the issuance of the first certificate of occupancy for a Plaza building The approved Noise Reduction Plan shall be implemented for the duration of Project operation	Acoustical consultant retained by Project Applicant subject to review and approval by ECDD-Building Safety Division to confirm that designee has requisite expertise ECDD-Building Safety Division to confirm that Noise Reduction Plan includes appropriate noise reduction strategies

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration					
3.11-2 (cont.)	**Mitigation Measure 3.11-2(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.	**Mitigation Measure 3.11-3(a)** Minimize Construction Equipment Vibration. To address potential structural damage impacts, the operation of construction equipment that generates high levels of vibration, such as vibratory rollers, large bulldozers/drill rigs and loaded trucks, shall occur no nearer than 20 feet from neighboring structures, if feasible.	Project Applicant	ECDD-Building Safety Division	A Compliance Monitor shall be designated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable A distance of more than 20 feet between operating construction equipment and neighboring structures shall be maintained for the duration of construction A log documenting the distance of operating construction equipment during construction shall be maintained and submitted on a quarterly basis On-going during construction	Compliance Monitor to make records available to ECDD-Building Safety Division upon request re: use of construction equipment that generates high levels of vibration. Because of proximity of neighboring structures to the property lines, there are some instances in which project construction with equipment that generates high levels of vibration may be necessary within 20 feet of a neighboring structure in order to meet geotechnical, grading, or structural requirements while maintaining the construction schedule and worker safety.

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-3 (cont.)	**Mitigation Measure 3.11-3(b)** Vibration, Crack, and Line and Grade Monitoring Program. If vibratory rollers, large bulldozers or loaded trucks are required to operate within 20 feet of existing structures, implement a vibration, crack, and line and grade monitoring program at existing buildings located within 20 feet of demolition/construction activities. The following elements shall be included in this program: a) Pre-Demolition and Construction: i. Photos of current conditions shall be included as part of the crack survey that the construction contractor will undertake. This includes photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labeled in detail and dated. ii. The construction contractors shall identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities. Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the project. iii. The construction contractor shall determine the number and placement of vibration receptors at the affected buildings in consultation with a qualified architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold. iv. A line and grade pre-construction survey at the affected buildings shall be conducted. b) During Demolition and Construction: i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.	Applicant Designated Compliance Monitor	City of Inglewood Building Official/ ECDD-Building Safety Division	A Compliance Monitor shall be designated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable a) A vibration, crack, and line and grade monitoring program shall be developed based on requirements provided in a)i through a)iv prior to the issuance of the first demolition, grading, or construction permit for any phase of the Project b)(i) The construction contractor shall regularly inspect and photograph crack gauges two weeks during construction, or more frequently, as necessary	a) Upon request, Compliance Monitor to provide City of Inglewood Building Official with documentation of current conditions including photos and pre-construction survey b)(i) Construction contractor shall maintain records of biweekly crack gauge inspections

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-3 (cont.)	ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold. c) Post-Construction i. The applicant (and its construction contractor) shall provide a report to the City Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report. ii. The project applicant (and its construction contractor) shall be responsible for repairs from damage to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.			b)(ii) The construction contractor shall collect vibration data on a monthly basis during construction c)(i) A report documenting crack and vibration monitoring shall be provided to the City prior to the issuance of certificate of occupancy for each building c)(ii) Repairs to damaged buildings shall occur on an on-going basis during construction, as necessary	b)(ii) Construction contractor shall report vibration levels to City of Inglewood Building Official on a monthly basis c)(i) Construction contractor to submit crack and vibration monitoring report to City of Inglewood Building Official
	Mitigation Measure 3.11-3(c) Designate Community Affairs Liaison. Designate a Community Affairs Liaison and create a telephone hotline and email address to reach this person, with contact information conspicuously posted around the project site, in adjacent public spaces, and in construction notifications. If the Community Affairs Liaison is not staffed 24 hours per day, the hotline shall provide an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction vibration disturbances.	Project Applicant Community Affairs Liaison	ECDD-Building Safety Division	A Community Affairs Liaison shall be designated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable	Applicant to report to ECDD-Building Safety Division the name and contact information for the Community Affairs Liaison prior to beginning of construction, subject to review and approval by City

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.11 Noise and Vibration (cont.)					
3.11-3 (cont.)	The Community Affairs Liaison shall investigate, evaluate, and attempt to resolve vibration disturbance complaints related to construction activities of the Project. The Community Affairs Liaison shall coordinate with a designated construction contractor representative to implement the following: • Document and respond to each vibration complaint. • Attempt to contact the person(s) making the vibration complaint as soon as feasible and no later than one construction work day. • Conduct a prompt investigation to attempt to determine if construction activities contribute a substantial amount of the vibration related to the complaint. • If it is reasonably determined by the Community Affairs Liaison that construction-related vibration at a vibration-sensitive receptor exceeds 72 VdB at a residence or building where people normally sleep or 75 VdB at a commercial, industrial, or institutional use with primarily daytime use, the Community Affairs Liaison shall identify and implement measures to address the vibration complaint, to the extent that such measures can be accomplished, with equipment that is commercially available, and without extending the construction schedule or compromising worker safety. Examples of measures that may be implemented include but are not limited to: • Confirming construction equipment is maintained per manufacturer's specifications; • Ensuring construction equipment is not operated unnecessarily; and/or • Evaluating and implementing any measures such as application of vibration absorbing barriers, substitution of lower vibration generating equipment or activity, rescheduling of vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration impacts at the adjacent vibration-sensitive receptors.				Community Affairs Liaison to maintain records of all complaints and corrective action, for review by ECDD-Building Safety Division upon request
3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.	**Mitigation Measure 3.11-5** Implement Mitigation Measure 3.11-1 (Construction Noise Reduction Plan).	See Mitigation Measure 3.11-1	See Mitigation Measure 3.11-1	See Mitigation Measure 3.11-1	See Mitigation Measure 3.11-1

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation					
3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.	**Mitigation Measure 3.11-6(a)** Implement Mitigation Measure 3.11-2(a) (Noise Reduction Plan).	See Mitigation Measure 3.11-2(a)	See Mitigation Measure 3.11-2(a)	See Mitigation Measure 3.11-2(a)	See Mitigation Measure 3.11-2(a)
	Mitigation Measure 3.11-6(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.	**Mitigation Measure 3.11-7** Implement Mitigation Measures 3.11-3(a), 3.11-3(b), 3.11-3(c) (Minimize Construction Equipment Vibration; Vibration, Crack, and Line and Grade Monitoring Program; and Designate Community Affairs Liaison).	See Mitigation Measures 3.11-3(a), 3.11-3(b), and 3.11-3(c)	See Mitigation Measures 3.11-3(a), 3.11-3(b), and 3.11-3(c)	See Mitigation Measures 3.11-3(a), 3.11-3(b), and 3.11-3(c)	See Mitigation Measures 3.11-3(a), 3.11-3(b), and 3.11-3(c)
3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.	**Mitigation Measure 3.14-1(a)** The project applicant shall implement elements of the Transportation Demand Management (TDM) Program described in Mitigation Measure 3.14-2(b) including strategies, incentives and tools to provide opportunities for daytime and non-event employees to reduce single-occupancy vehicle trips and use other modes besides automobile to travel to and from the Project Site. These elements include: a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site, which shall include: • Bus stop facilities improvements: The Project would provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project. • Transit and/or Multi-Modal Subsidy: The Project would provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This would provide pre-tax commuter benefits for employees. • Marketing and outreach campaign for transit usage.	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-1 (cont.)	b) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following: • Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing TNC rides to or from the event, or other discounts/benefits. c) TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following: • Bicycle parking: provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces. • Provide showers and lockers for employees. • Bicycle fix-it station: provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development. d) TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1. e) TDM 7/Information Services – The Project shall provide services to inform employees about transportation options including the following: • Welcome packets for new employees and ongoing marketing. • Information kiosk or bulletin board providing information about public transportation options.				
	Mitigation Measure 3.14-1(b) Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)
	Mitigation Measure 3.14-1(c) Implement Mitigation Measure 3.14-3(l) (South Prairie Avenue/West 104th Street Improvements).	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	**Mitigation Measure 3.14-2(a)** The project applicant shall prepare and implement an Event Transportation Management Plan (TMP). The Event TMP shall address the issues set forth below, and shall achieve the identified standards for each of these issues: a) Vehicle Queuing on City Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to the upstream locations listed below during more than 5 percent of a pre-event peak hour (assuming no other concurrent events): • Northbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to I-105, causing vehicle queues on the South Prairie Avenue off-ramp to exceed their available storage. • Southbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to beyond Manchester Boulevard. • Eastbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to I-405, causing vehicle queues on the West Century Boulevard off-ramps to exceed their available storage. • Westbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to beyond Crenshaw Boulevard. b) Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along portions of West Century Boulevard and South Prairie Avenue adjacent to the Project. c) Vehicular Parking: A comprehensive parking plan is implemented that could include strategies such as a reservation system to minimize unnecessary vehicular circulation (while looking for parking) within and adjacent to the Project. The Plan could include strategies such as a reservation system, smartphone parking app, directional signage, and real-time parking garage occupancy. d) Bicycle Parking: Signage is clearly visible to direct bicyclists to on-site event bicycle parking. The on-site bicycle parking shall have an adequate supply to accommodate a typical major event. If monitoring shows that there is demand for on-site bicycle parking that is not being met, then additional supply (such as a bicycle valet) shall be identified. e) Shuttle Bus Loading: An adequate amount of curb space (accompanied by appropriate traffic management strategies) is provided along South Prairie Avenue to efficiently accommodate shuttle buses that transport attendees to/from light rail stations.	Project Applicant	DPW-Transportation & Traffic Division	The Event TMP shall be finalized by 6 months prior to the issuance of certificate of occupancy for the Arena; subject to review and approval by DPW-Transportation & Traffic Division The approved Event TMP shall be implemented throughout Project operation The project applicant shall prepare and submit an annual monitoring report to DPW-Transportation & Traffic Division not more than 60 days after the final basketball game at the arena for that year; after initial year of operations, City may adjust date of submittal of annual report to be concurrent with any annual report submitted to the City pursuant to Development Agreement	Project Applicant shall commence design and planning for Event TMP in coordination with DPW-Transportation & Traffic Division not less than 24 months prior to the anticipated completion date for the Arena (currently estimated July 2024) Initial planning to include creation of a schedule for development of the Event TMP to ensure finalization by 6 months prior to the issuance of certificate of occupancy for the Arena Event TMP to address parking garage and lot operations at garages or lots to be used for the event, including (as appropriate) Project garages and lots, City lots, Hollywood Park lots, parking lots at The Forum, or lots owned by local businesses; to the extent Project Applicant does not control lots or garages, efforts to coordinate with facility owners shall be documented Project Applicant to coordinate with DPW-Transportation & Traffic Division re: item (i) (Neighborhood Protection and Streets) to ensure that TMP is

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	f) Shuttle Bus Capacity and Wait Times: An adequate supply of shuttle buses is provided such that peak wait times for attendees before and after major events do not exceed 15 minutes. g) Paratransit: Specific suitable locations are provided to accommodate paratransit vehicle stops. h) Ridehailing: Traffic management strategies (including active enforcement, wayfinding, signage, etc.) are implemented to minimize pre-event passenger drop-offs in travel lanes or at curbs along the project frontage, and to provide orderly vehicle staging, passenger loading, and traffic flow of ridehailing vehicles after events. For post-event conditions, the arena is placed within a 'geofenced area' in which attendees requesting a TNC are directed to meet the TNC vehicle at the East Parking Garage. If monitoring shows that ridehailing vehicles are using travel lanes or curbs along the project frontage to drop off passengers during the pre-event period, then TCOs and/or barricades shall be stationed at locations where unauthorized drop-offs are occurring. i) Neighborhood Protection and Streets: Reduce traffic volumes on local and collector street segments identified in the Final EIR as having a significant impact without causing a significant impact on other local and collector street segments. Discourage and reduce event-related cut-through traffic while maintaining access for residents and their guests. j) Truck Staging: Large trucks associated with concerts or other special events do not park or idle along South Prairie Avenue, West Century Boulevard, or any local/collector street in the project vicinity, with the exception of Doty Avenue between West Century Boulevard and West 102nd Street. k) Parking Garage/Lot Operations: Through effective garage/lot operations, vehicles do not spill back onto public streets and adversely affect the roadway network prior to events while waiting to enter garages/lots. The Event TMP shall be subject to review and approval by the City Traffic Engineer. The City Traffic Engineer shall, in performing this review, confirm that the Event TMP meets these standards.				consistent with, and reflects, programs being implemented by City and within City's jurisdiction Revisions to Event TMP subject to review and approval of DPW-Transportation & Traffic Division Shuttle routes (Event TMP (f))) subject to review and approval by DPW-Transportation & Traffic Division Project Applicant to maintain documentation of implementation of Event TMP, and to make documentation available to DPW-Transportation & Traffic Division upon request Event TMP to include coordination of traffic signals and optimization of traffic signal timing for major event traffic flows (See Mitigation Measure 3.14-3(o))

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	The Event TMP will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the Event TMP shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the Event TMP, the City Traffic Engineer shall ensure that the Event TMP, as revised, is equally or more effective in addressing the issues set forth above, and achieving the identified standards for each of these issues.				
	Mitigation Measure 3.14-2(b) The project applicant shall implement a Transportation Demand Management Program (TDM Program). The TDM Program shall include strategies, incentives, and tools to provide opportunities for non-event employees and patrons as well as event attendees and employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The TDM Program shall include: a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site, which shall include: • Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates. • Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method). • Giveaways for transit users (goods for attendees, free tickets for employees, etc.). • Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices. • Bus stop facilities improvements: The Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project. • Transit and/or Multi-Modal Subsidy: The Project shall provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This shall provide pre-tax commuter benefits for employees. • Marketing and outreach campaign for transit usage.	Project Applicant	DPW-Transportation & Traffic Division	The TDM Program shall be finalized by 6 months prior to the issuance of certificate of occupancy for the Arena; subject to review and approval by DPW-Transportation & Traffic Division The TDM Program shall be implemented throughout operations	Project Applicant shall commence design and planning for TDM Program in coordination with DPW-Transportation & Traffic Division not less than 24 months prior to the anticipated completion date for the Arena (currently estimated July 2024) Initial planning to include creation of a schedule for development of the TDM Program to ensure finalization by 6 months prior to the issuance of certificate of occupancy for the Arena Revisions to TDM Program subject to review and approval of DPW-Transportation & Traffic Division Shuttle routes (TDM 2) subject to review and approval by DPW-Transportation & Traffic Division

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	b) TDM 2/Event-day Dedicated Shuttle Services – The Project shall provide connectivity to the existing and future Metro Rail Stations and would take advantage of the transportation resources in the area. The Project shall ensure that enough shuttles would be provided for successful and convenient connectivity with short wait times. The following shall be provided: • The Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/LAX Line at Downtown Inglewood Station for arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees. • The Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the major event and extend to 30 minutes after the start. After the major event, shuttle service would begin 30 minutes before the end, and continue one hour after. • The Project shall provide a convenient and safe location on site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the arena. Final location and length of drop-off area subject to review/approval by DPW-Transportation & Traffic Division. • The Project applicant shall monitor the number of people using shuttles to travel between the above light rail stations and the Project. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the project applicant shall add sufficient additional shuttle capacity to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit.				Project Applicant to maintain documentation of implementation of TDM Program, and to make documentation available to DPW-Transportation & Traffic Division upon request

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	c) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide incentives to encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site. The incentives shall include: • Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing TNC rides to or from the event, or other discounts/benefits. • Provide variable parking price based on car occupancy – structured to encourage carpooling. • The Project would provide 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent (i.e., a minimum of three hundred and thirty (330) electric vehicle charging stations (EVCS) shall be installed within the three proposed on-site parking garages serving the Project for use by employees, visitors, event attendees, and the public). d) TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following: • Bicycle parking: Provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces. • Provide showers and lockers for employees. • A bike valet service would be implemented if needed to accommodate bike parking space needs. • Bicycle fix-it station: Provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Coordinate bike pools and walk pools. • Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development. e) TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	f) TDM 6/Park-n-Ride Program – The Project shall provide a regional park-n-ride program that would utilize charter coach buses with a capacity of up to 45 persons per bus to accommodate up to 1,980 attendees. Parking lot locations would correspond to zip code ticket purchase data, and the site circulation would be designed to account for the charter coaches. The operation of this park-n-ride would be similar to the currently operating park-n-ride program from the Hollywood Bowl venue located in the Hollywood Hills within the County of Los Angeles. g) TDM 7/Information– The Project shall provide information services to inform the public about activities at the Project including the following: • Strategic multi-modal signage/wayfinding. • Real-time travel information; changeable message sign (CMS) and social media. • Welcome packets for new employees and ongoing marketing. • Commercials/advertisement – television, website, social media, radio, etc. • Information kiosk or bulletin board providing information about public transportation options. h) TDM 8/Reduce On-Site Parking Demand – The Project shall include features that reduce on-site parking demand. These features shall include: • Provide coach bus/minibus/microtransit staging and parking areas: The Project is designed to accommodate 20 minibus/ microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit is 10 persons per vehicle and 45 persons per bus for the charter coach bus. • Allocated sufficient TNC staging spaces: The Project is designed to accommodate approximately 160 spaces for TNC staging. i) TDM 9/Event-Day Local Microtransit Service – The Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees on all event days.				

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	j) Monitoring – The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis. A monitoring report shall be prepared not less than once each year. The report shall evaluate whether the TDM Program is achieving the reductions in vehicle trips set forth above. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and OPR (through 2030) and made available to LADOT. The TDM Program will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in reducing single-occupancy vehicle trips and increasing the use of other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project.			The project applicant shall prepare and submit an annual TDM Program monitoring report to DPW-Transportation & Traffic Division Initial TDM Program monitoring report shall be submitted not more than 60 days after the anniversary of the date on which Arena events commence After initial year of operations, City may adjust date of submittal of annual TDM Program monitoring report to be concurrent with any annual report submitted to the City pursuant to Development Agreement Project applicant and DPW-Transportation & Traffic Division to meet not less than once per year to review report, discuss TDM Program operations, and to modify program as necessary	Measure requires Project Applicant to provide annual report to OPR through 2030; Project Applicant to provide copy to DPW-Transportation & Traffic Division to confirm that report has been provided as required by measure

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	**Mitigation Measure 3.14-2(c)** The project applicant shall work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the West Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements: a) Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX Landside Modernization Program improvements planned for this location. b) Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction. Should these improvements be deemed infeasible as a result of further engineering review by LADOT, the applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.	Project Applicant, in consultation with LADOT	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and LADOT to determine that improvements are feasible and acceptable to LADOT, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	Improvement subject to review and approval by both City of Inglewood and LADOT for planning, design and implementation of improvement DPW-Transportation & Traffic Division to coordinate with LADOT Regarding determining the equivalent effectiveness of a substitute measure, please see Draft EIR page 3.14-201.
	Mitigation Measure 3.14-2(d) The project applicant shall construct (via restriping and conversion of median) second left-turn lanes on the northbound and southbound approaches to the West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
	Mitigation Measure 3.14-2(e) Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	**Mitigation Measure 3.14-2(f)** The project applicant shall restripe the westbound West 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
	Mitigation Measure 3.14-2(g) The project applicant shall work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to South Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.	Project Applicant in consultation with Caltrans	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and Caltrans to determine that offramp improvements are feasible and acceptable to Caltrans, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	DPW-Transportation & Traffic Division to coordinate with Caltrans

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	**Mitigation Measure 3.14-2(h)** The project applicant shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
	Mitigation Measure 3.14-2(i) The project applicant shall restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements to be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
	Mitigation Measure 3.14-2(j) The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.	Project Applicant in consultation with Caltrans and the City of Hawthorne	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood, Caltrans, and the City of Hawthorne to determine that offramp improvements are feasible and acceptable to Caltrans and the City of Hawthorne, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided	DPW-Transportation & Traffic Division to coordinate with Caltrans and City of Hawthorne

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)				to the City of Inglewood in a form acceptable to the City	
	Mitigation Measure 3.14-2(k) The project applicant shall work with the City of Hawthorne to remove the median island and restripe the southbound approach of South Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane.	Project Applicant in consultation with City of Hawthorne	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and the City of Hawthorne to determine that intersection improvements are feasible and acceptable to the City of Hawthorne, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	DPW-Transportation & Traffic Division to coordinate with City of Hawthorne
	Mitigation Measure 3.14-2(l) The project applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street.	Project Applicant in consultation with City of Hawthorne	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and the City of Hawthorne to determine that intersection improvements are feasible and acceptable to the City of Hawthorne, and if feasible and acceptable, such improvements shall be completed or adequate	DPW-Transportation & Traffic Division to coordinate with City of Hawthorne

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)				security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	
	Mitigation Measure 3.14-2(m) Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Mitigation Measure 3.14-2(a) (Implement Event TMP).	Project Applicant	DPW-Transportation & Traffic Division	An Event TMP shall be developed and approved prior to issuance of certificate of occupancy for the Arena; subject to review and approval by DPW-Transportation & Traffic Division The approved Event TMP shall be implemented throughout Project operation Annual monitoring report to be submitted to DPW-Transportation & Traffic Division not more than 60 days after the final basketball game at the arena for that year; after initial year of operations, City may adjust date of submittal of annual report to be concurrent with any annual report submitted to the City pursuant to Development Agreement	See Mitigation Measure 3.14-2(a) TCOs to be deployed as set forth in Event TMP

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-2 (cont.)	**Mitigation Measure 3.14-2(n)** The project applicant shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvements	
	Mitigation Measure 3.14-2(o) The project applicant shall make a funding contribution of $12 million to the City of Inglewood Public Works Traffic Division to help fund and implement Intelligent Transportation Systems (ITS) improvements, including related enabling infrastructure, licensing software, control center and technology updates, related corridor enhancements and supporting ITS components, at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified.	DPW-Transportation & Traffic Division to implement; Project Applicant to provide necessary resources	DPW-Transportation & Traffic Division	Funding contribution to the City of Inglewood shall be made 30 months prior to the anticipated completion date for the Arena (currently estimated July 2024)	
	Mitigation Measure 3.14-2(p) The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to investigate the feasibility of adding a second eastbound left-turn lane or extending the length of the single existing left-turn lane on 120th Street at the I-105 Eastbound On/Off Ramps within the existing pavement width and, if determined to be feasible within the existing pavement width, to implement the improvement.	Project Applicant in consultation with Caltrans and the City of Hawthorne	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood, Caltrans, and the City of Hawthorne to determine that improvements are feasible and acceptable to Caltrans and the City of Hawthorne, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	DPW-Transportation & Traffic Division to coordinate with Caltrans and City of Hawthorne

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	**Mitigation Measure 3.14-3(a)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-3(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-3(c) The project applicant shall work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 NB Off-Ramp at West Century Boulevard to permit both left and right-turn movements. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.	Project Applicant in consultation with Caltrans	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and Caltrans to determine that offramp improvements are feasible and acceptable to Caltrans, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	DPW-Transportation & Traffic Division to coordinate with Caltrans
	Mitigation Measure 3.14-3(d) Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/ Hawthorne Boulevard/La Brea Boulevard Improvements).	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)
	Mitigation Measure 3.14-3(e) The project applicant shall convert the signal control system at the intersection of South Prairie Avenue and Pincay Drive to provide protected or protected-permissive westbound and eastbound left-turn phasing.	Project Applicant	DPW-Transportation & Traffic Division	Signal control system to be upgraded prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	Signals to meet applicable Code requirements

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-3 (cont.)	**Mitigation Measure 3.14-3(f)** The project applicant shall widen the east side of South Prairie Avenue to extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the intersection to serve as an exclusive right-turn lane. Additionally, implement a northbound right-turn signal overlap phase. During pre-event and post-event periods, TCOs shall be positioned at this location as part of the Event TMP to manage the interaction of northbound right-turning traffic and pedestrians in the east leg crosswalk and to permit the lane to also operate as a bus queue jumper for shuttle buses departing the shuttle bus pull-out and traveling north through the intersection.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement TCOs shall be provided as indicated on ongoing basis during operations as required by Event TMP	Project Applicant to provide all equipment needed to operate shuttle bus pull-out effectively, without interfering with pedestrians Signals to meet applicable Code requirements DPW-Transportation & Traffic Division to monitor operations and require changes as necessary to ensure safe operations TCOs to be deployed as set forth in Event TMP
	Mitigation Measure 3.14-3(g) Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)
	Mitigation Measure 3.14-3(h) Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-Ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)
	Mitigation Measure 3.14-3(i) Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-3 (cont.)	**Mitigation Measure 3.14-3(j)** The project applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. Should these improvements be deemed infeasible as a result of further engineering review by LADOT, the project applicant and City of Inglewood shall work with LADOT to identify and, if feasible, implement a substitute measure of equivalent effectiveness at substantially similar cost. A substitute measure that can improve the overall safety of this intersection could include, but not be limited to, provision of transportation system management (TSM) measures or a commensurate contribution to such measures.	Project Applicant in consultation with LADOT	DPW-Transportation & Traffic Division	Prior to issuance of a Certificate of Occupancy, Applicant shall work with the City of Inglewood and LADOT to determine that improvements are feasible and acceptable to LADOT, and if feasible and acceptable, such improvements shall be completed or adequate security for the completion of such improvements for the estimated amount to complete such improvements provided to the City of Inglewood in a form acceptable to the City	DPW-Transportation & Traffic Division to coordinate with LADOT Regarding determining the equivalent effectiveness of a substitute measure, please see Draft EIR page 3.14-218.
	Mitigation Measure 3.14-3(k) Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)
	Mitigation Measure 3.14-3(l) The project applicant shall implement protected or protected/permissive left-turn phasing on northbound and southbound South Prairie Avenue at West 104th Street.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
	Mitigation Measure 3.14-3(m) Implement Mitigation Measure 3.14-2(e) (West 104th Street/Yukon Avenue Improvements).	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-3 (cont.)	**Mitigation Measure 3.14-3(n)** Implement Mitigation Measure 3.14-2(j) (Manchester Boulevard/ Crenshaw Boulevard Improvements).	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)
	Mitigation Measure 3.14-3(o) The project applicant shall work with the City of Inglewood to coordinate traffic signals and optimize traffic signal timings to accommodate major event traffic flows (see Figure 3.14-17 for locations).	Project Applicant and DPW-Transportation & Traffic Division	DPW-Transportation & Traffic Division	Traffic signal improvements shall be implemented prior to issuance of certificate of occupancy for the Arena	Signals to meet applicable Code requirements
	Mitigation Measure 3.14-3(p) Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)
	Mitigation Measure 3.14-3(q) Implement Mitigation Measure 3.14-2(p) (If Feasible, Add Second Eastbound Left-Turn Lane or Extend Existing Lane on 120th Street at the I-105 Eastbound On/Off Ramps)	See Mitigation Measure 3.14-2(p)	See Mitigation Measure 3.14-2(p)	See Mitigation Measure 3.14-2(p)	See Mitigation Measure 3.14-2(p)
	Mitigation Measure 3.14-3(r) Implement Mitigation Measure 3.14-2(q) (Funding Contribution to LADOT for ITS)	See Mitigation Measure 3.14-2(q)	See Mitigation Measure 3.14-2(q)	See Mitigation Measure 3.14-2(q)	See Mitigation Measure 3.14-2(q)
3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	**Mitigation Measure 3.14-4(a)** Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-4(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	**Mitigation Measure 3.14-5** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	**Mitigation Measure 3.14-6** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	**Mitigation Measure 3.14-8(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-8(b) The project applicant shall provide a one-time contribution of $1,500,000 to Caltrans towards implementation of the following traffic management system improvements along the I-105 corridor: a) Changeable message sign (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound South Prairie Avenue off-ramp. b) CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp. c) Closed circuit television cameras on the westbound Crenshaw Boulevard off-ramp, the South Prairie Avenue off-ramp, the westbound Hawthorne Boulevard off-ramp, and the eastbound 120th Street off-ramp to I-105.	Project Applicant in consultation with Caltrans	DPW-Transportation & Traffic Division	Payment to Caltrans shall occur prior to issuance first building permit for the Arena, following excavation	DPW-Transportation & Traffic Division to coordinate with Caltrans
3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	**Mitigation Measure 3.14-9(a)** Implement Mitigation Measure 3.14-3(h) ((I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)
	Mitigation Measure 3.14-9(b) Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-9(c) Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals on Inglewood Streets).	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)
	Mitigation Measure 3.14-9(d) Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)
	Mitigation Measure 3.14-9(e) Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-9(f) Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-9 (cont.)	**Mitigation Measure 3.14-9(g)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	See Mitigation Measure 3.14-8(a)	See Mitigation Measure 3.14-8(a)	See Mitigation Measure 3.14-8(a)	See Mitigation Measure 3.14-8(a)
3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.	**Mitigation Measure 3.14-10(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-10(b) The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport.	Project Applicant	DPW-Transportation & Traffic Division	Shuttles shall operate during hotel operation Logs of dates that shuttles were operated shall be maintained and submitted to the City on an annual basis during operation	Project applicant may assign shuttle operations to the hotel operator
3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	**Mitigation Measure 3.14-11(a)** Implement Mitigation Measures 3.14-2(a) (Implement Event TMP), 3.14-2(b) (Implement TDM Program), and the entirety of intersection improvements identified in Mitigation Measures 3.14-2 and 3.14-3.	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3
	Mitigation Measure 3.14-11(b) Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements). As part of those improvements, extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the South Prairie Avenue/West Century Boulevard intersection.	See Mitigation Measure 3.14-3(f) Project Applicant	See Mitigation Measure 3.14-3(f) DPW-Transportation & Traffic Division	See Mitigation Measure 3.14-3(f) Intersection improvements shall be implemented prior to issuance of certificate of occupancy to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-13: The Proposed Project could have the potential to adversely affect existing or planned pedestrian facilities or fail to adequately provide for access by pedestrians.	**Mitigation Measure 3.14-13** The project applicant shall widen the east leg crosswalk across West Century Boulevard at South Prairie Avenue to 20 feet.	Project Applicant	DPW-Transportation & Traffic Division	Crosswalk improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement, including any upgrades needed to comply with Code or ADA requirements	
3.14-14: The Proposed Project could have the potential to result in inadequate emergency access under Adjusted Baseline conditions.	**Mitigation Measure 3.14-14** The project applicant shall work with the City and the Centinela Hospital Medical Center (CHMC) to develop and implement a Local Hospital Access Plan that would maintain reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan shall include, but may not be limited to, the following: a) Development of a wayfinding program that consists of the following: Placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events. b) Coordination with CHMC regarding updates to their website and any mobile apps so that employees, visitors, and patients visiting those sites are provided with advanced information of when events are scheduled. c) Provide direction to TCOs regarding best practices for accommodating emergency vehicles present in congested conditions during pre-event and post-event conditions.	Project Applicant	DPW-Transportation & Traffic Division	The Local Hospital Access Plan (LHAP) shall be developed in coordination with DPW-Transportation & Traffic Division, the Inglewood Police Department, and Los Angeles County Fire Department The LHAP shall be approved by the DPW Transportation & Traffic Division prior to the issuance of a certificate of occupancy for the Arena, and shall be implemented throughout Arena operations The Project Applicant shall schedule and coordinate quarterly meetings with CHMC after	The LHAP shall be revised as necessary to ensure that access to CHMC is maintained LHAP to be integrated into City's ITS, as necessary Reasonable access is achieved if an unimpeded travel route is available along designated alternative routes to CHMC identified in the Local Hospital Access Plan

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-14 (cont.)	The Local Hospital Access Plan shall consider, develop, and implement solutions to address potential access restrictions caused by construction activity at the Project (see Impact 3.14-15). The Plan shall have a monitoring and coordination component including observations of accessibility to the Emergency Department during periods when events are and are not being held at the Project. Coordination would include participation by the project applicant in quarterly working group meetings with hospital administrators to identify and address circulation concerns. The Local Hospital Access Plan shall be reviewed by the City, the Police Department, Los Angeles County Fire Department, and approved by the City prior to the first event at the Project arena.			Arena operations commence. Attendees to include DPW-Transportation & Traffic Division, City of Inglewood Police Department, CHMC, and/or Los Angeles County Fire Department, as appropriate	
3.14-15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions.	**Mitigation Measure 3.14-15** Before issuance of grading permits for any phase of the Project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include: a) Identification of haul routes and truck circulation patterns; not permitting trucks to travel on residential streets. b) Time of day of arrival and departure of trucks. c) Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting; not permitting trucks to park or stage on residential streets. d) Preparation of worksite traffic control plan(s) for lane and/or sidewalk closures. e) Identification of detour routes and signing plan for street/lane closures. f) Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas). g) Maintain safe and efficient access routes for emergency vehicles and transit.* h) Manual traffic control when necessary. i) Provisions for pedestrian and bicycle safety. j) Identification of locations for construction worker parking; not permitting construction worker parking on residential streets. k) Strategies to reduce the proportion of employee and delivery trips made during weekday AM and PM peak hours through employee shift and construction material delivery scheduling.	Project Applicant	DPW-Transportation & Traffic Division	A draft of the Construction Traffic Management Plan shall be submitted to DPW-Transportation & Traffic Division 6 months before construction commences. The plan shall be revised as necessary to address comments and shall be approved or updated prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase of the Project, as applicable Plan to be submitted to local emergency response agencies and transit providers 60 days before construction commences Local emergency response agencies and transit providers shall be notified 30 days prior to the commencement of construction activities that would partially or fully obstruct roadways	Project Applicant to provide to DPW-Transportation & Traffic Division written confirmation that plan has provided plan to local emergency response agencies and transit providers

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-15 (cont.)	l) Strategies to be undertaken (e.g., alternate routing/parking of employees and deliveries, etc.) to reduce the adverse effects during events at The Forum or NFL Stadium of construction-related closures of travel lanes along the project frontage. A copy of the construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways. (Footnote *: The project applicant shall coordinate with Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 not later than 30 days before the start of Project construction. Other municipal bus services may also be impacted and shall be included in construction outreach efforts.)			The Plan shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable	
3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.	**Mitigation Measure 3.14-16(a)** Implement Mitigation Measure 3.14-1(a) (Elements of the TDM Program for daytime and non-event employees).	See Mitigation Measure 3.14-1(a)	See Mitigation Measure 3.14-1(a)	See Mitigation Measure 3.14-1(a)	See Mitigation Measure 3.14-1(a)
	Mitigation Measure 3.14-16(b) Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)
	Mitigation Measure 3.14-16(c) Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)
3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	**Mitigation Measure 3.14-17a** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-17(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-17(c) Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/ La Cienega Boulevard Improvements).	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)
	Mitigation Measure 3.14-17(d) Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/ Hawthorne Boulevard/La Brea Boulevard Improvements).	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-17 (cont.)	**Mitigation Measure 3.14-17(e)** Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)
	Mitigation Measure 3.14-17(f) Implement Mitigation Measure 3.14-2(f) (West 104th Street/Yukon Avenue Improvements).	See Mitigation Measure 3.14-2(f)	See Mitigation Measure 3.14-2(f)	See Mitigation Measure 3.14-2(f)	See Mitigation Measure 3.14-2(f)
	Mitigation Measure 3.14-17(g) Implement Mitigation Measure 3.14-2(g) (I-105 Off-ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)	See Mitigation Measure 3.14-2(g)
	Mitigation Measure 3.14-17(h) Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard/La Brea Avenue Improvements).	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)
	Mitigation Measure 3.14-17(i) Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Avenue Improvements).	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)
	Mitigation Measure 3.14-17(j) Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)
	Mitigation Measure 3.14-17(k) Implement Mitigation Measure 3.14-2(k) (South Prairie Avenue/120th Street Improvements).	See Mitigation Measure 3.14-2(k)	See Mitigation Measure 3.14-2(k)	See Mitigation Measure 3.14-2(k)	See Mitigation Measure 3.14-2(k)
	Mitigation Measure 3.14-17(l) Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)
	Mitigation Measure 3.14-17(m) Implement Mitigation Measure 3.14-2(m) (Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Event TMP).	See Mitigation Measure 3.14-2(m)	See Mitigation Measure 3.14-2(m)	See Mitigation Measure 3.14-2(m)	See Mitigation Measure 3.14-2(m)
	Mitigation Measure 3.14-17(n) Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)
	Mitigation Measure 3.14-17(o) Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS Program).	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-17 (cont.)	**Mitigation Measure 3.14-17(p)** Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-17(q) The project applicant shall restripe the northbound approach of Felton Avenue at West Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane.	Project Applicant	DPW-Transportation & Traffic Division	Intersection improvements shall be implemented prior to issuance of certificate of occupancy for the Arena DPW-Transportation & Traffic Division to approve planning and design prior to constructing improvement	
3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	**Mitigation Measure 3.14-18(a)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-18(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-18(c) Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-18(d) Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)	See Mitigation Measure 3.14-2(d)
	Mitigation Measure 3.14-18(e) Implement Mitigation Measure 3.14-3(e) (Protected or protected/permissive eastbound/westbound left turns at South Prairie Avenue/Pincay Drive).	See Mitigation Measure 3.14-3(e)	See Mitigation Measure 3.14-3(e)	See Mitigation Measure 3.14-3(e)	See Mitigation Measure 3.14-3(e)
	Mitigation Measure 3.14-18(f) Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)	See Mitigation Measure 3.14-3(f)
	Mitigation Measure 3.14-18(g) Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-18 (cont.)	**Mitigation Measure 3.14-18(h)** Implement Mitigation Measure 3.14-2(j) (I-105 Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)	See Mitigation Measure 3.14-2(j)
	Mitigation Measure 3.14-18(i) Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)	See Mitigation Measure 3.14-2(l)
	Mitigation Measure 3.14-18(j) Implement Mitigation Measure 3.14-3(j) (La Cienega Boulevard/Centinela Avenue Improvements).	See Mitigation Measure 3.14-3(j)	See Mitigation Measure 3.14-3(j)	See Mitigation Measure 3.14-3(j)	See Mitigation Measure 3.14-3(j)
	Mitigation Measure 3.14-18(k) Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)	See Mitigation Measure 3.14-2(n)
	Mitigation Measure 3.14-18(l) Implement Mitigation Measure 3.14-3(l) (South Prairie Avenue/West 104th Street Improvements).	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)	See Mitigation Measure 3.14-3(l)
	Mitigation Measure 3.14-18(m) Implement Mitigation Measure 3.14-2(e) (West 104th Street/Yukon Avenue Improvements).	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)	See Mitigation Measure 3.14-2(e)
	Mitigation Measure 3.14-18(n) Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements).	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)	See Mitigation Measure 3.14-2(i)
	Mitigation Measure 3.14-18(o) Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals on Inglewood Streets).	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)
	Mitigation Measure 3.14-18(p) Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)
	Mitigation Measure 3.14-18(q) Implement Mitigation Measure 3.14-17(q) (Felton Avenue/West Century Boulevard Improvements).	See Mitigation Measure 3.14-17(q)	See Mitigation Measure 3.14-17(q)	See Mitigation Measure 3.14-17(q)	See Mitigation Measure 3.14-17(q)
	Mitigation Measure 3.14-18(r) Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard/La Brea Avenue Improvements).	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)	See Mitigation Measure 3.14-2(h)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-18 (cont.)	**Mitigation Measure 3.14-18(s)** The project applicant shall make a one-time contribution of $280,000 to the LADOT to help fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified. These 12 intersections are identified in Table 3.14-63 Cumulative plus Project (Major Event) with Mitigation Conditions and Table 3.14-99 Cumulative (with The Forum) plus Project (Major Event) with Mitigation Conditions. • Concourse Way / West Century Boulevard • Western Avenue / West Century Boulevard • Vermont Avenue / West Century Boulevard • Van Ness Avenue / Manchester Boulevard • Western Avenue / Manchester Boulevard • Normandie Avenue / Manchester Boulevard • Vermont Avenue / Manchester Boulevard • Hoover Avenue / Manchester Boulevard • Figueroa Street / Manchester Boulevard • I-110 Southbound On/Off-Ramps / Manchester Boulevard • I-110 Northbound On/Off-Ramps / Manchester Boulevard • Crenshaw Boulevard / Florence Avenue	Project Applicant	DPW-Transportation & Traffic Division	Payment to LADOT shall be completed prior to issuance of first building permit for Arena construction, following excavation	
3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.	**Mitigation Measure 3.14-19(a)** Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-19(b) Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	**Mitigation Measure 3.14-20** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	**Mitigation Measure 3.14-21** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	**Mitigation Measure 3.14-23(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-23(b) Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)
3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	**Mitigation Measure 3.14-24(a)** Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)
	Mitigation Measure 3.14-24(b) Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-24(c) Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals on Inglewood Streets).	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)
	Mitigation Measure 3.14-24(d) Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)
	Mitigation Measure 3.14-24(e) Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-24(f) Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-24(g) Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor.	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)
	Mitigation Measure 3.14-24(h) The project applicant shall provide a one-time contribution of $1,524,900 which represents a fair share contribution of funds towards Caltrans' I-405 Active Traffic Management (ATM)/Corridor Management (CM) project.	Project Applicant in consultation with Caltrans	DPW-Transportation & Traffic Division	Payment to Caltrans shall be made prior to issuance of first building permit for Arena construction, following excavation	DPW-Transportation & Traffic Division to confirm that contribution has been made

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	**Mitigation Measure 3.14-25(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Implement Event TMP) and 3.14-2(b) (Implement TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3
	Mitigation Measure 3.14-25(b) The project applicant shall implement Mitigation Measures 3.14-11(b) (Lengthen the proposed shuttle pull-out).	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)
3.14-26: The Proposed Project could have the potential to result in inadequate emergency access under cumulative conditions	**Mitigation Measure 3.14-26** Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14
3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.	**Mitigation Measure 3.14-27** The project applicant shall implement Mitigation Measure 3.14-15 (Implement Construction Traffic Management Plan).	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15
3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.	**Mitigation Measure 3.14-28(a)** Implement Mitigation Measures 3.14-3(a) through 3.14-3(o).	See Mitigation Measures 3.14-3(a) through 3.14-3(o)	See Mitigation Measures 3.14-3(a) through 3.14-3(o)	See Mitigation Measures 3.14-3(a) through 3.14-3(o)	See Mitigation Measures 3.14-3(a) through 3.14-3(o)
	Mitigation Measure 3.14-28(b) Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)	See Mitigation Measure 3.14-2(o)
	Mitigation Measure 3.14-28(c) On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows: • At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic. • At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.	Project Applicant	DPW-Transportation & Traffic Division	During operation, the City shall coordinate the Event TMP with the operator of The Forum on days with concurrent events with The Forum	Event TMP shall address concurrent events at The Forum DPW-Transportation & Traffic Division may, as required, designate additional locations to be staffed by TCOs DPW-Transportation & Traffic Division to coordinate between Forum operator and Project Applicant

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-28 (cont.)	**Mitigation Measure 3.14-28(d)** On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).	City of Inglewood, with support from Project Applicant in consultation with NFL Stadium operator	DPW-Transportation & Traffic Division	During operation, the City shall coordinate the Event TMP with the operator of the NFL Stadium on days with concurrent events with the NFL Stadium	Event TMP shall address concurrent events at the NFL Stadium. DPW-Transportation & Traffic Division may, as required, designate additional locations to be staffed by TCOs DPW-Transportation & Traffic Division to coordinate between NFL Stadium operator and Project Applicant
	Mitigation Measure 3.14-28(e) Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)	See Mitigation Measure 3.14-2(c)
	Mitigation Measure 3.14-28(f) The City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages.	City of Inglewood, with support from Project Applicant in consultation with NFL Stadium operator	DPW-Transportation & Traffic Division	During operation, the City shall require the NFL Stadium TMOP to incorporate special traffic management provisions prior to the first NFL Stadium event that would utilize the Project garages	DPW-Transportation & Traffic Division to coordinate between NFL Stadium operator and Project Applicant
3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	**Mitigation Measure 3.14-29(a)** Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)
	Mitigation Measure 3.14-29(b) Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-29(c) Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals on Inglewood Streets).	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)
	Mitigation Measure 3.14-29(d) Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-29 (cont.)	**Mitigation Measure 3.14-29(e)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)
	Mitigation Measure 3.14-29(f) Implement the trip reduction measures included in the Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b) (Implement TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-29(g) Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)
3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	**Mitigation Measure 3.14-30(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Implement Event TMP), 3.14-2(b) (Implement TDM Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3
	Mitigation Measure 3.14-30(b) The project applicant shall implement Mitigation Measures 3.14-11(b) (Lengthen the proposed shuttle pull-out).	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)
	Mitigation Measure 3.14-30(c) The project applicant shall coordinate with the City and NFL Stadium operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.	Project Applicant	DPW-Transportation & Traffic Division	During operation, coordination with the City and NFL Stadium operator to develop a mutually acceptable strategy for accommodating shuttles buses shall be required prior to the first concurrent event with the NFL Stadium	
3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.	**Mitigation Measure 3.14-31** Implement Mitigation Measure 3.14-14 (Implement Local Hospital Access Plan).	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.	**Mitigation Measure 3.14-32** The project applicant shall implement Mitigation Measure 3.14-15 (Implement Construction Traffic Management Plan).	See Mitigation Measure 3.14-5	See Mitigation Measure 3.14-5	See Mitigation Measure 3.14-5	See Mitigation Measure 3.14-5
3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.	**Mitigation Measure 3.14-33(a)** Implement Mitigation Measures 3.14-18(a) through 3.14-18(r).	See Mitigation Measures 3.14-18(a) through 3.14-18(r)	See Mitigation Measures 3.14-18(a) through 3.14-18(r)	See Mitigation Measures 3.14-18(a) through 3.14-18(r)	See Mitigation Measures 3.14-18(a) through 3.14-18(r)
	Mitigation Measure 3.14-33(b) Implement Mitigation Measure 3.14-28(c) (Additional TCO placement and temporary lane changes at select intersections).	See Mitigation Measure 3.14-28(b)	DPW-Transportation & Traffic Division	See Mitigation Measure 3.14-28(c)	
	Mitigation Measure 3.14-33(c) Implement Mitigation Measure 3.14-28(f) (City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages).	See Mitigation Measure 3.14-28(f)	See Mitigation Measure 3.14-28(f)	See Mitigation Measure 3.14-28(f)	See Mitigation Measure 3.14-28(f)
3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.	**Mitigation Measure 3.14-34(a)** Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)	See Mitigation Measure 3.14-3(h)
	Mitigation Measure 3.14-34(b) Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)	See Mitigation Measure 3.14-3(c)
	Mitigation Measure 3.14-34(c) Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals on Inglewood Streets).	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)	See Mitigation Measure 3.14-3(o)
	Mitigation Measure 3.14-34(d) Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)	See Mitigation Measure 3.14-3(g)
	Mitigation Measure 3.14-34(e) Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)	See Mitigation Measure 3.14-2(a)

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.14 Transportation and Circulation (cont.)					
3.14-34 (cont.)	**Mitigation Measure 3.14-34(f)** Implement the trip reduction measures included in the Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b) (TDM Program).	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)	See Mitigation Measure 3.14-2(b)
	Mitigation Measure 3.14-34(g) Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)	See Mitigation Measure 3.14-8(b)
3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	**Mitigation Measure 3.14-35(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Implement Event TMP), 3.14-2(b) (Implement TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3	See Mitigation Measures 3.14-2 and 3.14-3
	Mitigation Measure 3.14-35(b) The project applicant shall implement Mitigation Measures 3.14-11(b) (Lengthen Proposed Shuttle Pull-Out).	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)	See Mitigation Measure 3.14-11(b)
	Mitigation Measure 3.14-35(c) The project applicant shall coordinate with the City and NFL Stadium TMOP operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.	City of Inglewood, with support from Project Applicant in consultation with NFL Stadium operator	DPW-Transportation & Traffic Division	During operation, the City shall coordinate the Event TMP with the operator of the NFL Stadium on days with concurrent events with the NFL Stadium, to occur prior to the first concurrent event and to be implemented thereafter during operations	DPW-Transportation & Traffic Division to ensure that there is coordination with NFL Stadium TMOP operator
3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.	**Mitigation Measure 3.14-36** Implement Mitigation Measure 3.14-14 (Implement Local Hospital Access Plan).	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14	See Mitigation Measure 3.14-14
3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.	**Mitigation Measure 3.14-37** The project applicant shall implement Mitigation Measure 3.14-15 (Implement Construction Traffic Management Plan).	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15	See Mitigation Measure 3.14-15

Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing	Notes
3.15 Utilities and Service Systems					
3.15-9: Construction and operation of the Proposed Project could have the potential to require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	**Mitigation Measure 3.15-9** Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)
3.15-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in the relocation or construction of new storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	**Mitigation Measure 3.15-10** Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)	See Mitigation Measure 3.9-1(a)

Project Design Features

Design Feature	Implementing Party	Monitoring Party	Timing	Notes
Construction Project Design Feature 3.2-1 The project applicant will implement the following construction equipment features for equipment operating at the Project Site, as well as the following construction protocols. These features and protocols would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment and comply with such protocols. Construction features would include the following: • The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (US EPA) Tier 4 Final off-road emissions standards for all equipment rated at 50 horsepower (hp) or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent. • During plan check, the Project representative will make available to the lead agency and South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment. • Equipment such as concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, and forklifts must be electric or alternative-fueled (i.e., non-diesel). Pole power shall be utilized at the earliest feasible point in time and shall be used to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • To control dust emissions during soil disturbing phases such as demolition, site preparation, and grading and excavation, the Project shall apply water at least every 2 hours per day on active areas of disturbance and paved roads. • Contractors will maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited. • Construction activities must be discontinued during second-stage smog alerts. Records of discontinued construction activities due to second stage smog alerts will be maintained on site by the contractor.	Project Applicant	DPW-Engineering Division	Construction equipment features for equipment operating at the Project Site, as well as the construction protocols shall be included in applicable bid documents prior to seeking bids for construction A comprehensive inventory of all off-road construction equipment for activities being permitted shall be made available to SCAQMD prior to issuance of any permits for construction activities by the City of Inglewood for each site or phase, as applicable Construction equipment features for equipment operating at the Project Site, as well as the construction protocols shall be implemented during any ground disturbing activities and construction activities on an on-going basis	Inventory of construction equipment, including specifications and permitting status, to be maintained by Project applicant, available for review upon request by DPW-Engineering Division or SCAQMD

Project Design Features

Design Feature	Implementing Party	Monitoring Party	Timing	Notes
• Heavy duty construction trucks (import, export, delivery, etc.) would be prohibited from traveling to and from the Project Site during the pre-and post-event hours on major event days at the NFL Stadium and/or The Forum. • All haul truck trips would be prohibited from leaving the site after 3:00 PM.				
Operations Project Design Feature 3.2-2 The project applicant will implement the following operational equipment requirements and operation protocols for equipment operating at the Project Site. These features would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment and comply with such protocols. Operation features would include the following: • All emergency generators used for Project operations shall be selected from the SCAQMD certified generators list and meet applicable federal standards for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of SCAQMD. The Project would have two emergency generators and two fire pumps, each could operate up to two hours per day and a total of 50 hours per year for testing and maintenance (per SCAQMD Rule 1470 limit) to ensure reliability in the case of a power outage. Testing of the generators for maintenance and operations purposes would be permitted only during non-event days. • Heavy-duty delivery trucks would be prohibited from traveling to and from the Project Site during the two hours before and one hour after an event at the Project of more than 9,500 attendees, and during pre-and post-event hours during major event days at the NFL Stadium and/or The Forum.	Project Applicant	DPW-Engineering Division	Operational equipment requirements and operation protocols for equipment operating shall be included in applicable bid documents prior to seeking bids for operational emergency generator equipment and deliveries using heavy-duty delivery trucks Testing of the generators for maintenance and operations shall occur annually during operation Prohibition of heavy-duty delivery trucks shall be enforced during operation	Inventory of generators, including specifications and permitting status, to be maintained by Project applicant, available for review upon request by DPW-Engineering Division or SCAQMD Project Applicant to maintain log showing date/time that delivery trucks travel to/from Arena during events specified in DF 3.2-2; lot to be provided to DPW-Engineering Division or SCAQMD upon request
Project Design Feature 3.3-1 The project applicant would implement the following project design features. These features would be included in applicable construction documents. Design features would include the following: • The Arena Structure would be designed to achieve Leadership in Energy and Environmental Design (LEED) Bird Collision Deterrence credits; • The Arena Structure would be designed to address the best practices of the US Fish and Wildlife Service Division of Migratory Bird Management, the recommendations for bird friendly materials established in the City of New York Building Code, and the design criteria for Building Feature-Related Hazards from the City of San Francisco Planning Department's Design Guide Standards for Bird-Safe Buildings; • The Arena façade and envelope composition would be made of translucent polymer* panels with a pattern or metal substructure, along with opaque photovoltaic panels. The materials would be selected with the goal of achieving a maximum threat factor of 25 pursuant to the American Bird Conservancy Bird Collision Deterrence Material Threat Factor Reference Standard. To be consistent with this standard, the project applicant has committed that a large majority of externally visible glass panels would include a fritted finish,** which is both energy efficient and is perceived by birds as a solid surface, reducing the potential for fatal collisions; and	Project Applicant	ECDD-Planning Division	Building design features shall be shown on building plans for the Arena, prior to the issuance of building permits for the Arena	

Project Design Features

Design Feature	Implementing Party	Monitoring Party	Timing	Notes
• The lighting of the Arena Structure would be managed to minimize the potential to attract birds and create the potential for night collisions. Consistent with night-lighting standards of the City of San Francisco Planning Department's Design Guide Standards for Bird-Safe Buildings, and consistent with the requirements of the FAA due to the proximity of the Project Site to LAX, the Proposed Project would not include the use of searchlights or up-lighting. Night lighting of the Arena Structure would be partially shielded by the translucent panels that would help limit the escape of bright lights. (Footnote *: Translucent polymer panels will be made of either ethylene tetraflouroethylene (ETFE) or polytetrafluoroethylene (PTFE).) (Footnote **: Fritted glass is glass that has been fused with pigmented glass particles.)				
A proposed 15-foot-high permanent sound barrier would be constructed along the full length of the southern boundary of the Arena Site. A temporary, additional 7-foot-high sound barrier "topper" would be placed along the eastern two-thirds of this permanent wall for the duration of construction activities on the Arena Site. Permanent 12-foot-high sound barriers are proposed to be constructed along the shared boundaries of the Arena Site and the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue prior to the start of any major construction activities on the Arena Site. A temporary 12-foot-high sound barrier is proposed along the western boundary of the Arena Site from the southern boundary to approximately mid-block between West 101st Street and West 102nd Street. Barriers would not be placed in front of the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue so as to continue to allow resident access to those parcels from South Prairie Avenue.	Project Applicant	ECDD-Building Safety Division	Sound barriers shall be constructed prior to the start of any construction activities on the Arena Site, consistent with the Construction Noise Reduction Program and Operational Noise Reduction Program	
A temporary 16-foot-high sound barrier is proposed along the shared boundary of the Arena Site and the Airport Park View Hotel, which would be replaced with a permanent 12-foot-high sound wall after the conclusion of major construction activities on the Arena Site. Similarly, the temporary 12-foot-high sound barrier proposed at the northeast corner of the Arena Site and West 102nd Street during construction would be replaced with a permanent 8-foot-high sound wall at the conclusion of major construction activities. A temporary 12-foot-high sound barrier is also proposed at the southeast corner of the Arena Site and West 102nd Street between the southern sidewalk of West 102nd Street and the northern facade of the industrial use located adjacent to the Arena Site to the east, south of West 102nd Street.	Project Applicant	ECDD-Building Safety Division	Sound barriers shall be constructed prior to the start of any construction activities on the Arena Site, consistent with the Construction Noise Reduction Program and Operational Noise Reduction Program	

AB 987 Conditions of Approval

Condition of Approval	Implementing Party	Monitoring Party	Timing	Notes
LEED Gold Certification The project applicant shall qualify for LEED Gold certification for all buildings constructed as part of the Project within one year of the completion of the first NBA season at the Arena. The LEED Gold certification qualification shall include the following components: • Access to Quality Transit. • Sustainable Sites: rainwater management, open space, heat island reduction, light pollution reduction and percentage of permeable surfaces, including roof-top gardens. • Water Efficiency: use of ultra-low flow fixtures in restrooms; reduction in indoor water use by a minimum of 40 percent; 100% recycled water to service project landscaping designed for low water usage. • Energy and Atmosphere: optimized performance and renewable energy production; provide photovoltaic panels on the main arena building roof; fund the purchase of carbon offsets; Title 24 compliance; use of 100% light emitting diode (LED) lighting indoors and outdoors throughout the site; and implementation of high efficiency HVAC-related strategies. • Materials and Resources: recycle at least 75 percent of demolition materials. • Indoor Environmental Quality: enhanced indoor and outdoor air quality; meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 62.1:2010 indoor air quality requirements and ASHRAE 55 thermal comfort requirements. • Innovation: implementation of the FanFirst/Occupant Comfort Survey; green education program; LEED Operations + Management (O+M) Starter Kit (Pest Management and Green Cleaning Program); the purchasing of 100% LED lamps. The project applicant shall seek LEED Gold certification for all buildings constructed as part of the Project within one year of the completion of the first NBA season at the Arena, anticipated to occur in the summer of 2025.	Project Applicant	ECDD-Building Safety Division	Within one year of completion of the first NBA season of the Arena	
TDM Program The project applicant shall implement the TDM Program appearing at Attachment C to the "AB 987 Application for the Inglewood Basketball and Event Center" (November 2018) (copy attached). The TDM Program shall achieve the following standards: • 15% reduction in vehicle trips on an annual basis as compared to Project operations absent the TDM Program no later than January 1, 2030; and • 7.5% reduction in vehicle trips on an annual basis as compared to Project operations absent the TDM Program no later than the end of the first NBA season in the Arena. The TDM Program shall include the following components: *TDM 1 - Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool)* Provide monetary incentives and bus stop improvements near the Project Site. *TDM 2 - Event-day Dedicated Shuttle Services*	Project Applicant	DPW-Transportation & Traffic Division	The TDM Program shall be finalized by 6 months prior to the issuance of certificate of occupancy for the Arena; subject to review and approval by DPW-Transportation & Traffic Division The approved TDM Program shall be implemented throughout Project operation	Project Applicant shall commence design and planning for the TDM Program in coordination with DPW-Transportation & Traffic Division not less than 24 months prior to the anticipated completion date for the Arena (currently estimated July 2024) Create a schedule for development of the TDM Program to ensure finalization by 6 months prior to the issuance of certificate of occupancy for the Arena

AB 987 Conditions of Approval

Condition of Approval	Implementing Party	Monitoring Party	Timing	Notes
Provide connectivity to the existing and future Metro Rail Stations and take advantage of the transportation resources in the area. Ensure a sufficient number of shuttles will be provided for successful and convenient connectivity, with short wait times. *TDM 3 – Encourage Carpools and Zero-Emission Vehicles* Provide several incentives that would encourage carpooling and zero emission vehicles as a means for sharing access to and from the Project Site. *TDM 4 – Encourage Active Transportation* Include features which would enhance the access for bicyclists and pedestrians. *TDM 5 – Employee Vanpool Program* Provide an employee vanpool program that would accommodate 5% of the employees in conjunction with TDM 1. *TDM 6 – Park-n-Ride Program* Provide a regional park-n-ride program that would utilize charter coach buses. *TDM 7 - Information Services* Provide a number of services which would inform the public about activities at the IBEC. *TDM 8 – Reduce On-Site Parking Demand* Include features that reduce on-site parking demand. *TDM 9 – Event-Day Local Microtransit Service* Provide a local minibus/microtransit service for event days that would accommodate up to 66 employees and 180 attendees.			The project applicant shall prepare and submit an annual monitoring report to DPW-Transportation & Traffic Division not more than 60 days after the final basketball game at the arena for that year; after initial year of operations, City may adjust date of submittal of annual report to be concurrent with any annual report submitted to the City pursuant to Development Agreement A 7.5% reduction of vehicle trips on an annual basis shall be achieved no later than the end of the first NBA season in the Arena A 15% reduction of vehicle trips on an annual basis shall be achieved no later than January 1, 2030	Revisions to TDM Program subject to review and approval of DPW-Transportation & Traffic Division Shuttle routes (TDM 2) subject to review and approval by DPW-Transportation & Traffic Division Project Applicant to maintain documentation of implementation of TDM Program, and to make documentation available to DPW-Transportation & Traffic Division upon request. If the project applicant fails to verify achievement of the 15% vehicle trip reduction by January 1, 2030, the City shall impose additional measures on the project applicant to reduce vehicle trips by 17%, or by 20% if there is a rail transit line with a stop within ¼-mile of the Arena, by January 1, 2035

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Air Pollutant Emissions The Project shall achieve reductions of 400 tons of oxides of nitrogen (NOx) and 10 tons of particulate matter less than 2.5 microns in diameter (PM2.5) over 10 years following the commencement of construction of the project. Of these amounts, 130 tons of NOx and 3 tons of PM2.5 must be achieved within the first year following commencement of construction. If the project sponsor can demonstrate and verify to the South Coast Air Quality Management District that it has invested at least $30 million dollars toward achieve those air pollutant reductions, only one-half of these reduction amounts must be achieved.	Project Applicant	ECDD-Building Safety Division	130 tons of NOx and 3 tons of PM2.5 (or 65 tons of NOx and 1.5 tons of PM2.5, if at least $30 million are invested in such reduction measures) in the first year following commencement of construction of the Project 400 tons of NOx and 10 tons of PM2.5 (or 200 tons of NOx and 5 tons of PM2.5 if at least $30 million are invested in such reduction measures) within 10 years following commencement of construction of the Project	
Solid Waste The Project will comply with the requirements for commercial and organic waste recycling in Chapters 12.8 (commencing with Public Resources Code section 42649) and 12.9 (commencing with Public Resources Code Section 42649.8), as applicable. The Project shall source separate its solid waste and subscribe a recycling service consistent with applicable City of Inglewood ordinances and state regulations. The Project shall arrange for recycling services for its organic solid waste. The Project shall source separate and arrange for recycling of organic solid waste. Materials produced during demolition of existing streets, pavements and concrete foundations shall be recycled if the materials conform to the specifications of the Standard Specifications for Public Works Construction, the latest Edition ("The Green Book"). The Project shall recycle at least 75 percent of demolition materials. The Project shall subscribe to a municipal solid waste collection service that is approved by the City and that meets applicable City and State waste collection, management, recycling and diversion requirements. The Project shall comply with all federal, State, and local regulations related to solid waste.	Project Applicant	PW-Environmental Services Division	Operational measures, including compliance with regulations, shall be implemented on an ongoing basis during Project operations Comply with demolition related measures during demolition phase of construction Subscribe to a municipal solid waste collection service prior to operation of the Project	

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GHG Emissions The Project shall implement the following measures such that the Project does not result in any net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code, and based on the emissions estimates, calculations and methodologies set forth in the Project Applicant's application to the Governor under AB 987, as approved by the Governor and in light of the determination by the State Air Resources Board. Measures to achieve LEED Gold Qualifying as Local Direct Measures (see above). TDM Program (see above). Waste Reduction and Diversion (see above).	See above	See above	See above	See above
On-Site Local Direct Measures *Smart Parking System.* The Applicant shall install systems in the on-site parking structures serving the Project to reduce vehicle circulation and idle time within the structures by more efficiently directing vehicles to available parking spaces.	Project Applicant	DPW-Transportation & Traffic	Prior to issuance of certificate of occupancy for the Arena	
On-Site Electric Vehicle Charging Stations. The Applicant shall install a minimum of three hundred and 330 electric vehicle charging stations (EVCS) within the three proposed on-site parking structures serving the Project for use by employees, visitors, event attendees, and the public.	Project Applicant	DPW-Transportation & Traffic	Prior to issuance of certificate of occupancy for the Arena	
Zero Waste Program. The Applicant shall implement a waste and diversion program for operations of the Project, with the exception of the hotel, with a goal of reducing landfill waste to zero. Effectiveness of the program shall be monitored annually through the U.S. Environmental Protection Agency's WasteWise program or a similar annual reporting system.	Project Applicant	DPW-Environmental Services Division	Ongoing during Project operations Monitoring reports to be submitted annually	
Renewable Energy. The Applicant shall reduce GHG emissions associated with energy demand of the Project Arena that exceeds on-site energy generation capacity by using Renewable Energy during Project operations for a period sufficient to achieve GHG emission reductions equal to approximately 2.5% of the total estimate of GHG emissions that could occur in the hypothetical 100% backfill emissions scenario.	Project Applicant	ECDD-Building Safety Division	From commencement of Project operations through achievement of GHG reductions through renewable energy of no less than 7,617 MT CO2e	
Solar Photovoltaic System. Installation of a 700-kW solar photovoltaic system generating approximately 1,085,000 kW-hours of energy annually.	Project Applicant	ECDD-Building Safety Division	Prior to issuance of certificate of occupancy for the Arena	
Off-Site Local Direct Measures *City of Inglewood Municipal Fleet Vehicles ZEV Replacement.* The Applicant shall enter into an agreement with the City of Inglewood to cover 100% of the cost of replacement of ten (10) municipal fleet vehicles that produce GHG emissions with Zero-Emissions Vehicles (ZEVs) and related infrastructure (e.g., EVCS) for those vehicles prior to the issuance of grading permits.	Project Applicant and DPW-Transportation & Traffic	DPW-Transportation & Traffic	Prior to issuance of the first grading permit for the Project	

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ZEV Replacement of Transit Vehicles Operating Within the City of Inglewood. The Applicant shall enter into an agreement with the City of Inglewood to cover 100% of the cost of replacement of two (2) transit vehicles that operate within the City of Inglewood that produce GHG emissions with ZEVs and related infrastructure (e.g., EVCS) for those vehicles prior to issuance of grading permits.	Project Applicant and DPW-Transportation & Traffic	DPW-Transportation & Traffic	Prior to issuance of the first grading permit for the Project	
Local EV Charging Stations in the City of Inglewood. Prior to the issuance of grading permits, the Applicant shall enter into agreements to install twenty (20) EVCS at locations in the City of Inglewood. These EVCS will be available for use by the public for charging electric vehicles.	Project Applicant	DPW-Transportation & Traffic	Prior to issuance of first grading permit for the Project	
City of Inglewood Tree Planting Program. Prior to the issuance of grading permits, the Applicant shall develop or enter into partnerships with existing organizations to develop a program to plant 1,000 trees within the City of Inglewood.	Project Applicant	ECDD-Building Safety Division	The program shall be in place prior to issuance of first grading permit for the Project	
1,000 Local Residential Electric Vehicle Charging Stations. Prior to the issuance of grading permits for the Project, the Applicant shall implement a program to cover 100% of the cost of purchasing and installing 1,000 electric vehicle ("EV") chargers for residential use in local communities near the Project site. Residents in the City of Inglewood and surrounding communities who purchase a new or used battery EV shall be eligible for the program. City of Inglewood residents will be given priority for participation in the program. Eligibility requirements and administration of the program shall ensure that only households that do not already own an EV participate in the program.	Project Applicant	ECDD-Building Safety Division	The program shall be in place prior to issuance of first grading permit for the Project	
Implementation of Local, Direct Measures The Applicant shall implement all on-site local, direct measures identified above by the end of the first NBA regular season or June of the first NBA regular season, whichever is later, during which an NBA team has played at the Project Arena. All off-site, local, direct measures identified above must be in excess of any regulatory requirement or any previously planned action by the City of Inglewood that would have occurred otherwise.	See above	See above	See above	See above
Carbon Offset Credits To the extent carbon offsets are used to mitigate GHG emissions from the project, the Applicant will purchase voluntary carbon credits issued by an accredited carbon registry, such as the American Carbon Registry, Climate Action Reserve, and Verra, for the net increase in construction and operational emissions. Contracts to purchase carbon offset credits for construction emissions will be entered into prior to the issuance of grading permits, and contracts to purchase carbon offset credits for operational emissions will be entered into prior to the issuance of the final certificate of occupancy for the Proposed Project. Copies of the contract(s) will promptly be provided to CARB, the Governor's Office, and the City of Inglewood to verify that construction and operational emissions have been offset.	Project Applicant	ECDD- Building Safety Division	Contracts to purchase carbon offset credits for construction emissions shall be entered into prior to issuance of grading permits for the Project Contracts to purchase carbon offset credits for operational emissions shall be entered into by issuance of the final certificate of occupancy for the Arena	

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