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Subject: Detailed Methodology to Provide Environmental Consultation and Documentation Services for the Proposed Inglewood Basketball and Entertainment Center – Phase 2 Scope of Work

Dear Ms. Wilcox:

We are excited about continuing our work with the City of Inglewood on the Inglewood Basketball and Entertainment Center EIR. This detailed scope of work and description of EIR analysis methodology is designed to provide the City of Inglewood (City) with an EIR that is consistent with the Notice of Preparation (NOP) that was published on February 20, 2018, that reflects the City's independent judgment, and that achieves the proposed schedule. For purposes of this scope of work and related budget estimate, we assume that the project would be as described in the NOP, and would include the following components:

- Demolition of existing warehouses, commercial, and other buildings that currently occupy the project site, including relocation of the existing City water well;
- Construction of an approximately 18,000-seat multi-purpose arena that meets NBA standards, with capacity of 18,500 in non-NBA event configuration;
- Construction of supportive ancillary uses related to and compatible with the operation and promotion of the arena, such as a practice and training facility, team office space, sports medicine clinic, complimentary food and drink and associated retail uses, and hotel;
- Signage and lighting, including digital billboards and/or rooftop signage;
- Development of parking sufficient to meet the needs of the arena;
- Relocation of a City-owned water supply well to an alternate location on the Project Site; and
- Creation of common space, landscaping, and pedestrian areas around the arena, including possible pedestrian bridges.

The location of the Inglewood Basketball and Entertainment Center and supporting ancillary uses would occupy approximately 22 acres on property identified in the NOP.

The Exclusive Negotiating Agreement anticipates preparation of hazardous materials, geotechnical, and civil engineering-related (wet and dry utilities) studies to be provided by the Project Proponent. We further anticipate that the project applicant team will provide visual simulations, based on project specific architectural design, for use in the EIR. Where information is provided by the project applicant team, our experts will peer review the information and



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incorporate relevant and appropriate information into the EIR. We currently anticipate that ESA's in-house technical experts will prepare all of the analyses to support the EIR, with the exception of traffic, lighting, and water supply. We have augmented our team with **Fehr & Peers**, transportation consultants, with whom we have partnered on several other NBA arena studies. We may also bring on Raju Associates, Inc., if requested by the City, to coordinate with Fehr & Peers to assist with local transportation issues. In addition, we have included **Lighting Design Alliance** on our team to provide technical analyses of spillover lighting and related effects. ESA has also included **Todd Groundwater** to prepare a comprehensive Water Supply Analysis in support of the EIR.

Scope of Work

The EIR scope of work is structured in three (3) major phases:

- **Phase 1: Project Initiation, Definition, and Scoping.** Includes meetings to determine the appropriate form and structure of the CEQA document, potential qualification of the project as an Environmental Leadership Development Project (pursuant to Public Resources Code §§ 21180-21189.3) or equivalent, development of the Project Description, development and circulation of a Notice of Preparation (NOP), attendance at the required Public Scoping Meeting, review of public comments on the NOP, and preparation of a refined scope of work for Phase 2. Phase 1 tasks were authorized in a contract approved by the City Council on December 19, 2017.
- **Phase 2: Draft EIR.** Includes peer review of technical studies prepared by the Project Proponent pursuant to the Exclusive Negotiating Agreement, preparation of additional EIR technical studies, preparation of a Water Supply Assessment, preparation of an Administrative Draft EIR, Screencheck Draft EIR, and Draft EIR for public release, preparation of a Notice of Completion, and attendance at a Draft EIR Public Hearing. This scope of work covers all required components to publish the Draft EIR and activities during the public comment period, including development of the necessary administrative record throughout the Draft EIR development process.
- **Phase 3: Final EIR and Project Approvals.** Includes review and bracketing of comments received; preparation of Responses to Comments, Administrative Final EIR, Screencheck Final EIR, Final EIR, Mitigation Monitoring and Reporting Plan; preparation of analysis of the Project's consistency with City General Plan policies, zoning standards, and any other City standards applicable to the Project; in collaboration with City's CEQA counsel, preparation of draft findings under Public Resources Code § 21081, along with draft findings that may be required under other State law or local requirements; and attendance at Planning Commission and City Council hearings. The Phase 3 scope will be developed at the end of the Draft EIR public comment period.

The scope of work below covers Phase 2: Draft EIR.

Phase 2: Draft EIR

Task 1: Phase 2 Project Management

ESA's Project Management team, Brian Boxer (Project Director), Christina Erwin (Project Manager), and Addie Farrell (Deputy Project Manager) will oversee all consultant team activities and coordinate with City staff, as well as engage with the project applicant team to the extent necessary, in order to implement the overall scope of work and meet the City's goals, which include certification of an environmental document within approximately 14 to 18 months from issuance of the notice to proceed that was issued in December 2017.



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ESA's Project Management team will work interactively on strategy, development, and review of the document. ESA's Project Director (Brian Boxer) will be actively involved in developing the analytical approach to individual technical analysis sections, providing strategic CEQA guidance and internal quality control for the environmental document, and ensuring the commitment of ESA resources to meet the project schedule. ESA's Project Manager (Christina Erwin) will oversee preparation of each component of the environmental analysis and, as the day-to-day project lead, will coordinate interaction between the City team, project applicant team, and ESA staff. Our Deputy Project Manager, Addie Farrell, will support Brian and Christina, and will serve as our local liaison. This provides a well-rounded leadership team that can facilitate the delivery of high quality products on an expeditious schedule.

This scope and budget assumes a high level of involvement by this team to address project management issues, including coordination and meetings with the City team, internal coordination of the technical members of the ESA team, guidance of the technical team, preparation of public presentations, review and revision based on City comments, QA/QC, and other related tasks.

Task 1 Deliverables:

- ✓ Monthly progress reports, invoices, quality assurance, budget management, and project communications.
- ✓ Refined and expanded scopes of work for Phase 3.

Task 2: Meetings with Project Applicant and City Teams

This task includes a focused EIR project kickoff meeting with the City team and others including the project applicant team, as well as ongoing project coordination meetings/conference calls with the City team. It is anticipated that these meetings will be attended by ESA's Project Manager, and, as needed, by Project Director, and/or Deputy Project Managers, as well as other technical team members as needed and as supported by the budget, to address issues as they arise.

2.1: Ongoing Project Coordination Meetings

Based on our understanding of the current expectations of the project team, we assume that meetings or conference calls will be held, on average, weekly through the process, depending on need. In the event that individual meetings/conference calls are determined to be unnecessary, they can be readily cancelled or reduced to biweekly; in our experience it is much easier to cancel a standing meeting than to call an ad-hoc meeting on short notice.

During Phase 2, key issues to be discussed and worked out will include:

- Project Description, including any ancillary development and/or off-site improvements. Because of the unique characteristics of sports and entertainment venues, detailed assumptions need to be made about numerous operational characteristics such as start/end times for events, arrival/drop off locations for a wide variety of types of transportation, interaction of events with transit availability, truck loading and storage/parking during events, media truck staging, and pedestrian access points;
- CEQA process, including identification of any steps necessary to comply with requirements of PRC §§ 21180-21189.3, or equivalent special legislation;



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- Scope of EIR technical issues, including the transportation and circulation analysis. This will include determination of such issues as: proper baseline conditions; characterization of the existing travel demand characteristics of Clippers games, including the distribution of trips throughout the region, and vehicle miles traveled; potential for simultaneous events at the Inglewood Basketball and Entertainment Center, Rams/Chargers Stadium, and The Forum; consideration of social and economic effects, including gentrification and urban decay; and other issues raised by local community groups;
- Cumulative context, especially related to the Hollywood Park Specific Plan and Rams/Chargers NFL Stadium construction, transportation and transit improvements, and other development in the City and area;
- Alternatives definition, including alternatives for full consideration in the EIR, as well as those that were considered but eliminated from further consideration.

Task 2 Deliverables:

- ✓ Project meeting agendas
- ✓ Detailed schedule including project description and related information requirements

Task 3: Prepare NOP [undertaken as previously authorized under Phase 1]

Task 4: Peer Review Proponent Prepared Technical Studies

Pursuant to the Exclusive Negotiating Agreement it is expected that a number of environmental and other technical documents related to the Project (civil engineering-related studies, geology, and hazards/hazardous materials) will be made available to the City and ESA to inform the preparation of the EIR. It is common practice to use such 3rd party studies to assist in describing the project setting, particular project effects, and/or mitigation, and such studies can ultimately be useful in supporting the City's analysis and conclusions in the EIR. However, to establish objective credibility and independent judgment of the EIR document, it is important that such 3rd party-prepared studies are independently peer reviewed by technical experts under the employ of the City and/or ESA prior to inclusion in the EIR.

ESA will use its in-house senior experts to conduct a thorough technical peer review of any 3rd party-prepared studies provided to the City, such as those related to water supply, wastewater, storm drainage, geology and soils, and hazardous materials. The peer review will document and establish the technical accuracy of the information, and identify any apparent deficiencies, errors and/or omissions affecting the completeness, methodologies, findings and adequacies of the technical reports. The peer review will advise the City of any revisions or additions to the technical studies that may be necessary to provide an adequate analysis of the potential environmental impacts of the proposed Inglewood Basketball and Entertainment Center project.

The product of the peer review will be in the form of summary memoranda with attached document mark-ups that will be submitted to the City for its review. It is expected that issues raised in the draft memoranda will be discussed with the City and that any issues identified will be addressed in revised versions of the technical studies prepared by the 3rd party experts. The final memoranda will reflect ESA's conclusions as to the validity of 3rd party-provided information for use in the EIR. These peer review memoranda will become part of the administrative record for the EIR.



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Task 4 Deliverables:

- ✓ Draft and final peer review memoranda (electronic)

Task 5: Prepare Administrative Draft Environmental Impact Report

ESA will prepare an Administrative Draft EIR that addresses the full range of environmental impacts of the proposed Inglewood Basketball and Entertainment Center project. To the extent appropriate, the analysis will utilize relevant information contained in the Hollywood Park Specific Plan EIR, and any other relevant studies or CEQA documents identified by the City. Incorporation by reference or other similar techniques will be used to maximize the use of the previously-prepared analyses and information. As appropriate, the EIR will document City codes, prior adopted measures, or relevant plan policies that would avoid or reduce the magnitude of project impacts, and will also identify potential project-specific mitigation measures that could further reduce the impacts of the Proposed Project.

Our analysis will be structured in a way that is consistent with CEQA, the State CEQA Guidelines, and relevant case law. Our analyses will be informed by the City of Inglewood General Plan, the Hollywood Park Specific Plan and EIR, the Downtown and Fairview Heights Transit Oriented Development Plan EIR, the Inglewood Energy and Climate Action Plan (2013), the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (Envisioning Our Region in 2040), and any additional relevant technical studies, as appropriate. We assume that City staff will review the Administrative Draft EIR and provide comments that represent the independent judgment of the City. We will participate in meetings to discuss, clarify, and determine the proper direction for revising the document based on City staff comments.

Prior to embarking on preparation of the Administrative Draft EIR, ESA will coordinate with the City to identify Thresholds of Significance for each of the topical areas to be addressed in the EIR. ESA will prepare a memorandum identifying each of the thresholds, and will seek approval from the City on those thresholds before moving forward with the Administrative Draft EIR impact analyses.

The preparation of the Administrative Draft EIR will be undertaken as specified below.

Introduction

The Introduction to the EIR will present the project background, and will describe the organization of the EIR, type and use of the EIR, the environmental review process, the focus of the EIR analysis, other documents used in preparation of the EIR, lead and responsible agencies, and opportunities for public comment.

Summary

The Summary will clearly present the proposed Inglewood Basketball and Entertainment Center project and the relationship of the Proposed Project to the City of Inglewood General Plan, and the Hollywood Park Specific Plan. The Summary will also summarize the main findings of the EIR. It will include a concise table that summarizes the impacts, the significance of each impact before and after mitigation measures, and the significance of each impact after implementation of identified mitigation measures. The Summary will also summarize areas of controversy, the



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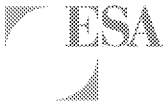
comparative effects of alternatives analyzed, and significant and unavoidable impacts, if any. The Summary will be presented and formatted with the intent that it may be separately printed and distributed for use by interested parties or used by the City in the development of staff reports. The Summary will include the information required by CEQA Guidelines § 15123.

Project Description

The project description section of the Administrative Draft EIR will include information set forth in CEQA Guidelines § 15124, and will encompass the whole of the project proposed by the project component, including any infrastructure proposed to support the project. It will be based on project design, operational characteristics, and construction information developed and provided to ESA by the project applicant team. ESA will coordinate with the project design and construction team to identify any supplemental information requirements necessary for the EIR. It is anticipated that the project description will include the following items:

- Arena building size and footprint;
- Circulation and access, including possible pedestrian bridges;
- Parking;
- Signage and lighting, including digital billboards and/or rooftop signage;
- Creation of common space, landscaping, and pedestrian areas around the arena;
- Anticipated events, including number, type, and size;
- Anticipated hours of operation;
- Number of employees;
- Any uses in addition to the arena (e.g., vendors);
- Team office, practice facility, sports medicine clinic, and complimentary food and drink and associated retail use size and footprints;
- Hotel size and location;
- Construction methods and timeframes;
- On- and off-site infrastructure, including any infrastructure that may serve existing on- or off-site uses, or other uses that could be disrupted by construction;
- Phasing (if there are pieces of the project that will be brought on after construction);
- Relationship to/consistency with the City of Inglewood General Plan;
- Project objectives;
- City approvals; and
- Other agency approvals.

If such information cannot not be made available yet is necessary to maintain the project schedule, we will identify assumptions that can be made regarding the Inglewood Basketball and Entertainment Center project, based on our experience with the characteristics of other, similar facilities. We are expecting that the architects, engineers, and designers under contract to the project applicant team will confirm these assumptions. From the information provided



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by the City and project applicant team, ESA will further refine, as necessary, the project description which describes the project objectives, proposed infrastructure, and demand-related infrastructure and services.

Issues Previously Determined to be Less Than Significant

Based on initial review undertaken as part of the preparation of the NOP, any issues eliminated from consideration in the EIR will be addressed in a separate chapter of the Administrative Draft EIR, entitled “Issues Previously Determined to be Less Than Significant.” Currently it is anticipated that issues that will be addressed in this section will include: Agricultural and Forestry Resources, Geologic and Seismic Hazards, Mineral Resources, and Public Schools. This list may be altered as comments are received during scoping or as information becomes available during Administrative Draft EIR preparation. The list will be accompanied by a brief discussion providing substantial evidence explaining why these impacts have been determined to be less than significant. The addition of new issues that require full analysis in the EIR will require amendment to this scope of work and augment to the budget.

Environmental Setting, Impacts and Mitigation Measures

Based on initial evaluation of the project, we anticipate that the Proposed Project has the potential to affect or potentially affect the following environmental resource issue areas, which will be evaluated in detail in the EIR:

- Aesthetics, Light, and Glare
- Air Quality
 - Criteria Pollutants*
 - Health Risks*
 - Air Quality Mitigation Plan*
- Biological Resources
- Cultural Resources
 - Archaeology*
 - Historic Structures*
- Energy Demand and Conservation
- Greenhouse Gas (GHG) Emissions
- Growth Inducement and Urban Decay
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Paleontological Resources
- Population, Employment, and Housing
- Public Services
 - Police Protection*
 - Fire Protection*
 - Parks and Recreation*
- Public Utilities and Service Systems
 - Water Supply*
 - Wastewater Generation and Treatment*
 - Storm Drainage Conveyance and Treatment*
 - Solid Waste Demand*
- Transportation and Circulation
- Tribal Cultural Resources
- Other CEQA-Mandated Sections
 - Cumulative Impacts*
 - Unavoidable Significant Impacts*
- Alternatives

5.1 Aesthetics, Light, and Glare

The EIR’s analysis of effects on visual resources will characterize the Proposed Project in aesthetic terms, including a description of its visual relationship to its surroundings. Analyses will include evaluation of potential impacts associated with visual quality, views, light/glare, and shade/shadow. The visual resources analysis will be illustrated through the use of photographs, photo simulations, and site plans, architectural renderings, and/or elevations, all of which are expected to be provided by the project team. The analysis of impacts on visual character and views will incorporate a



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characterization of the existing visual qualities of the site and surrounding area, and key public views of other area aesthetic resources; a description of relevant regulations, policies and guidelines governing views and visual considerations; and an evaluation of impacts, including the potential for the project to introduce features that would detract from the visual character of the area, conflict with applicable design guidelines, or create substantial sources of light or glare. ESA will coordinate with the project team to confirm building design, architectural style and surface treatment assumptions, landscape plans, and lighting and signage assumptions to ensure accuracy regarding the proposed design.

The analysis will separately address views from public rights of way/locations and private locations, since, based on public policy and case law, private views are provided little regulatory protection and obstructions of such private vantage points are rarely considered significant impacts. For purposes of disclosure, the EIR will include an analysis of view impacts from key private locations such as the residential uses east, north, and south of the site.

ESA will evaluate the potential for the Proposed Project to cast shadows on nearby shade sensitive uses. The EIR will evaluate the potential for shading in excess of the City's thresholds throughout the year, based on the diagramming of shadows at their most extreme during the solstices and, if necessary, equinoxes.

ESA will incorporate the conclusions and recommendations of a technical lighting study prepared by Lighting Design Alliance (LDA) that evaluates the potential light impacts of the arena, associated onsite building signage such as building surface LED signs or up-lighted signage, roof lighting, digital billboards, klieg lights, illuminated pylons, parking lot lighting, and other illuminated features.

The LDA lighting analysis will include the following steps:

- LDA will become familiar with current conditions of the site and surrounding area, identify sensitive receptors, discuss the potential impacts to the surrounding and nearby usage, discuss cumulative effects and identify potential design features or mitigation measures to limit potential intrusive light.
- LDA will identify and review the latest City requirements and lighting-related documents. LDA will include a discussion of the zoning code provisions in the City of Inglewood (and other applicable regulations) as they relate to lumen and candela restrictions for sensitive receptors, if applicable.
- LDA will attend up to four (4) coordination meetings.
- LDA will provide a multi-day site analysis and evaluation of the site and adjacent properties, in both daytime and nighttime environments.
- Based on the site analysis evaluation, LDA will develop and provide a written technical lighting analysis report evaluating the potential light impacts associated to the proposed onsite building signage including building surface LED signed or up-lighted signage, roof lighting, digital billboards, klieg lights, illuminated pylons, parking lot lighting.



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Based on the analysis conducted by LDA, ESA will include a discussion that identifies current lighting conditions on the project site and the surrounding area, including a discussion of sensitive receptors near the project site. Potential light and glare impacts to surrounding and nearby uses will be disclosed, and potential design features or mitigation measures to limit intrusive light will be identified.

Note that aircraft light hazards will be analyzed in the Hazards and Hazardous Materials section of the Administrative Draft EIR.

5.2 Air Quality

ESA will prepare the Air Quality Technical Study and Air Quality section of the Administrative Draft EIR that will assess the potential air quality impacts from implementation of the Proposed Project. The construction activities at the project site along with long-term project operation would result in emissions of criteria air pollutants (such as particulate matter) and ozone precursors. The project site is located within the South Coast Air Basin (Basin), which is under the local jurisdiction of the South Coast Air Quality Management District (SCAQMD). The air quality analysis will be conducted in accordance with the procedures and methodologies set forth in the SCAQMD's *CEQA Air Quality Handbook*, *Air Quality Analysis Handbook*, and supplemental guidance including the *Localized Significance Threshold (LST) Methodology*.

ESA will discuss pertinent air quality statutes and regulations at the local, regional, state, and federal level that are applicable to the project. ESA will define the air quality significance thresholds applicable to the project based on SCAQMD criteria and guidance. The air quality impact assessment will include an evaluation of the Proposed Project's conformance with the applicable air quality management plan (AQMP) for the Basin focusing on AQMP regulations and strategies directly applicable to project-related emission sources.

ESA will quantify the project's construction and operational regional emissions using the SCAQMD approved California Emissions Estimator Model (CalEEMod), supplemented by the California Air Resources Board (CARB) on-road vehicle emissions factor (EMFAC) model, and will evaluate the emissions in comparison to the applicable SCAQMD significance thresholds. The emissions will be discussed in the context of project commitments to use cleaner, less polluting technologies and equipment and transportation strategies discussed in the transportation impact analysis that would minimize emissions. ESA will ensure that the emissions quantification is supported by substantial evidence, based on appropriate emissions factors, models and guidance documents, and include applicable sources of emissions such as stationary source generators, large commercial/industrial boilers, or other sources as appropriate.

ESA will assess the project's potential effect on local air quality (localized carbon monoxide, nitrogen dioxide, and particulate matter) at nearby air quality sensitive receptor locations from construction and operational emissions based on the SCAQMD's LST Methodology and SCAQMD Carbon Monoxide (CO) Hotspots modeling data. Nearby sensitive uses include residential uses to the west and south of the project site, Whelan Elementary School to the west, and Morningside High School to the southeast. Potential odor emissions will be addressed in the analysis based on CARB and



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SCAQMD land use compatibility guidance and the project's compliance with regulatory measures to minimize odorous emissions.

In order to satisfy the substantial evidence requirements of CEQA, ESA recommends a refined health risk assessment (HRA) to quantitatively evaluate construction- and operational-period toxic air contaminant (TAC) impacts to air quality-sensitive receptors in the vicinity of the project, which include residential uses to the west and south of the project site, Dolores Huerta Elementary School to the west, and Morningside High School and Woodworth Imagine Learning Magnet Elementary School to the southeast. ESA proposes to conduct a quantitative HRA in accordance with the Office of Environmental Health Hazard Assessment (OEHHA) 2015 *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments* and the SCAQMD *Risk Assessment Procedures for Rules 1401, 1401.1, and 212*. The AERMOD dispersion model and the CARB Hot Spots Analysis Reporting Program (HARP) model or spreadsheet methodology to quantify potential impacts from TACs emitted during construction and operation, which would include diesel particulate matter (DPM). If potentially significant health risk impacts are identified, ESA will develop mitigation measures address and reduce the significant impacts. The results of the refined quantitative HRA will be summarized in the Air Quality Technical Study.

The SCAQMD has provided guidance on addressing the cumulative impacts for air quality in its *Cumulative Impacts White Paper* (August 2003). Cumulative impacts from concurrent nearby development projects including nearby related projects will be evaluated consistent with the SCAQMD *Cumulative Impacts White Paper* methodology and emission thresholds. If potentially significant air quality impacts are found, ESA will identify feasible mitigation measures to reduce the project's air quality impacts.

With regards to the air quality analysis, ESA assumes that the following information will be made available: site development plans; construction and grading plans, equipment, and schedule; concrete volumes for foundations and general building construction; the equipment specifications, number, and locations of stationary sources of emissions; truck haul routes; transportation impact analysis with trip rates and level of service (LOS)/intersection impact analyses upon project build-out; and other information that ESA will outlined in a data needs list that are necessary for the air quality and dispersion modeling analyses. If these data are not known, ESA can assist in developing reasonable assumptions, which could be subject to approval of additional fees.

For the purposes of this scope of work, it is assumed that ESA will evaluate up to three project scenarios coinciding with the analytical scenarios in the transportation impact analysis that will be prepared by Fehr & Peers in the Air Quality Technical Report. Additional project scenarios can be analyzed under a separate scope and fee. The Air Quality Technical Report will be summarized in the project EIR air quality section and provided as an appendix to the EIR.

5.3 Biological Resources

Though it is understood the project site is in a mostly disturbed urban setting, the EIR must document the existing conditions. In order to establish the existing biological resources conditions on the site, two ESA biologists will conduct a



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biological resources inventory of the project site and surrounding areas. The most current databases will be reviewed prior to the survey, including the California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS) database. These databases will provide a list of historical and recent occurrences of special-status wildlife and plant species in the project area.

During the biological resources inventory, habitat types, wildlife and plants observed will be documented. In addition, a tree inventory will be conducted on the parcels and along the perimeters of the project boundary that will document the species and diameter at breast height of each tree. Based on the urban uses of the site, and review of Google Earth (2016) and the National Wetlands Inventory (2017), the project site does not appear to support jurisdictional resources such as wetlands and drainage features. Nonetheless, the presence or absence of potential jurisdictional resources will be documented during the biological resources inventory. A brief technical memorandum will be prepared that summarizes the biological resources observed on the project site and surrounding areas.

Based on the results of the biological resources inventory, the Biological Resources section of the EIR will evaluate the construction-related and operational impact of the project on special-status species, sensitive natural communities, wetlands and waters, wildlife movement, and any conflicts with local policies or ordinances protecting biological resources, in accordance with Appendix G of the CEQA Guidelines. The biological resources impact analysis will include, but not be limited to, an evaluation of lighting impacts to wildlife, the potential for bird strike if the building design includes large expanses of reflective surfaces, and impacts associated with tree removal and/or disturbance.

The project site is not located in an area governed by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan; therefore, this significance criterion will be scoped out and not evaluated at length in the Biological Resources section of the EIR.

5.4 Cultural Resources (including Tribal Cultural Resources and Paleontological Resources)

Preliminary research conducted in preparation of this scope of work suggests historical development of the project area began with residential subdivisions beginning in the early 1900s and transitioned to a mix of residential and commercial uses during the 1960s. Current land uses in the vicinity of the project site include commercial uses and consist primarily of vacant lots, multiple commercial/industrial buildings, and multi-unit residential complexes.

The project site itself is currently developed with approximately sixteen buildings, six of which meet the 45-year-age threshold for consideration in the California Register of Historical Resources (California Register). These buildings would be directly affected by the Proposed Project.

Furthermore, multiple single-family residences to the south of the project site along W. 102nd Street appear to date from the late 1920s and early 1930s, reflecting the earlier residential development of the area. The portions of the neighborhood within view of the project site were subdivided in the early twentieth century and should be analyzed to consider potential indirect impacts resulting from the Proposed Project.



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ESA will conduct Cultural Resources Studies sufficient to prepare the Cultural Resources and Tribal Cultural Resources sections of the EIR. As part of this effort, ESA will determine whether there are any cultural resources on or near the site that are on the California or local registers, or potentially eligible for listing on an individual basis or as part of a district, or otherwise potentially historically significant. The Cultural Resources Studies will include archival research, survey, and the preparation of a Cultural Resources Assessment Report and a Paleontological Resources Assessment Report.

Archival Research. ESA will conduct a records search at the California Historical Resources Information System-South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, to identify any previously recorded cultural (archaeological and historic architectural) resources within one-half mile of the project site. Additional archival research of the project site and vicinity will include review of available building permits, historic aerial imagery, historic topographic maps, assessor records, and tract maps. Research will be conducted at the City of Inglewood's Building and Safety Division, Los Angeles County Assessor's Office, Los Angeles Public Library, University of California Los Angeles, University of Southern California, relevant internet sites, and other archives to be identified as applicable.

A geoarchaeological review of soil formations in the project vicinity will be conducted to assess the sensitivity for subsurface archaeological resources to occur within the project site. A Sacred Lands File search will be requested from the California Native American Heritage Commission (NAHC) in order to solicit information on sensitive or undocumented traditional/cultural sites in the vicinity of the project. ESA will request a search of records maintained by the Natural History Museum of Los Angeles County in order to determine whether paleontological resources have been recorded within the project site and vicinity and will review current geologic maps and a review of the scientific literature in order to thoroughly assess the paleontological resources potential of the project site.

Assembly Bill 52 (AB-52) Consultation. Compliance with AB-52 is the responsibility of the lead CEQA agency. ESA will provide guidance and facilitation to the City upon request and may provide strategic guidance, draft letters, and attend phone conferences and/or in-person meetings. The results of the AB-52 consultation conducted by the City will be provided to ESA as the basis for the content in the Tribal Cultural Resources EIR section. ESA assumes up to three phone conferences and one in-person meeting for two staff each.

Survey. ESA will conduct a cultural resources survey of the project site and vicinity. The cultural resources survey will focus on the identification of surface evidence of archaeological and paleontological resources within the project site where soil exposures are present. The survey will also focus on identifying historic architectural resources within the project site itself that could be subject to direct project impacts and within the project vicinity that could be subject to indirect project impacts. California Department of Parks and Recreation (DPR) 523 forms will be completed covering the six resources described previously within the project site as well as the nearby potential district. Should any historic architectural resources, beyond the six buildings and the potential district, require documentation and evaluation, such analysis will be conducted under a separate scope and cost. This scope assumes that no surface evidence of archaeological or paleontological resources will be encountered.



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Report Preparation. ESA will prepare a Cultural Resources Assessment Report and a Paleontological Resources Assessment Report, and will document the results of these reports in the Cultural Resources, Tribal Cultural Resources, and Paleontological Resources sections of the Administrative Draft EIR. The reports will provide project description and regulatory context, historical contexts, summaries of the methods and results of the studies, provide evaluation of potential historic architectural resources within the project site, an analysis of potential direct and indirect impacts to historic architectural resources in the project site and surrounding area, and provide recommendations to serve as mitigation in the EIR. ESA will respond to two sets of comments on each report. A copy of the final reports will be filed with the SCCIC and the Natural History Museum of Los Angeles County.

ESA will incorporate the findings of the reports into the Cultural Resources section of the Administrative Draft EIR. This will include summary of the findings of both reports, and identification of feasible mitigation measures to avoid, reduce, or offset any potentially significant impacts identified.

We have assumed that no additional field or survey work for the project, beyond an initial site visit will be required, and that the project applicant will provide any geotechnical investigation reports conducted within or near the project area. Should archival research indicate that there is a potential for archaeological deposits, a scope of work for any such recommended studies will be provided to the City.

5.5 Energy Demand and Conservation

Consistent with the requirements of Appendix F of the State CEQA Guidelines, ESA will identify relevant information that addresses the energy implications of the Proposed Project. ESA will quantify the project's anticipated construction energy needs based on estimated fuel consumption for construction equipment, haul trucks, vendor trucks, and construction workers. ESA will utilize the information from the project's air quality, GHG, and transportation analyses to quantitatively evaluate construction energy demand from construction equipment, haul trucks, vendor trucks, and construction workers (based on outputs from CalEEMod computer modeling). ESA will also quantify the project's anticipated operational energy needs, including from the project's water demand, which results in electricity usage from the supply, conveyance, distribution, and treatment of potable water. ESA will also estimate the project's operational transportation-related energy needs based on the estimated fuel consumption for vehicle trips to and from the project site using trips rates in the project's transportation impact analysis and the estimated vehicle miles traveled found in the air quality, GHG assessments, and/or transportation impact analyses. For the purposes of this scope of work, it is assumed that a single annualized project scenario will be analyzed coinciding with the total annual level of activity projected at the Proposed Project.

ESA will summarize the project's anticipated energy needs and conservation measures. Based on information to be provided by the project applicant, ESA will describe project commitments to minimize the project's consumption of fuel and energy, including design features and energy efficiency measures that would be implemented pursuant to any green building commitments beyond regulatory requirements, and determine the potential for energy impacts. Based on this information, ESA will determine whether the project would result in the wasteful, inefficient, or unnecessary



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consumption of energy. If potentially significant impacts are identified, ESA will recommend additional feasible energy efficiency design features or mitigation measures to reduce impacts. Such measures may include measures to reduce per-capita energy use; measures to reduce reliance on fossil fuels; and increased reliance on renewable energy sources.

5.6 Geology and Soils

ESA will evaluate potential soil erosion effects resulting from construction of the Proposed Project. This discussion is anticipated to be incorporated in the Hydrology and Water Quality section of the EIR, rather than in a stand-alone section. The potential for existing environmental conditions to have an effect on the Proposed Project will not be analyzed. Such topics are anticipated to include effects on the Proposed Project from existing seismic conditions, landslides, and liquefaction.

5.7 Greenhouse Gas Emissions

ESA will prepare a Greenhouse Gas Technical Study that will evaluate the potential impacts associated with the project's generation of GHG emissions during construction and operations. The GHG analysis will include an estimation of the project's GHG emissions, attributable to project-related construction equipment, area sources (e.g., use of landscaping equipment), mobile sources, energy consumption (electricity and natural gas), water consumption, and solid waste generation. Construction- and operations-related GHG emissions will be quantified using the CalEEMod computer model, supplemented by the on-road vehicle EMFAC model. Operational emissions from mobile sources will be estimated based, in part, on traffic data provided in the transportation impact analysis.

Although GHG emissions can be quantified, CARB, SCAQMD, and the City have not adopted quantitative project-level significance thresholds for GHG emissions that would be applicable to the Proposed Project. State CEQA Guidelines § 15064(h)(3) provides that a lead agency may evaluate GHG emission impacts in the context of applicable programs and/or other regulatory schemes to reduce GHG emissions. In the absence of an applicable adopted quantitative threshold, the project's GHG emission impacts will be evaluated with respect to consistency with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, and the City's Energy and Climate Action Plan (ECAP) adopted in March 2013.

ESA will discuss and quantify (to the extent data is available) GHG reductions from land use characteristics (i.e., proximity to transit, proximity to job centers, walkability, etc.) and green building features that would be incorporated into the project. Furthermore, the project's GHG emissions will be discussed with respect to the goals and recommended actions of the State's Climate Change Scoping Plan and other applicable state regulations. If it is determined that the project would need to include design features/mitigation measures to mitigate GHG emissions, ESA will identify applicable and feasible mitigation measures. GHG emissions impacts are exclusively cumulative in nature and there are no project-level only impacts from a GHG emissions perspective. Therefore, the GHG analysis will also satisfy the CEQA requirement for a cumulative impact analysis.



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With regards to the air quality and GHG analyses, ESA assumes that the following information will be made available: site development plans; construction and grading plans, equipment, and schedule; concrete volumes for foundations and general building construction; the equipment specifications, number, and locations of stationary sources of emissions; truck haul routes; transportation impact analysis with trip rates and LOS/intersection impact analyses upon project build-out; energy consumption rates; green building features that will be included in the project design; and other information that ESA will outlined in a data needs list that are necessary for the GHG analyses. If these data are not known, ESA can assist in developing reasonable assumptions, which could be subject to approval of additional fees.

If the Proposed Project pursues Environmental Leadership Development Project (ELDP) certification for streamlined judicial review under CEQA pursuant to Public Resources Code §§ 21178 – 21189.3, the GHG assessment for the Proposed Project will be based on the analysis for the project's ELDP certification, which requires a net zero increase in GHG emissions. ESA would then summarize the project's GHG off-set measures that will achieve a net zero increase in GHG emissions.

5.8 Hazards and Hazardous Materials

ESA will review the Phase 1 environmental site assessments provided by the project applicant. The review will assess the adequacy of the Phase 1 studies for use in the EIR. It is assumed that Phase 1 studies will be available for all properties that make up the project site. If it is determined that additional analysis is necessary, either the project applicant will provide an expanded Phase 1 study, or ESA will provide a scope of work and budget to conduct a Phase 1 study those portions of the project site not previously covered. ESA would only conduct this additional work following written authorization from the City.

ESA will update current information with a search and review of federal, state, and local governmental agency lists of permitted underground storage tank locations; hazardous waste generators, transporters, and treatment, storage, and disposal facilities; and contaminated sites on or in the vicinity of the project site (an EDR record search). This will include search of online databases maintained by the California Department of Toxic Substances Control (DTSC), the Los Angeles Regional Water Quality Control Board (LARWQCB), the California Department of Resources Recycling and Recovery (CalRecycle), and the federal Environmental Protection Agency. The information from these databases and the Phase 1 studies will form the basis of the environmental setting discussion. Based on information compiled from the Phase 1 and database searches, ESA will summarize the potential for soil or groundwater contamination within or adjacent to the project site.

According to a preliminary review of available databases, the project site is located in an area where historical land uses have included commercial and light industrial activities that have involved hazardous materials use. To the north of the project site, the former Hollywood Park Racetrack is currently undergoing environmental assessment and interim remediation activities to address past releases of arsenic, tetrachloroethylene (PCE), and petroleum hydrocarbons. Past uses at the Hollywood Park site included activities, such as vehicle maintenance and a dry cleaning facility, which are generally associated with releases of volatile organic compounds (VOCs). VOCs including PCE are generally quite soluble



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in water and can easily migrate offsite if they reach the groundwater. Groundwater flow direction is reportedly uncertain but is encountered at a depth of approximately 100 feet below ground surface, likely deeper than the planned excavation for the Proposed Project.

ESA will provide analysis of reported hazardous materials sites on or around the project site, and their potential to adversely affect subsurface soil and groundwater beneath the project site. These legacy contaminants, if they are present, could cause adverse health effects to workers or future occupants if not addressed appropriately. Construction activities would also include demolition activities which could encounter hazardous building materials including lead-based paint, asbestos containing materials (e.g., pipe insulation, floor tiles, ceiling tiles, and others), and PCBs. Generally, existing regulatory requirements for these hazardous building materials impose stringent controls on demolition activities to ensure safe handling and disposal.

ESA will describe hazardous materials emergency response routes and truck routes that allow for the transportation of hazardous materials. Surrounding land uses that involve the manufacture, storage, transport, or other handling of hazardous materials will be described and their potential to expose the specific plan area to risks will be assessed.

ESA will review Proposed Project plans and the proposed operational use of any hazardous materials to identify potential impacts that would involve exposure of nearby residents, on-site construction workers, or future site users or occupants to hazardous materials or conditions due to the transport, handling, storage, or disposal of any hazardous materials. Further, the potential for construction or other activities on the project site to interfere with or in any way disrupt any ongoing remediation activities in the vicinity will be considered. In the event that significant or potentially significant impacts are identified, ESA will recommend mitigation measures. Often with proposed excavation activities, construction activities can be safely managed with implementation of a soil and groundwater management plan. We will evaluate whether mitigation measures would reduce the impacts to below a level of significance, and identify the parties who would be responsible for implementing each measure.

Aircraft Hazards and Airspace Evaluation. The project site lies approximately two miles east of the extended centerlines of Runways 25R and 25L at Los Angeles International Airport (LAX). The project site is also less than 1.5 miles due north of Runway 7-25 at the Jack Northrop Field/Hawthorne Municipal Airport (HHR). For both airports, 14 Code of Federal Regulations (CFR) Part 77 “Safe, Efficient Use and Preservation of the Navigable Airspace” defines the various airport imaginary surfaces that protect both existing and future aircraft operating environments. These surfaces are also used to determine whether temporary or permanent obstructions create a hazard to air navigation or navigational facilities. 14 CFR Part 77 also stipulates the notification requirements associated with any proposed construction or alterations that could impact established airport imaginary surfaces.

Due to the proximity and height of the structures associated with the project, the project applicant is expected to submit a Federal Aviation Administration (FAA) Form 7460-1, “Notice of Proposed Construction or Alteration” at least 45 days prior to the start of any construction. As part of the EIR, ESA will conduct an airspace evaluation of the project, including



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any temporary construction cranes, in order to assess and document any potential impacts to LAX and HHR. This analysis will be coordinated both with the FAA Los Angeles Airports District Office (ADO) and the California Department of Transportation's (Caltrans) Division of Aeronautics.

The airspace evaluation will require specific information related to the project site, proposed permanent structures, and temporary construction cranes, including surveyed location and elevation data for the site, permanent structures, and temporary construction cranes. Necessary construction equipment data will include specific information on the type, location, operating parameters, and elevation of any temporary cranes taller than the finished elevation of the permanent structures. It is assumed that this information will be provided in an electronic format (AutoCAD or GIS) to ESA by the project applicant team.

The light and glare analysis prepared for the project by LDA will also be provided to the FAA and Caltrans Aeronautics as supplemental information in their airspace hazard review. However, this scope does not include the formal filing of the required FAA Form 7460-1 either manually or via the FAA's online Obstruction Evaluation /Airport Airspace Analysis (OE/AAA) website. The 7460-1 application (either manually or via the OE/AAA website) will be required prior to the actual construction. This scope also does not include any survey or the development of airport imaginary surfaces mapping for either LAX or HHR by ESA. ESA's airspace evaluation will be based on the existing and future 14 CFR Part 77 surfaces on file and approved by the FAA for both neighboring airports. It is also assumed that the most recent 14 CFR Part 77 surfaces for both airports will be made available to ESA in an electronic format (AutoCAD or GIS).

The airspace evaluation will be summarized in the Administrative Draft EIR Hazards section and a technical appendix will be prepared with supporting documentation. This will include up to six (6) figures depicting the relationship of the project site, permanent structures, and temporary construction cranes to the critical airport imaginary surfaces.

5.9 Hydrology and Water Quality

The Hydrology and Water Quality section of the ADEIR will focus on an assessment of the Proposed Project's potential effects related to flooding, groundwater resources, and surface water quality. The EIR assessment will focus on the following:

- Potential for impacts to water quality due to soil erosion during construction activities;
- Potential for impacts to groundwater quality by adversely affecting the flow of contaminated groundwater;
- Potential for effects due to disposal of dewatered groundwater (during construction and/or project operations) local storm drainage system;
- Potential for on- and off-site construction-related stormwater runoff impacts;
- Potential effects of relocating the City well from its current location to a new location on the project site; and
- Appropriate construction BMPs.



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The hydrology and water quality analysis will include a description of existing hydrological conditions on the site and applicable state, federal, and local regulations that pertain to surface water and groundwater resources. The Hydrology and Water Quality section will include information about the status of regional groundwater management, and impacts related to the relocation of groundwater well No. 6 that is located within the project site. The section will incorporate information from the City of Inglewood 2015 Urban Water Management Plan (UWMP) related to the West Coast Groundwater Basin.

The project site is located in the Dominguez Channel Watershed, within the Upper Dominguez Channel drainage area. Information will be incorporated related to the Enhanced Watershed Management Program for the Dominguez Channel Watershed Management Area Group. The discussion of surface water will focus on documenting the project's compliance with the State's National Pollutant Discharge Elimination Permit (NPDES) requirements, including compliance with NPDES Permit No. CAS004001 and the Los Angeles County MS4 Permit Order No. R4-2012-0175.

The Hydrology and Water Quality section will include analyses of potential project impacts on ground and surface water flows and water quality as a result of the construction and operation of the Proposed Project, as well as cumulative impacts as a result of development throughout the local watershed. If appropriate, mitigation measures necessary to minimize any identified significant impacts will be identified.

5.10 Land Use and Planning

ESA's evaluation of land use and planning will focus on the relationship of the Proposed Project to the applicable goals and policies of the City of Inglewood General Plan. ESA will conduct a reconnaissance-level field visit to understand the existing conditions, and will describe the existing uses on and in the vicinity of the project site in text and on a map. The relationship of the Proposed Project land uses to existing and planned nearby uses will be described. As required under CEQA Guidelines § 15125, potential inconsistencies between the Proposed Project and applicable plans will be identified, including potential inconsistencies between the project and policies of the City of Inglewood General Plan, the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the approved Hollywood Park Specific Plan, the New Downtown Inglewood TOD Plan, and the Inglewood Energy and Climate Action Plan (2013).

The land use impacts addressed in the EIR will focus on consistency of the Proposed Project with applicable land use plans and policies. Applicable land use goals and policies from the City's General Plan will be identified. ESA will prepare a table with a listing of all potentially relevant policies, and the projects' consistency with those policies, to be included either in an appendix to the Draft EIR. ESA will consider the consistency of the project land use types and intensities in the context of existing and planned uses in the project area, including establishing consistency with the land use requirements of the General Plan and the City of Inglewood Zoning Code (Chapter 12 of the Inglewood Municipal Code).

5.11 Noise and Vibration

ESA will prepare a Noise and Vibration Technical Study that will assess the potential noise and vibration impacts that may arise from implementation of the Proposed Project. Implementation of the Proposed Project would result in the



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generation of noise and vibration in areas near the project site during construction as well as during project operations. Potential vibration effects on the immediate surrounding land uses may occur during project construction from the use of heavy-duty construction equipment, including potentially impact pile drivers. Cumulative noise and vibration impacts will also be addressed, given the immediate proximity of other activities.

Noise Monitoring. ESA will characterize the existing noise environment by surveying noise-sensitive land uses (residential uses to the west and south, Dolores Huerta Elementary School to the west, and Morningside High School) and identifying existing noise sources and features affecting noise transference in the project area. ESA will conduct noise monitoring at up to five locations for two 24-hour periods (one weekday and one Sunday) for a total of ten 24-hour period measurements (five during a weekday and five during a Sunday) and at up to six locations for 15-minutes during peak traffic hours to establish ambient noise levels in proximity to potentially affected noise sensitive land uses. Noise monitoring will use sound level meters that satisfy the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation.

Construction Noise. ESA will assess temporary noise levels at nearby noise sensitive uses from project construction based on the provided construction schedule, equipment mix, earthmoving operations, the number of construction worker and delivery trips, and the distance that noise-sensitive receptors would be located from the project site. ESA will use the construction data will be obtained from the documentation prepared for the project's air quality and GHG analyses. Construction noise levels at the nearby noise-sensitive receptors will be estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) for heavy-duty construction equipment and the Federal Highway Administration's (FHWA) Traffic Noise Model for on-road sources, such as on-road haul trucks. Potential vibration impacts will be analyzed using vibration data provided by the Federal Transit Administration (FTA) and Caltrans taking into account the structural category of nearby vibration-sensitive structures including the residential buildings surrounding the project site, and vibration criteria for these types of structures.

Operational Noise. ESA will evaluate project operational noise from project related vehicular traffic, from outdoor mechanical equipment (e.g., air conditioning units, generators, trash compactors, etc.), from outdoor events that would take place in the plaza areas (if they would occur with the Project), and from indoor arena events, and event-related crowds gathering at the site before or after arena events.

Vehicular noise impacts will be assessed based on data from the traffic study using computer noise prediction models that incorporate the FHWA Traffic Noise Model. ESA will also evaluate stationary noise and vibration from sources such as mechanical equipment, parking/loading dock/refuse collection areas, and open space areas based on documented reference noise levels and equipment specification sheets for such sources. Noise from outdoor events and amplified speakers in the plaza area, noise "leakage" from the arena, as well as noise generated by crowds of people congregated in the vicinity of the arena, will be modeled using the CadnaA model, an environmental noise propagation model that can generate precise noise contours associated with specific noise source locations.



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If potentially significant impacts are found, ESA will develop mitigation measures where feasible. ESA will evaluate potential cumulative impacts on noise and vibration. The analysis will review the cumulative projects in the vicinity of the project site and evaluate the potential for cumulative noise impacts. ESA will also model cumulative plus project traffic noise based on cumulative traffic data.

With regards to the noise and vibration analysis, ESA assumes that the following information will be made available: site development plans; construction and grading plans, equipment, and schedule; concrete volumes for foundations and general building construction; the equipment specifications, number, and locations of stationary sources of noise; truck haul routes; transportation impact analysis with trip rates and LOS/intersection impact analyses upon project build-out; and other information that ESA will outlined in a data needs list that are necessary for the noise and vibration analyses. If these data are not known, ESA can assist in developing reasonable assumptions, which could be subject to approval of additional fees.

For the purposes of this scope of work, it is assumed that ESA will evaluate operational traffic noise for up to three project scenarios (to be determined, but potentially AM peak, Pre-event peak, Post-event peak). Additional project scenarios could be analyzed subject to an amendment to this scope and budget. The Noise and Vibration Technical Report will be summarized in the project Administrative Draft EIR Noise and Vibration section and provided as an appendix.

5.12 Population, Employment, and Housing

For the purposes of scoping the Population, Employment, and Housing section of the Administrative Draft EIR, it is assumed that the Proposed Project would not affect or result in the loss of existing housing resources, nor would the project include new housing uses. The Population, Employment and Housing chapter of the EIR will provide a comparison of the Proposed Project's predicted population increase to the planned population for the site in the City's General Plan, in order to determine if the Proposed Project would induce substantial growth that is inconsistent with the approved land use plan for the area, such that environmental impacts arise.

ESA's analysis of potential Population, Employment, and Housing effects will include a description of the total population and employment that would be generated with the Proposed Project (to be provided by the project applicant team), presented in the context of the existing and planned population, employment, and housing in the City of Inglewood. ESA will describe the existing population and employment characteristics of the project site, and provide a description of key demographic characteristics of the City of Inglewood and Los Angeles County. ESA will present relevant policies from the City of Inglewood's General Plan, including the Housing Element and the Regional Housing Needs Allocation. The consistency of the Proposed Project with the policies and programs of the City's Housing Element will be discussed. Changes to the jobs/housing relationship in the City will be described.



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5.13 Public Services

The Proposed Project would increase demand for public services. As described above, the Proposed Project would not include housing nor any other residential population. As a result, it is anticipated that effects of the project on public schools will be addressed under Issues Previously Determined to be Less Than Significant. In analyzing the effects of the Proposed Project on local public services, ESA will start with information in the City's General Plan and other City documents, ESA will contact service providers, document existing services and increased levels of police, fire, and parks and recreation services necessary to serve the Proposed Project, and identify ways in which the service demands of the project may be met.

Fire Protection and Emergency Medical Services. The EIR will document current fire protection and emergency medical services, staffing, and equipment levels provided within the City, including the locations of the nearest existing and planned fire stations. The EIR will contact the Los Angeles County Fire Department (LACFD) to determine whether new development at the project site can be served within the City required minimum response times. In particular, ESA will explore whether the size, height, or massing of Proposed Project structures would require additional or different equipment. In addition, ESA will assess the potential for short-term population concentrations could result in a high demand for service (voice calls and intense data usage -- social media, texting, web browsing, etc.) such that wireless broadband communications are slowed down or disrupted, adversely affecting emergency response. Based on information from the LACFD, ESA will evaluate whether project designs or traffic management plans will create fire safety hazards, and whether such designs, including emergency access, would require reconfiguration to ensure adequate fire safety response.

The EIR will calculate the demand for additional fire fighters and fire stations within the project area, based on the estimated amount of non-residential development. ESA will consult with emergency service providers and broadband service providers to determine if the Proposed Project (on a project-specific or cumulative basis) could result in disruption of emergency communications. In the event that impacts are identified, the potential mitigation of impacts through the addition of a carrier-neutral indoor/outdoor distributed antenna system (DAS) will be considered.

Based on the above information, ESA will provide an analysis of impacts or potential impacts on fire protection services, compared against significance criteria that involve increased fire risk, delayed response times, or physical environmental effects of providing expanded or different service. In addition, the EIR will include an assessment of multiple concurrent events requiring additional fire protection services at the Inglewood Basketball and Entertainment Center, the Rams/Chargers NFL Stadium, and/or The Forum. If applicable, ESA will identify measures to mitigate adverse impacts on local public fire services.

Police Protection. ESA will document the current law enforcement services provided in the City based on existing information and consultation with the City of Inglewood Police Department. ESA will calculate the number of officers that would be required to serve the uses and visitor population of the Proposed Project using current service ratios. The ADEIR will assess the increased demand for police protection, including vehicular and pedestrian traffic control



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associated with events at the Proposed Project. In addition, the Administrative Draft EIR will include an assessment of multiple concurrent events requiring additional police protection services at the Proposed Project, the Rams/Chargers NFL Stadium, and/or The Forum.

In consultation with the City of Inglewood Police Department, ESA will determine whether the Proposed Project could be served with existing and planned law enforcement staff and facilities. Based on the above information, ESA will provide an analysis of impacts or potential impacts on police protection services, compared against significance criteria that involve increased response times and/or physical environmental effects of providing expanded or different service. If applicable, ESA will identify measures to mitigate any adverse impacts on local police protection services.

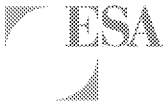
Parks and Recreation Services. ESA will document existing and planned parks, parkland, open space, and recreation facilities in the City, based on information presented in the City's General Plan Open Space Element, and in consultation with the City of Inglewood Parks, Recreation, and Library Services Department. Based on the above information, ESA will identify the significance criteria to be used in the impacts analysis, and provide an analysis of any impacts or potential impacts. If applicable, ESA will identify measures to mitigate any adverse impacts on local park and recreation services.

5.14 Public Utilities and Service Systems

We have assumed that the project applicant team civil engineer will prepare a plan for proposed wet and dry utilities and services system that would serve the Proposed Project. ESA will coordinate with the City's Public Works department related to its review of the proposed plans for the provision of water, wastewater, and drainage infrastructure, including calculations of the water demand and wastewater and drainage flows generated by the Proposed Project. We have assumed that City staff will review the adequacy of the existing and proposed on-site and off-site water, sewer, and drainage infrastructure to support the Proposed Project, including assessment of the ability of the City's sewer and stormwater system to serve the Proposed Project (e.g., limitation of flows from development into the sewer and stormwater system to no more than five cubic feet per second).

The evaluation of dry utilities will focus on the need for off-site improvements that could require analysis in the EIR. The review will include contact with service providers for electricity (Southern California Edison) and natural gas (SoCalGas), and will include a peer review of projected demands for electricity and gas services provided by the project applicant team.

Wastewater and Drainage. The EIR section will analyze issues related to the generation of wastewater and urban storm drainage from development on the project site, and the capacity of the City's sewer and stormwater system and the Sanitation Districts of Los Angeles County (LACSD) Joint Water Pollution Control Plant (JWPCP) to accommodate flows generated by the Proposed Project



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Impacts on wastewater and drainage systems will be identified by comparing existing service capacity and facilities against future demand associated with implementation of the Proposed Project. Therefore, ESA will evaluate the potential for the Proposed Project to create or contribute runoff or sewage flows that would exceed the capacity (peak flow) of existing or planned stormwater drainage systems or require the construction of new wastewater facilities or stormwater drainage facilities, the construction of which could cause significant environmental effects.

Information related to the existing and future capacity of the City's sewer and stormwater system JWPCP that is included in the City's 2015 UWMP will be summarized and incorporated by reference, and updated as necessary based on communication with City Public Works Department staff regarding the City's sewer and stormwater system and communication with LACSD regarding the LWPCP.

Impacts on wastewater and drainage systems will be identified by comparing existing service capacity and facilities against future demand associated with implementation of the Proposed Project. The EIR will identify mitigation measures as necessary to reduce potentially significant environmental impacts.

Water Supply. The EIR will analyze issues related to the project-specific and cumulative demand for potable water supply and distribution facilities from the Proposed Project development in the City. According to the City's 2015 UWMP, the City obtains its potable water supply from imported surface water purchased from the Metropolitan Water District of Southern California (Metropolitan) through West Basin Municipal Water District (WBMWD), along with groundwater pumped through City operated groundwater wells. Imported water is treated by Metropolitan, and the groundwater is treated at the City's Sanford M. Anderson Water Treatment Plant. Water would be conveyed to the project site through existing off-site infrastructure.

We have assumed that the project applicant's project engineer will calculate water demand for the Proposed Project as part of the infrastructure planning. Project impacts on water supply will be identified by comparing existing water demands and water treatment plant capacity against future demand associated with implementation of the Proposed Project, based on the results of a Water Supply Assessment (WSA) prepared pursuant to the California Water Code, and described in detail below. The impact analysis will also incorporate information on cumulative water demand from the WSA, and will discuss the contribution of the Proposed Project to this cumulative demand. Pursuant to the guidance of the California Supreme Court in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, the environmental consequences of delivery of water to the Proposed Project will be addressed. At this time, it is expected that existing reliable sources from Golden State Water will be determined to be sufficient, and there will be no need for environmental analysis of provision of water from alternative sources.

Water Supply Assessment. The California Water Code § 10910 (also termed Senate Bill 610 or SB 610) requires preparation of a WSA for a project subject to the CEQA and considered a project subject to SB 610 as defined in Water Code § 10912. The unique characteristics of the project make the preparation of a WSA prudent given the overall intensification of the proposed land uses and potential for increased water demand. A WSA includes quantification of



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water demands for the project, documentation of water supply sources, evaluation of drought impacts, and provision of a comparison of cumulative water supply and demand for the next 20 years in order to assess water supply sufficiency.

The Proposed Project is in the service area of Golden State Water Company (GSWC), specifically the Southwest System that serves Gardena, Lawndale, unincorporated areas, and portions of six cities including Inglewood. Water supply sources for the Southwest System include imported water, GSWC operated groundwater wells, and recycled water. Imported water is provided to GSWC (a water supply retailer) by Central Basin Municipal Water District and West Basin Municipal Water District. These wholesalers in turn obtain the imported water from Metropolitan Water District of Southern California (Metropolitan). The Southwest System is supplied by GSWC-owned wells in the adjudicated Central and West Coast Subbasins of the Los Angeles Coastal Plain Groundwater Basin. The Southwest System also is provided by WBMWD with recycled water.

Todd Groundwater will work with ESA, GSWC, and City of Inglewood to prepare a WSA that documents the water demand and supply of the Proposed Project in compliance with the California Water Code and consistent with the Department of Water Resources (DWR) Guidebook for Implementation of SB 610 and SB 221.

WSA Task 1 Data Acquisition and Review

In this task, Todd Groundwater will acquire and review relevant information, some of which they already have in-house, including GSWC's 2015 UWMP. It is anticipated that the project applicant team will provide buildout water use estimates for the Proposed Project, including those for the practice facility, team offices, sports medicine uses, retail, hotel, and any other facilities and associated landscaping. Todd Groundwater will also request information on phasing for the project, if any. Todd Groundwater will request water use factors used by GSWC, the City or wholesaler water agencies and values for square footage of different land uses (e.g., commercial, retail, types of industrial) or number of employees, etc.; these would be used to estimate water demand. Todd Groundwater will request that GSWC provide historical water use for the properties that make up the site. If water demands for the various land uses have not been evaluated previously, Todd Groundwater will provide estimates based on published water demand factors.

WSA Task 2 Water Supply and Demand Assessment

This task involves evaluation of water supply and demand for the Proposed Project during normal and drought conditions with projections to the year 2040. Water supply and demand will be compared to assess the sufficiency of water supply for the Proposed Project.

2a. Assess Water Demand. If water demand estimates are provided by the project applicant project engineer, Todd Groundwater will review these water demand estimates with comparison to general water duty factors and assess their reasonableness. Working with GSWC, the Proposed Project water demand factors will be compared to GSWC's existing water demands and planned future water demands, including drought conditions. Todd Groundwater will also work with GSWC to document existing water demands for the site; these demands will be subtracted from Proposed Project demands to determine a net water demand increase associated with the Proposed Project. The difference will be



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documented and the potential additional demands associated with the Proposed Project will represent the supplemental supply needed.

2b. Assess Water Supply. Utilizing the GSWC 2015 UWMP, Todd Groundwater will assess the types of supply potentially available for the Proposed Project (groundwater, recycled water, imported water). Todd Groundwater will provide the documentation of groundwater supply required by the Water Code, including description of the groundwater basin, basin adjudication and local groundwater management, condition of the basin in terms of overdraft, and documentation of groundwater quality. The analysis will address water supply not only for normal years, but also for single-year and multiple-year droughts.

2c. Comparison of Supply and Demand and Sufficiency Determination. The WSA will include a discussion of the sufficiency of water supply for the Proposed Project. This will involve comparison of total water supply and demand for GSWC Southwest System with the Proposed Project under normal conditions with a projection in 5-year increments to 2040. The discussion will also address single-year and multiple-year drought conditions. Summary tables will document existing and planned water supplies and demands in 5-year increments to 2040.

WSA Task 3 Reporting

3a. Administrative Draft Report. The WSA will be presented as an administrative draft report (electronic format) for internal review by ESA, City, and GSWC staff. The text of the report will be concise and focused on relevant tables. Graphics may be limited to a study area map.

3b. Draft Report. Todd Groundwater will address comments on the administrative draft and subsequently submit a draft report in electronic format to ESA, the City, and GSWC.

3c. Final Report. Todd Groundwater will address comments on the draft and deliver a final report to ESA, the City, and GSWC. We assume that the final report will be submitted electronically. The cost estimate for the WSA Final Report assumes minimal comments on the draft report.

WSA Task 4 Project Coordination

This task includes project management and coordination among Todd Groundwater, ESA, and City staff; we assume that much communication will occur via email or dedicated ftp site. We have accounted for two (2) phone meetings/conference calls with the project team. Additional meetings or conference calls can be accommodated on a time and materials basis.

Solid Waste. ESA will evaluate the potential for the Proposed Project to generate solid waste beyond the capacity of existing landfills; require or result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects; or violate Federal, State, and local statutes and regulations, including the City's recycling and solid waste disposal regulations described in Chapter 7 Article 5 of the City of Inglewood Municipal Code.



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Information related to solid waste collection and landfill capacity will be obtained from the California Integrated Waste Management Board and communication with City Public Works Department staff, and other environmental documentation for projects in the City. The solid waste generated by the Proposed Project will be calculated based on California Integrated Waste Management Board's per-capita solid-waste disposal rates for similar facilities. Impacts related to increased generation of solid waste that would result from implementation of the Proposed Project will be determined by comparing existing and future service capacity at landfills that serve the City of Inglewood against future demand associated with implementation of the project. Mitigation measures intended to reduce impacts related to solid waste will be proposed, where appropriate.

5.15 Transportation and Circulation

The Transportation and Circulation scope of work has been prepared by Fehr & Peers based on input provided by City staff, as well as our knowledge of the study area and experience on similar projects. This version of the scope of work specifically incorporates technical approaches agreed upon during meetings at the City of Inglewood on January 31 and February 5, 2018.

The EIR for the proposed Inglewood Basketball and Entertainment Center project will require a robust transportation analysis that incorporates the following:

- Multi-modal analysis of Project effects on the roadway, transit, bicycle, and pedestrian networks, as well as evaluation of effects on truck staging/loading, etc.
- Analysis of project effects on vehicle miles traveled (VMT).
- Selection of appropriate study periods that reflect reasonable levels of activity at other venues in the vicinity of the proposed arena (Rams/Chargers NFL Stadium and Inglewood Forum).
- Evaluation of how different mixes of activities at the arena and nearby venues (including different activities at the project site) affect vehicular travel, parking, and transit ridership demand.
- Detailed analyses for both pre-event and post-event peak hour conditions for selected event types and simultaneous event scenarios.
- Consideration of traffic and parking management strategies for managing attendees (i.e., use of shared parking, shuttles, etc.) and objectives relating to mode split, trip generation, and overall management of travel during events.
- Cumulative analysis that reflects related projects and planned land use growth in the City of Inglewood and surrounding jurisdictions, anticipated growth at LAX and implementation of the LAX ground access plan, and completion of Metro's Crenshaw/LAX Transit Project in 2019.

5.15.1: Project Management

5.15.1.1 Project Administration

Fehr & Peers will provide project administration and will work with the City and ESA staff throughout the project. Each month, Fehr & Peers will prepare a status report of work completed, summarizing the percent of task completed



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compared with budget spent, schedule, budget status, and key contacts made during the period. Fehr & Peers will develop and maintain a detailed schedule for completion of key tasks.

5.15.1.2 Methodology and Significance Criteria Memoranda

Fehr & Peers will prepare a technical memorandum describing the analysis scenarios, study periods, and methodology to be used for estimation of transportation system demands generated by proposed events at the Inglewood Basketball and Entertainment Center.

Fehr & Peers will work with the City and ESA to develop or confirm significance thresholds for significant impacts for each technical topic area to be evaluated in Task 5.15.7 and will document same in a memorandum.

5.15.1.3 Meetings

Fehr & Peers is available to attend up to 24 meetings during this stage of the project analysis. These would include a formal project kick-off meeting, which is anticipated to finalize various team member roles and responsibilities and describe preferred communication protocols. These would also include project team meetings and/or conference calls, technical meetings with City staff, multi-agency coordination meetings, public meetings, etc.

5.15.1.4 Event Scenarios and Study Periods

It is our understanding that the Inglewood Basketball and Entertainment Center project could include an 18,000-seat basketball/events arena, a team practice and training facility, team offices, a sports medicine clinic, restaurant, retail and community space, an outdoor civic plaza, possible pedestrian bridge(s) across Century Boulevard to the Rams/Chargers NFL Stadium and Entertainment District at Hollywood Park, a hotel, and parking spaces in structures and surface lots sufficient to support the Proposed Project. Table 1 summarizes the event scenarios, days of the week, and time periods to be quantitatively evaluated for potential impacts on the transportation system.

5.15.2: Existing Transportation Conditions

Fehr & Peers will analyze the existing roadway, transit, bicycle, and pedestrian networks. A detailed evaluation of parking supply and demand will also be performed.

5.15.2.1 Roadway Operations

The analysis time periods selected for study are shown on Table 1. Event start times are subject to change and will be finalized prior to beginning existing conditions analysis (because selection of peak hours would be affected by the start/end time). However, existing intersection turning movement traffic counts will be conducted at all 86 study



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intersections encompassing the following periods to ensure that the appropriate (yet to be determined) peak hours are counted:¹

- Weekday 7-9 AM peak period
- Weekday 4:00–7:30 PM peak period
- Weekday 9:30-11:30 PM late-night period
- Weekend 4-6 PM period

Fehr & Peers will retain a traffic count vendor to perform all traffic count data collection. Weekday and weekend 24-hour machine counts will also be conducted on the portion of 102nd Street to be closed by the Project. The counts will be conducted on days when there is not a major event at The Forum.

Various types of operational analysis methodologies will be utilized depending on the type of facility, location, and time of day, as follows:

- SimTraffic Microsimulation Analysis – Based on the outcome of the January 31 meeting, Fehr & Peers will analyze the study intersections along the Century Boulevard and Prairie Avenue corridors during the weekday pre-event hour, weekday post-event hour, and weekend pre-event hour using the SimTraffic microsimulation model. Use of microsimulation analysis to analyze these intersections will provide opportunities to identify event-related network bottlenecks and evaluate the effectiveness of potential event-related traffic management strategies. The SimTraffic modeling software accounts for the effects of queue spillbacks, and coordinated signal control on intersection operations. Existing signal timing data will be obtained from the relevant jurisdictions and GPS travel time runs will be conducted to measure existing directional travel times. The SimTraffic model will be validated to existing conditions based on the existing volumes, travel times, and measured queue lengths for critical movements. The 64 intersections to be analyzed using SimTraffic are listed in Table 2.
- ICU Analysis – The Intersection Capacity Utilization (ICU) method of intersection capacity analysis will be used at study intersections located farther from the Project site than those included in the SimTraffic microsimulation analysis and for all study intersections for analyses of the typical weekday AM and PM peak hours, in accordance with standard City of Inglewood traffic study guidance.² The methodology is more suited to these more remote locations because issues related to signal control, spillback, lane utilization, etc., associated with heavy event demands (that SimTraffic is well-suited to analyze) are less likely to be present. The 18 additional intersections to be analyzed using ICU are listed in Table 3.

¹ Concerts are more likely on Friday and Saturday evenings but concurrent NFL football games are more likely on Thursday evenings and Sunday afternoons. Preliminary daily machine counts will be conducted on a Thursday, Friday, Saturday, and Sunday and will be used to determine whether Thursday or Friday evening represents the worst-case weekday condition and whether Saturday or Sunday afternoon/evening represents the worst-case weekend condition prior to implementing the full traffic count program.

² For any study intersections located outside the City of Inglewood, the intersection capacity methodology preferred by that jurisdiction will be used.



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- HCM Intersection Analysis – The Highway Capacity Manual (HCM) intersection delay-based methodology implemented in the Synchro software program will be used for Caltrans freeway ramp termini intersections, as required by Caltrans. The eight freeway ramp termini intersections to be analyzed are indicated in Tables 2 and 3.
- HCM Freeway Analysis – The HCM freeway analytical methodologies as implemented in the HCS software program will be used for freeway mainline analyses for the freeway mainline segments adjoining the eight freeway ramps anticipated to be utilized by Project traffic. Freeway mainline volume and speed data would be obtained from Caltrans PeMS.
- CMP Freeway Analysis – The freeway analytical methodology as established in the Los Angeles County Congestion Management Program (CMP) will be used for freeway mainline analyses for CMP freeway mainline segments located farther from the Project site, in accordance with standard CMP guidance. Freeway mainline volume data would be obtained from Caltrans PeMS.

Fehr & Peers will conduct site reconnaissance involving surveys of existing physical characteristics of the Project site, surrounding roadway network, verification of existing cross sections, traffic signal phasing, turn restrictions, lane assignments, site access, etc.

The locations of the proposed study intersections are illustrated on Figure 1.

5.15.2.2 Transit Operations

Fehr & Peers will perform analyses and prepare exhibits that document the following for existing bus service and Metro Green Line light rail service:

- Routes including stops and stations,
- Hours and days of operation,
- Headways,
- Walk distance from nearest stop to Project site, and
- Peak ridership and loading capacity for selected bus routes (to be coordinated with transit agency providers) and Metro Green Line.

Sufficient data pertaining to the above will likely be available from Metro and local transit providers (e.g., Inglewood's I-Shuttle, LA County's Link Lennox Shuttle). If available data is insufficient, on-board counts may be performed under a separate scope.

5.15.2.3 Bicycle Facilities

Fehr & Peers will prepare an exhibit that illustrates existing bicycle facilities in the study area including on-street bicycle lanes and off-street paths. As part of intersection traffic counts, bicyclist activity will also be collected and documented.



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5.15.2.4 Pedestrian Facilities

Fehr & Peers will prepare an exhibit that illustrates existing sidewalks, sidewalk (pedestrian clear zone) widths, pedestrian “pinch points” (where the sidewalk clear zone width is narrow), and crosswalks in the immediate Project vicinity. As part of intersection traffic counts, pedestrian activity will be collected and documented.

5.15.2.5 Other Travel Modes

Fehr & Peers will qualitatively describe other prevailing travel modes in the study area including the presence of transportation network companies (TNCs), taxis, carsharing services, etc.

5.15.2.6 Residential Neighborhood Streets

The potential for intrusion of Project-generated traffic on residential streets in surrounding neighborhoods will be evaluated. The 28 street segments to be included in this analysis are shown on Table 4. 24-hour machine counts will be conducted on a weekday and a Sunday on each of these streets.

5.15.2.7 Parking Supply and Demand

Fehr & Peers will prepare exhibits that document the existing available on-street and off-street parking supply in the Project vicinity. It is our understanding that the parking plan under preparation for the Rams/Chargers NFL Stadium reviewed available parking supply in the area; and that data will be requested from the City of Inglewood and/or the Stadium development team. This data is anticipated to be sufficient to provide parking occupancy data. If it is determined that the data available from the parking plan under preparation for the Stadium is not sufficient for analysis, we will work with the City to determine the extent to which collection of new parking data should be conducted as an added service.

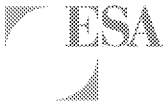
Fehr & Peers will assess available supply during the pre-event period for weekday and Saturday conditions.

The existing parking supply evaluation will include the following:

- Discussion of off-street spaces that may be available to the public (i.e., event attendees) versus those reserved for private use.
- On-street parking that is designated as: restricted parking zones, peak period parking restrictions, loading zones, short-term parking, shuttle bus parking, taxi zones, etc.
- Supply of on-street parking that is typically available for event attendees (spaces that do not have time restrictions or that are available after 5 PM with payment).

5.15.2.8 Existing Conditions Memorandum

Fehr & Peers will prepare a technical memorandum documenting existing transportation conditions.



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5.15.3: Identify Planned Transportation Improvements

Fehr & Peers will work with the City of Inglewood, Metro, LAWA, and other jurisdictions as appropriate to compile a list of reasonably foreseeable planned transportation improvements within the study area that are expected to be in place by 2024, including but not limited to the Metro Crenshaw/LAX Light Rail Line (currently under construction), the Century Boulevard Mobility Improvement Program (currently under construction), the LAX Landside Access Modernization Program (approved in 2017), the City of Inglewood's ITS system improvements, and other projects that could influence travel in the study area. Fehr & Peers will prepare a table of planned transportation improvements showing funding commitments and timing. This table will be used in the following task.

5.15.4: Prepare Background Travel Demand Forecasts

Fehr & Peers will prepare traffic forecasts that represent Opening Day (Year 2024) Base without Project conditions. The Opening Day Base forecasts will consider reasonably foreseeable land developments or infrastructure improvements that are expected to be in place by 2024. Data and prior environmental and/or traffic studies (where available) regarding reasonably foreseeable projects will be obtained from the City of Inglewood and appropriate local jurisdictions. Fehr & Peers will coordinate with the City of Inglewood on assumptions regarding how much of the Hollywood Park Specific Plan development is considered reasonably foreseeable and should be included in this analysis. Trips generated by the related projects will be estimated and assigned to the transportation system using distribution patterns obtained from relevant studies or derived from the SCAG regional travel demand model.

5.15.5: Project Transportation Demands

5.15.5.1 Project Objectives Meeting

Fehr & Peers will attend a meeting with the City and project development team to better understand the team's objectives in terms of operations of the proposed Project, targeted mode split, attendee parking experience, shuttle provisions, truck staging, ridesharing pick-up/drop-off/staging, etc.

5.15.5.2 Event Mode Split and Trip Generation

Fehr & Peers will collect and evaluate the following data to assist in determining anticipated mode splits for events at the proposed Project:

- Mode split survey (using electronic button polling) on the public sidewalks outside of Staples Center for a Clippers basketball game. The survey will be conducted for a two-hour period prior to one weekday and one weekend game. Fehr & Peers staff will be present on the public sidewalks outside the venue to ask attendees the following questions as they enter the venue:
 - How did you get to Staples Center today?
 1. Drove and parked
 2. Uber/Lyft/taxi



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3. Transit

4. Walked or biked

- Observations conducted from public sidewalks of vehicle occupancy for vehicles entering Staples Center parking lots for a Clippers basketball game. The observations will be conducted for a two-hour period prior to one weekday and one weekend game.
- Counts conducted from public sidewalks of vehicles entering selected Staples Center parking lots prior to a Clippers basketball game. The counts will be conducted for a three-hour period prior to one weekday and one weekend game, with the intent to obtain a sampling of the time distribution of arrivals. (This is not intended to determine the total number of vehicles arriving for a game, since those are spread across numerous parking lots in the Staples Center/South Park area.)
- Observations conducted from public sidewalks outside of The Forum of vehicle occupancy for vehicles entering The Forum parking lot for a concert. The observations will be conducted for a two-hour period prior to one weekday and one weekend concert. The appropriate concerts to be observed will be selected in consultation with City staff.
- Counts conducted from public sidewalks of vehicles entering The Forum parking lot prior to a concert. The counts will be conducted for a two-hour period prior to one weekday and one weekend game, with the intent to obtain a sampling of the time distribution of arrivals.
- Review of any available studies of attendee travel behavior characteristics at sporting events in the Los Angeles region (i.e., at Staples Center, Dodger Stadium, Coliseum, Rose Bowl, etc.).
- Review of available empirical mode split data, vehicle occupancy data, and vehicle trip arrival and departure patterns from comparable NBA arenas.
- Review of any available studies of attendee travel behavior characteristics from other entertainment venues in the Los Angeles region (or from comparable facilities in other regions).
- Comparable event data, if provided by the project development team.
- Any Proposed Project activities to accommodate attendees (e.g., shuttles to nearby parking garages or park-and-ride facilities, shuttles to Metro Green Line and/or Metro Crenshaw Line, increased transit, etc.).
- Supply-side review of available parking supply and reserve capacity on transit services to identify maximum attendee usage for these modes.

The Proposed Project's pre-event and post-event peak hour trip generation for a sold-out NBA game will be calculated in terms of person trips, vehicle trips, and transit riders. It will be estimated based on the data sources identified above and the anticipated number of event attendees and employees. Consideration will be given to how mode split for Clipper basketball game attendees may change once the games move from Staples Center in downtown Los Angeles to the proposed Inglewood Basketball and Entertainment Center in Inglewood. Information submitted by the project development team regarding how the Clippers fan base may shift will be considered. Project parking demands will be estimated based on the anticipated mode split and average vehicle occupancy.



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Pre-event and post-event peak hour trip generation estimates will also be prepared for a sold-out concert in the proposed arena, based on the data sources identified above. A sensitivity analysis will be conducted and documented addressing the travel characteristics of a concert compared to an NBA basketball game.

5.15.5.3 Event Trip Distribution/Assignment

Fehr & Peers will collect and evaluate the following data to assist in determining the anticipated distribution of vehicle trips generated by events at the Proposed Project:

1. Fehr & Peers will obtain anonymous mobile source data from a mobile source vendor to quantify trip origins and destinations for Clippers attendees at up to two Clippers games at Staples Center. This data will be used to assist in estimating the spatial distribution of trip origins and destinations to a basketball game at the proposed Project. Consideration will be given to how trip origins/ destinations for Clipper basketball game attendees may change once the games move from Staples Center in downtown Los Angeles to the proposed Inglewood Basketball and Entertainment Center in Inglewood. This will be informed by information submitted by the project development team regarding how the Clippers fan base is expected to shift, as well as the data collected in item 5 below.
2. Anonymous residence zip code data from the Clippers for the current Clippers fan base.
3. Any available demographic/socioeconomic data from the NBA as provided by the project development team.
4. Fehr & Peers will obtain anonymous mobile source data from a mobile source vendor to quantify trip origins and destinations for concertgoers at up to two concerts at The Forum. This data will be used to assist in estimating the spatial distribution of trip origins and destinations to a concert event at the Proposed Project.
5. Fehr & Peers will obtain anonymous mobile source data from a mobile source vendor to quantify trip origins and destinations for concertgoers at up to two concerts at Staples Center. This data will be compared to the origin/destination data for concertgoers at The Forum collected in item 4 above and used to assist in estimating how the spatial distribution of trip origins and destinations may be different for events in Inglewood versus at Staples Center.

Route choice will be estimated in light of available information and reasonable assumptions related to the presence of changeable message signs, mobile app wayfinding guidance, parking location, and overall familiarity with the area. These factors, as well as relative travel time data collected in Task 5.15.2, will be considered when estimating route choice. Route choice assumptions will also be informed by the analysis to be conducted as part of developing the draft Event Transportation Management Plan (TMP) in Task 5.15.10.

For inbound trips, trip origins would be based on mobile source data (and zip code data if available). The destination of those trips would be anticipated specific parking garages/lots, on-street parking areas, and passenger loading zones. Outbound trips would be modeled in a similar manner.



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5.15.5.4 Non-Event Trip Estimation

Trip generation for proposed uses on the Project site on a non-event day (team practice and training facility, team offices, sports medicine clinic, restaurant, retail and community space, outdoor civic plaza, hotel) will be estimated based on appropriate trip generation rates from the Institute of Transportation Engineers, Fehr & Peers' MXD+ (mixed-use) trip generation model, and program data to be provided by the project development team.

5.15.5.5 Closure of 102nd Street

The Proposed Project includes a proposed vacation of 102nd Street through the Project site. Fehr & Peers will estimate how traffic currently using 102nd Street may shift to parallel facilities and incorporate these shifts into forecasts of future traffic conditions with the Project.

5.15.5.6 Project Transportation Demands Memorandum

Fehr & Peers will prepare a technical memorandum documenting the Proposed Project's travel characteristics for review by the City. Fehr & Peers will not perform any "plus project" analyses until the City approves the Project's projected travel characteristics.

5.15.6: Transportation Demands for Rams/Chargers NFL Stadium and The Forum

In order to allow for analysis of concurrent event scenarios, Fehr & Peers will develop estimates of mode split, trip generation, trip distribution/assignment, and parking demand for a sold-out NFL game at the Rams/Chargers NFL Stadium and a sold-out concert at The Forum. Estimates for an NFL game at the Stadium will be prepared based on traffic studies for the Stadium available from the City of Inglewood or the Stadium development team coupled with appropriate data from the project mode split/trip generation and trip distribution/assignment analyses in Task 5.15.5. The analysis will also incorporate available data from the TMP under preparation by the Stadium development team for the Stadium, review of available studies of attendee travel behavior characteristics at major sporting events in the Los Angeles region (e.g., Dodger Stadium, Coliseum, Rose Bowl), and review of available empirical mode split data, vehicle occupancy data, and vehicle trip arrival and departure patterns at other NFL stadia. Estimates for a concert at The Forum will be prepared based on data available for The Forum from the City of Inglewood coupled with the vehicle occupancy surveys and mobile source data for The Forum obtained in Task 5.15.5.

The Forum exists, and the Rams/Chargers Stadium is a related project for the Inglewood Basketball and Entertainment Center project. As such, transportation demands generated by a concert at The Forum and/or an NFL game at the Rams/Chargers Stadium will be added to the Year 2024 Base without Project traffic forecasts prepared in Task 5.15.4 to create multiple baseline scenarios to which project traffic will then be added.



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5.15.7: Multimodal Project Impact Analysis

A multimodal project impact analysis will be conducted on the roadway, transit, bicycle, and pedestrian networks under Existing Plus Project and Opening Day (Year 2024) Plus Project conditions for each of the event analysis scenarios and time periods identified in Table 1.

5.15.7.1 Roadway Network Analysis

The roadway network will be analyzed for the Existing Plus Project, Opening Day Base, and Opening Day Plus Project scenarios using the methodologies described previously. This includes analysis of all intersections and freeway segments specified in Task 5.15.2 as well as estimates of changes in corridor travel times due to the Proposed Project. For intersections analyzed using the SimTraffic microsimulation model, discussions will be held with City of Inglewood staff to determine the appropriate metric (e.g., delay, LOS) to be used to determine significance of the Proposed Project's impacts. For intersections analyzed using the ICU methodology, Project impacts will be identified using the significance criteria typically used by the City of Inglewood.³

Potential impacts on freeway monitoring segments and arterial monitoring intersections specified in the Los Angeles County Congestion Management Plan within the study area will be identified using the CMP significance criteria.

Potential effects on the freeway system in the downtown Los Angeles area due to the elimination of Clippers basketball games at Staples Center will be qualitatively assessed.

5.15.7.2 Transit System Analysis

The transit system will be analyzed for the Existing Plus Project, Opening Day Base, and Opening Day Plus Project scenarios from the perspective of adequate reserve capacity to accommodate Project-generated transit riders (on bus and light rail), access to transit, and any adverse effects on transit system operations, such as on-time performance and travel time reliability.

Although not anticipated to be necessary, any detailed analyses of the Metro Green Line or Metro Crenshaw Line with respect to vehicle or station enhancements to support increased levels of ridership may be performed under a separate scope.

5.15.7.3 Bicycle Network Analysis

The bicycle network will be analyzed for the Existing Plus Project, Opening Day Base, and Opening Day Plus Project scenarios from the perspective of a connected network for all ages and abilities and adequacy of short-term and secured bike parking supply as well as the need and location of event bike valet parking.

³ For any study intersections located in other adjacent jurisdictions, the appropriate significance criteria from that jurisdiction will be used.



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5.15.7.4 Pedestrian Network Analysis

The pedestrian network will be analyzed for the Existing Plus Project, Opening Day Base, and Opening Day Plus Project scenarios for gaps in sidewalk connectivity and increased conflicts between pedestrians and other modes of travel at the intersections immediately around the project site. This analysis will focus on an evaluation of sidewalk capacity/pedestrian routes between the proposed arena and the proposed parking supply and pedestrian crossing/corner capacity at up to eight intersections near the arena. The potential effects of proposed pedestrian bridge(s) across Century Boulevard to the Los Angeles Stadium and Entertainment District at Hollywood Park will be considered.

5.15.7.5 Residential Neighborhood Streets

The residential streets in surrounding neighborhoods listed on Table 4 will be analyzed for the Existing Plus Project, Opening Day Base, and Opening Day Plus Project scenarios to determine the potential for cut-through traffic intrusion.

5.15.7.6 Parking Supply and Demand

Fehr & Peers will analyze the Project's effect on parking supply and demand. This will consider the project's proposed on-site parking supply as well as effects on parking supply and demand in the vicinity of the project site. Potential effects on days with concurrent events at the Rams/Chargers NFL Stadium will also be evaluated, incorporating available data from the City of Inglewood or the Stadium development team regarding the proposed parking supply for the Stadium.

5.15.7.7 Vehicle Miles of Travel

Fehr & Peers will develop an estimate of Project-generated vehicle miles of travel (VMT) for each Project analysis scenario. Average trip lengths for event attendees will be developed using the origin/destination data developed in Task 5.15.5.3. Average trip lengths for employees will be derived from the SCAG regional travel demand model. Estimates will also be prepared of VMT for existing Clippers basketball games at Staples Center and for concerts at other concert venues in the Los Angeles region in order to allow for estimation of the net change in regional VMT with the Proposed Project. The precise metrics to be used (e.g., VMT per attendee, total VMT) will be determined in consultation with City staff.

5.15.7.8 Site Access and Circulation Review

Fehr & Peers will review site access and circulation in the immediate Project vicinity including the following:

- Parking garage ingress/egress
- Pedestrian queuing and mitigation measures
- Drop-off/pick-up/staging areas for taxis and TNCs (including first/last-mile considerations)
- Bus/shuttle loading (including waiting areas)
- Premium parking entry/exits
- Truck loading/staging



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- Location of permanent bike parking and potential valet bike parking locations

This evaluation will include preliminary review of and recommendations regarding potential event Transportation Management Program strategies such as street/lane/crosswalk closures, placement of traffic control officers at key intersections, manual control of certain garage egresses, changes in signal timings, gathering real-time data and adjusting traffic controls based on this data, and advanced signage, which will also inform the development of the draft Event TMP in Task 5.15.10. A VISSIM microsimulation network will be developed for up to eight intersections in the immediate vicinity of the project site to aid in the evaluation of potential taxi/TNC and shuttle queues. This model is particularly well-suited for streets nearest the arena, which are likely to feature heavy pedestrian flows, frequent pick-up/drop-offs, bus dwelling, and other factors that can affect traffic operations.

5.15.7.9 Construction Impacts

Fehr & Peers will evaluate construction activities for the Project. It is assumed that the project development team will provide a draft construction traffic plan for evaluation, providing information such as duration of construction, hours of operations, haul routes, number of daily trucks by construction phase, number of daily employees by construction phase, parking for employees, staging of equipment, traffic/street/sidewalk closures, etc. Construction period traffic impacts will be quantitatively analyzed at up to 15 study intersections using ICU.

5.15.7.10 Impacts and Mitigation Measures

The significance criteria identified in Task 5.15.1.2 with the City and ESA will be used to identify significant Project impacts for each technical topic area described above. Mitigation measures will be recommended for significant impacts. In addition, any secondary or cumulative impacts will also be identified and any significant unavoidable adverse impacts will be identified. It cannot be known at this time whether the preparation of conceptual mitigation or design drawings will be required. If so, it would require an amendment to this scope and fee.

5.15.7.11 Event Frequency Evaluation

A table showing the annual number of small, medium, and large events to be held for each event type (including consideration of overlapping events at Rams/Chargers NFL Stadium and The Forum) will be developed as part of the Draft EIR project description. Using that table, the number of days per year in which parking demand will approach or reach on-site capacity will be estimated. Similarly, the number of days per year in which active event traffic management is necessary will be estimated. This evaluation, though not used to identify significant impacts, will offer insight into the degree to which each alternative influences traffic, circulation, and parking conditions in the area surrounding the Inglewood Basketball and Entertainment Center.

5.15.8: Project Alternatives

Potential transportation impacts of up to three CEQA alternatives will be evaluated. It is assumed that Proposed Project alternatives will consist of alternative access, parking, and/or arena configurations that will not materially affect the



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entire transportation study area. Therefore, the evaluation of alternatives will be geographically focused in the vicinity of the Project site. It is assumed that up to 15 intersections would be included in this analysis. Depending on the nature of the alternative, potential impacts on additional technical topic areas such as pedestrian network, parking, and site access/circulation would also be evaluated.

Because the development of project alternatives generally occurs concurrently with the preparation of the Draft EIR, additional potentially feasible alternatives may be identified for detailed analysis during the course of the CEQA process. If so, Fehr & Peers will determine whether such additional alternatives should be analyzed quantitatively or qualitatively and, based on this determination, will make recommendations about whether additional work should be performed. Such work would require separate scope and authorization.

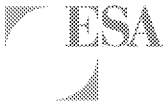
5.15.9: Draft EIR Transportation Section and Appendix

Fehr & Peers will prepare the transportation section of the Draft EIR. The section will describe and analyze the affected environment, alternatives under consideration, comparative impacts, potential mitigation measures, and significant unavoidable adverse impacts for transportation. It will include a technical appendix that contains supporting analyses, other data relied upon in the analysis, and the Draft Event TMP prepared in Task 5.15.10. It is anticipated that up to three versions of the transportation section will be submitted based on comments provided by the City and ESA after each submittal.

5.15.10: Event Transportation Management Plan

Fehr & Peers will prepare a draft Event Transportation Management Plan (TMP) for the proposed Project. The purpose of the TMP is to provide a management and operating plan for minimizing undesirable transportation-related effects in the vicinity of the Project and adjacent neighborhoods, while providing safe and convenient access for residents, visitors and employees to the Project. Some elements of the TMP can be incorporated into the Project description while others can become part of the mitigation or improvement measures. Specifically, the TMP objectives are to:

- Reduce the overall number of single-occupant automobile trips to and from the Project site;
- Reduce the number of automobile parking spaces required for Project events;
- Encourage Project visitors and employees to take public transportation (bus, light rail) and non-motorized modes, such as bicycle or walking, as an alternative to travel by single-occupant automobile;
- Develop and describe pre- and post-event operational procedures for the management of pedestrians and passenger vehicle flows arriving and departing the Project site;
- Identify the special event signage, including Changeable Message Signs (CMS), blank-out signs, and flashing beacons, that would be required;
- Identify best locations for provision of bicycle parking spaces for use during event and non-event operations;
- Identify enforcement personnel required for major event and non-event conditions;
- Identify the Transportation Management Center (TMC) location for the arena; and
- Identify need for video cameras, barricades, and parking control during events.



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A preliminary event TMP may be provided by the project development team. If so, the preliminary TMP will be reviewed and may serve as a starting point for the Draft TMP analysis. Regardless, the Draft TMP will incorporate multiple elements reflecting the Draft EIR transportation analysis.

TMP Introduction. The introduction will include a description of the event scenarios, the TMP purpose, the TMP goal, and the TMP objectives. The introduction will highlight the overall Demand Management goals and implementation strategy. The introduction section will also identify key TMP stakeholders and their relative roles and responsibilities.

Travel Characteristics of Arena Patrons. This section will include a description of event scenario attendance levels, the anticipated number of trips by mode for each scenario, the number of trips that will be made in the hour immediately before and after events, how many parking spaces will be needed, and the directionality of trips by mode. Additionally, this evaluation will discuss potential mode shift incentives and shared mobility services (bike share, car share), and transportation information platforms (apps, kiosks) that will help people understand their transportation options for all types of trips.

Pedestrian Element. Fehr and Peers will develop a layered distribution analysis of pedestrians traveling to and from the arena site based on whether their primary mode of access is transit, auto, or walking (for nearby residents and employees or event attendees walking to/from the Los Angeles Stadium and Entertainment District at Hollywood Park). The analysis will focus on the hour immediately prior to and after events. Based on the assignment of pedestrian volumes to individual streets/sidewalks in the arena vicinity, we will identify locations where very congested walking conditions will occur and special transportation management measures (i.e., temporary lane closures, etc.) will be needed. We will identify appropriate control strategies to minimize vehicle/pedestrian/bicycle conflicts.

Public Transit Element. The TMP will include a description of existing and planned public transit service and ridership levels, as developed for the various EIR scenarios. Where the EIR analysis and consultation with transit operators identify the need for additional transit service and special staging of riders, we will work with the project development team, City staff, and transit operator (Metro) to identify the additional rail or bus service that will be provided for each scenario, including the level of shuttle service to be provided to/from the Metro Green Line or Crenshaw/LAX Line light rail stations. We will also work with the project development team, City staff, and Metro staff to identify the permanent relocation of nearby bus stops that may be desirable to better serve the Project as well as the temporary location of bus stops that may be needed along the Project frontage during construction. We will identify any transit improvements that will be needed to serve the projected arena passenger demands.

Bicycle Element. Fehr and Peers will develop a map that shows key bicycle routes to the arena site as well as bicycle parking facilities. We will develop recommendations for the level of bicycle parking supply that should be provided based on data from similar facilities of appropriate scale at the arena site. Should there be a need for additional bicycle parking that cannot be provided on-site, we will identify candidate locations near the arena.



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Parking Element. Similar to the transit element, the TMP will include a discussion of parking supply and occupancy levels in the neighborhoods surrounding the proposed arena for the various scenarios. However, we expect to largely summarize information and analysis that will be provided in the EIR.

As part of the TMP, Fehr & Peers will assess the operations of the planned parking facilities at the arena itself, with particular attention to ingress and egress operations and potential conflicts with other users, such as pedestrians, bicyclists, and transit. The TMP will include recommendations for payment methods, parking gate/attendant location, and garage access configuration (e.g., reversible lanes, etc.).

Traffic Management Element. The TMP will provide recommendations on managing traffic flow for through traffic as well as arena patrons on their way to or from an event. This will focus on the immediate vicinity of the arena, based on trip distribution information developed for the EIR. The TMP will identify temporary traffic management strategies, to be developed in consultation with the City of Inglewood Public Works Department and Police Department, to serve major inbound or outbound arena flows that can't be served by the existing roadway system, as defined by the EIR transportation analysis. Diversion routes for through (i.e., non-event) traffic will be identified if needed based on the EIR transportation analysis. This will include both mandatory and non-mandatory diversion routes. Special game-day traffic operation recommendations will be provided for key streets and intersections along the Century Boulevard and Prairie Avenue corridors within a ½-mile radius of the arena.

While the TMP may recommend specific locations for traffic control officers and signage, it will not include an overall plan for total numbers and locations for area-wide deployment of control officers, signage, or other public information strategies. This is because the level of traffic management will vary depending on the type and size of the event.

The TMP will identify candidate responsibilities for the City's Transportation Management Center (TMC) in supporting event traffic management. The TMP will identify agency responsibilities for traffic management.

Site Circulation. Fehr & Peers will identify and make recommendations to resolve key conflict points for major transportation modes serving the site. We expect this will involve:

- pedestrian and bicycle conflicts with vehicles at proposed Project parking entrances
- pedestrian crossings of public streets while walking between the proposed Project parking facilities and the arena
- pedestrian conflicts with transit on surrounding streets
- bicycle conflicts for bicycle through traffic on surrounding streets during arena activities
- bicycle conflicts with pedestrians on the site, particularly near bicycle storage locations

TMP Document. Fehr & Peers will submit the Draft TMP to the project development team, City staff, and EIR team for review. We anticipate close coordination during the development of the Draft TMP, and thus, do not expect substantial changes to the plan as a result of this presentation.



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TABLE 1
OVERVIEW OF EVENT SCENARIOS AND TIME PERIODS FOR TRANSPORTATION ANALYSIS
(Preliminary - To Be Revised Based on Input from City Staff and Project Development Team)

Event	Attendance	Study Period [a,b]	Study Years
<i>Events in the Inglewood Basketball and Entertainment Center</i>			
Sold-out NBA basketball game in the Inglewood Basketball and Entertainment Center	18,000	Weekday pre-event hour, Weekday post-event hour, Weekend pre-event hour [c]	Existing+Project, 2024 Base+Project
Convention in the Inglewood Basketball and Entertainment Center	9,000	Weekday AM peak hour (between 7 and 9 AM), Weekday PM peak hour (between 4 and 6 PM)	Existing+Project, 2024 Base+Project
Non-event day	[f]	Weekday AM peak hour (between 7 and 9 AM), Weekday PM peak hour (between 4 and 6 PM)	Existing+Project, 2024 Base+Project
<i>Concurrent Events</i>			
Sold-out NBA basketball game in the Inglewood Basketball and Entertainment Center and sold-out NFL game in Rams/Chargers NFL Stadium	18,000 + 80,000	Weekday pre-event hour, Weekday post-event hour, Weekend pre-event hour [c, d]	2024 Base+Project (NFL game added to 2024 Base)
Sold-out NBA basketball game in the Inglewood Basketball and Entertainment Center and sold-out concert in The Forum	18,000 + 17,500	Weekday pre-event hour, Weekday post-event hour, Weekend pre-event hour [c, e]	2024 Base+Project (Forum concert added to 2024 Base)
Sold-out NBA basketball game in the Inglewood Basketball and Entertainment Center, sold-out NFL game in Rams/Chargers NFL Stadium, and sold-out concert in The Forum	18,000 + 80,000 + 17,500	Weekday pre-event hour, Weekday post-event hour, Weekend pre-event hour [c, d, e]	Sold-out NBA basketball game in the Inglewood Basketball and Entertainment Center, sold-out NFL game in Rams/Chargers NFL Stadium, and sold-out concert in The Forum

Notes:

- a. The precise pre-event and post-event hours to be analyzed will be finalized prior to beginning the existing conditions analysis. This selection will consider factors such as the following:
 - While an assumed 7 PM NBA game start time is more conservative than a 7:30 PM start time (i.e., due to more background traffic), a final decision on event start times has not yet been made. An 8 PM concert start time is typical.
 - A 2017 study of Golden 1 Center in Sacramento (home of the NBA Sacramento Kings) showed that the peak hour of arriving vehicle traffic for both basketball games and concerts begins 1.5 hours prior to the event beginning (not the immediately preceding hour). This phenomenon can occur when there are restaurants and entertainment venues in the vicinity of the arena that will attract attendee to the area earlier, which could occur for the Inglewood Basketball and Entertainment Center with the Hollywood Park entertainment district across the street.
- b. A sensitivity analysis will be conducted to compare travel characteristics of a concert versus an NBA basketball game at the proposed Inglewood Basketball and Entertainment Center. Concerts are more likely on Friday and Saturday evenings but concurrent NFL football games are more likely on Thursday evenings and Sunday afternoons. Preliminary daily machine counts will be conducted on a Thursday, Friday, Saturday, and Sunday and will be used to determine whether Thursday or Friday evening represents the worst-case weekday condition and whether Saturday or Sunday afternoon/evening represents the worst-case weekend condition prior to implementing the full traffic count program.
- c. Weekend post-event condition to be analyzed for transit service capacity. Quantitative analysis of roadways would not be performed (due to expected similarity of findings to weekday post-event study period).
- d. Pre-event for NBA game and post-event for NFL game.
- e. Pre-event for both NBA game and concert.
- f. Team practice and training facility, team offices, sports medicine clinic, restaurant, retail and community space, outdoor civic plaza, hotel.



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TABLE 2 INTERSECTIONS FOR MICROSIMULATION ANALYSIS [a]	
Century Corridor	Prairie Corridor
1. Century & Concourse 2. Century & La Cienega 3. Century & I-405 NB off-ramp 4. Century & Felton 5. Century & Inglewood 6. Century & Firmona 7. Century & Grevillea 8. Century & La Brea/Hawthorne 9. Century & Club 10. Century & 11th/Village 11. Century & Crenshaw 12. Century & 5th 13. La Cienega & Arbor Vitae 14. La Cienega & I-405 SB ramps (n/o Century) [b] 15. La Cienega & I-405 SB ramps (s/o Century) [b] 16. La Cienega & 104th 17. Inglewood & Arbor Vitae 18. Inglewood & 104th 19. La Brea & Arbor Vitae 20. La Brea & Hardy 21. La Brea & 104th 22. Crenshaw & Hardy 23. Crenshaw & 104th	38. Prairie & Florence 39. Prairie & Grace 40. Prairie & Carondelet 41. Prairie & Regent 42. Prairie & Manchester 43. Prairie & Kelso/Pincay 44. Prairie & Arbor Vitae 45. Prairie & Lennox 46. Prairie & 108th 47. Prairie & 111th 48. Prairie & I-105 EB ramps/112th [b] 49. Prairie & Imperial 50. Prairie & 118th 51. Prairie & 120th 52. Centinela & Florence 53. Hillcrest & Florence 54. Hillcrest & Manchester 55. Spruce & Manchester 56. Myrtle & Arbor Vitae 57. Freeman & Lennox 58. I-105 EB on-ramp/Freeman & Imperial [b] 59. Kareem Ct & Manchester 60. Kareem Ct & Pincay
Century & Prairie Corridors Overlap	
24. Century & Myrtle 25. Century & Freeman 26. Century & Prairie 27. Century & Doty 28. Century & Yukon 29. Myrtle & Hardy 30. Prairie & Hardy 31. Prairie & 97th 32. Prairie & 102nd 33. Prairie & 104th 34. Doty & 102nd (unsignalized) 35. Doty & 104th (unsignalized) 36. Yukon & 102nd (unsignalized) 37. Yukon & 104th	61. Doty & Imperial 62. Yukon & 108th 63. Yukon & 111th 64. Yukon & Imperial
Notes: a. All intersections listed will be analyzed in SimTraffic for the weekday pre-event, weekday post-event, and weekend pre-event analysis scenarios. They will be analyzed using ICU for analyses of typical weekday AM and PM peak hours. b. Denotes freeway ramp termini intersection.	



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TABLE 3	
ADDITIONAL STUDY INTERSECTIONS	
Intersection	Analysis Method
1. La Cienega & Florence [a]	Synchro
2. La Cienega & Manchester	ICU
3. La Brea & Florence	ICU
4. La Brea & Manchester	ICU
5. La Brea & Hillcrest	ICU
6. La Brea & Market	ICU
7. Hawthorne & Lennox	ICU
8. Hawthorne & 111th	ICU
9. Hawthorne & I-105 WB off-ramp [a]	Synchro
10. Hawthorne & Imperial	ICU
11. West & Florence	ICU
12. Crenshaw & Manchester	ICU
13. Crenshaw & 109th	ICU
14. Crenshaw & Imperial	ICU
15. Crenshaw & I-105 WB off-ramp/118th [a]	Synchro
16. Crenshaw & 120th	ICU
17. I-105 EB ramps & 120th [a]	Synchro
18. Van Ness & Hardy/96th	ICU
19. Van Ness & Century	ICU
20. Van Ness & 104th	ICU
21. Gramercy & Century	ICU
22. Western & Century	ICU
Notes:	
a. Denotes freeway ramp termini intersection.	



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TABLE 4
STUDY NEIGHBORHOOD STREET SEGMENTS

East/West Streets	North/South Streets
1. Hardy Street, west of Prairie Avenue	18. Myrtle Avenue, north of Century Boulevard
2. 97 th Street, west of Prairie Avenue	19. Flower Street, north of Century Boulevard
3. 99 th Street, west of Prairie Avenue	20. Freeman Avenue, south of Century Boulevard
4. 101 st Street, west of Prairie Avenue	21. Doty Avenue, south of 102nd Street
5. 102 nd Street, west of Prairie Avenue	22. Doty Avenue, south of 104th Street
6. 102 nd Street, between Prairie Avenue and Doty Avenue	23. Doty Avenue, south of 109th Street
7. 102 nd Street, between Doty Avenue and Yukon Avenue	24. Doty Avenue, north of Imperial Highway
8. 103 rd Street, west of Prairie Avenue	25. Yukon Avenue, south of 102nd Street
9. 104 th Street, west of Prairie Avenue	26. Yukon Avenue, south of 104th Street
10. 104 th Street, between Prairie Avenue and Doty Avenue	27. Yukon Avenue, south of 109th Street
11. 104 th Street, between Doty Avenue and Yukon Avenue	28. Yukon Avenue, north of Imperial Highway
12. 104 th Street, east of Dixon Avenue	
13. 105 th Street, between Prairie Avenue and Doty Avenue	
14. 106 th Street, between Prairie Avenue and Doty Avenue	
15. 107 th Street, between Prairie Avenue and Doty Avenue	
16. 108 th Street, between Prairie Avenue and Doty Avenue	
17. 109 th Street, between Yukon Avenue and Lemoli Avenue	

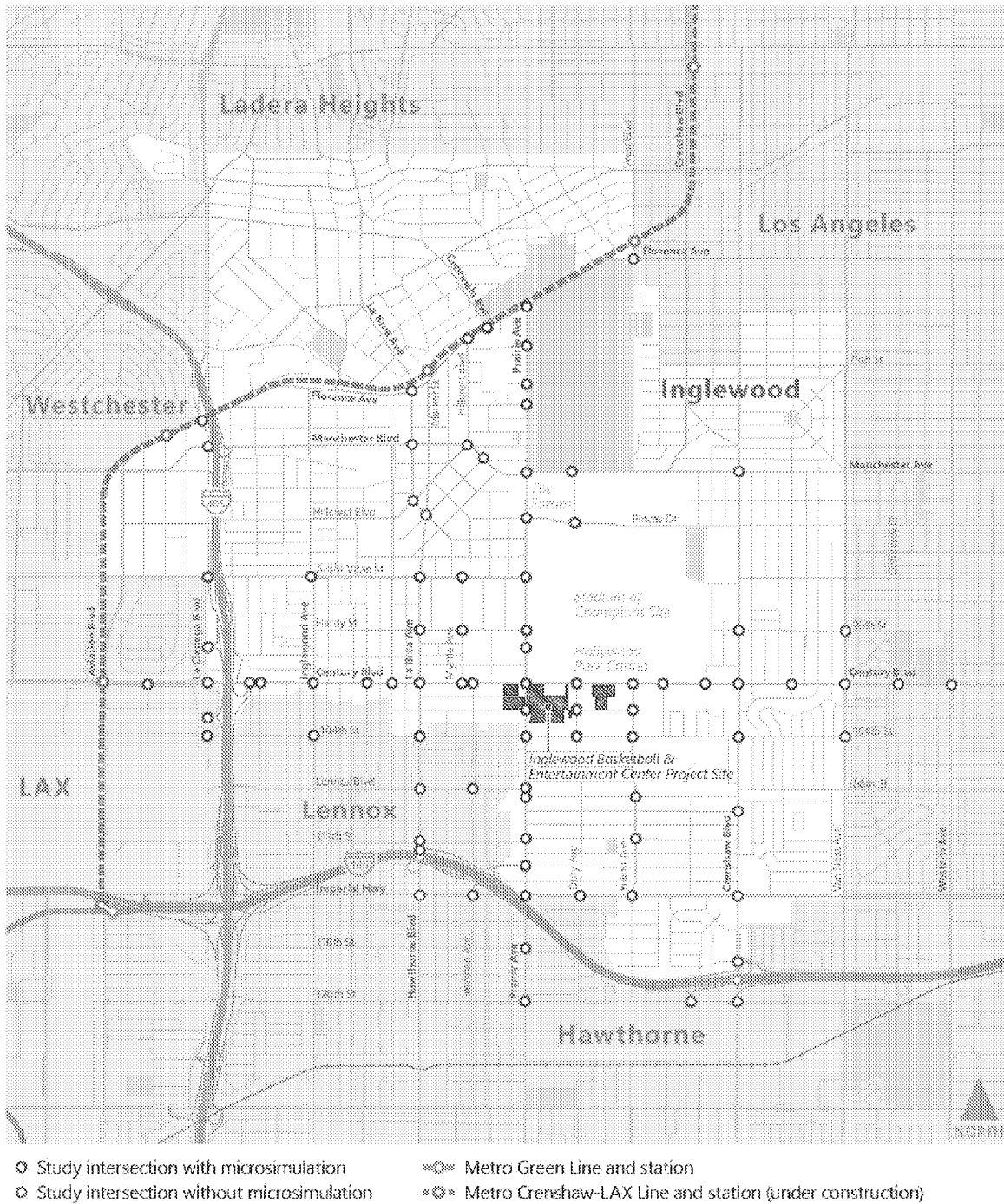


Figure 1

Inglewood Basketball & Entertainment Center Proposed Study Intersections





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5.16 Growth Inducement and Urban Decay

Consistent with the requirements of State CEQA Guidelines § 15126.2(d), the EIR is required to consider the ways in which the project could induce additional growth, either through the removal of obstacles to growth or through the creation of economic stimuli that might spur growth beyond that provided for in the General Plan. In addition, consistent with CEQA case law, the EIR must consider the ways that the project might have economic effects that would result in physical adverse effects to buildings and/or public spaces.

Growth Inducement. ESA will evaluate the potential for the project to remove obstacles to growth through construction of infrastructure improvements that would provide such capacity that unplanned growth could occur. In light of the location of the project site as an infill location in the City of Inglewood, immediately adjacent to a major new development being undertaken pursuant to the Hollywood Park Specific Plan, it is highly unlikely that this condition would occur. That said, the analysis will consider whether any utility or transportation improvements would facilitate growth in the City that is currently constrained or limited.

At a qualitative level, the EIR will evaluate the ways that the project could stimulate development or redevelopment of underutilized sites in the City, including the Century Boulevard and Prairie Avenue corridors. If available from the City or the project applicant, ESA will use information contained in previously-prepared economic studies.

Urban Decay. The EIR will consider the potential economic effects of the Proposed Project that may lead indirectly to urban decay elsewhere. In particular, the EIR will address potential adverse effects on existing sports and entertainment venues in the vicinity due to potential competition for event dates from the Proposed Project. In evaluating these issues, ESA will research existing available information about the number of current venues and demand for venue dates. ESA will document property maintenance regulations present in the City of Inglewood City Code that act to reduce the potential for urban decay. ESA will provide a qualitative assessment of the potential for competition from the Proposed Project to create the type of long-term vacancy and abandonment that is typically associated with urban decay.

5.17 Alternatives

The EIR must include an analysis of a reasonable range of alternatives to the Proposed Project that could avoid or reduce the magnitude of one or more significant impacts identified for the Proposed Project (see State CEQA Guidelines § 15126.6[a]). ESA anticipates that the EIR will include a comparative analysis of up to four (4) alternatives to the Proposed Project, including the No Project Alternative. The analysis will include quantitative information about the alternative project description, transportation characteristics such as trip generation and VMT to enable a comparison with comparable characteristics of the Project, and percentage differences expected in other environmental performance characteristics.

In addition, the EIR will include a discussion of alternatives that were considered but rejected from full evaluation in the Draft EIR.



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Task 5 Deliverables:

- ✓ Thresholds Memorandum (electronic)
- ✓ Draft EIR Section Template (electronic)
- ✓ Complete Administrative Draft EIR (electronic only)

Task 6: Prepare Draft Environmental Impact Report

6.1: Screencheck Draft Environmental Impact Report

ESA anticipates that all comments on the Administrative Draft EIR will be directed through the City's Economic and Community Development Department, which will convey a single set of consolidated comments to ESA. ESA will incorporate City staff comments on the Administrative Draft EIR and submit one electronic version of the Screencheck Draft EIR to the City for review. We expect that the comments will direct revisions to the Administrative Draft EIR. For budgeting purposes, we have assumed that no new technical studies will be prepared and that the supporting technical studies will not need to be substantially revised based on changes to the project or pre-approved assumptions. We have allocated a level of effort to this task based on our understanding of the schedule and our past experience. Once the comments are received and review meetings have been conducted, we will consider the adequacy of the level of effort and confirm this with the City.

6.2: Public Draft Environmental Impact Report

ESA will incorporate City staff comments on the Screencheck Draft EIR based on a single set of consolidated comments, and submit a final Public Draft EIR to the City for distribution for a 45-day public comment period. We expect that the comments will direct revisions to the Screencheck Draft EIR, and we have assumed that the comments will be primarily editorial in nature. We expect that one review meeting will be conducted to make final decisions about revisions to the Screencheck Draft EIR. We have allocated a level of effort to this task based on our understanding of the compressed schedule and our past experience. Once the comments are received, we will consider the adequacy of the level of effort and confirm this with the City.

ESA will file 15 copies of the Summary and 15 CDs of the entire document (as preferred by the State Clearinghouse) and an NOC with the State Clearinghouse.

ESA will coordinate with City staff to prepare a Notice of Availability (NOA) to accompany the Draft EIR. We assume the City will distribute the EIR to interested stakeholders, contiguous property owners, and/or publish the Notice of Availability in a newspaper of general circulation in the area affected by the Proposed Project.

In the event that the project has qualified under the requirements of PRC §§ 21180-21189.3, or equivalent special legislation, ESA will submit to the City all Administrative Record materials in support of the Draft EIR in a form suitable for uploading to the City's website. Please see Task 11 for a full description of the Administrative Record and Recordkeeping processes.

Task 6 Deliverables:

- ✓ Screencheck Draft EIR (electronic only)



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- ✓ Draft EIR and NOC (electronic + web-ready electronic for City to distribute) (15 Summaries (printed copies) + 15 CDs for ESA to deliver to the State Clearinghouse)
- ✓ Up to 50 printed, bound copies of the Draft EIR, Draft EIR Appendices, or a combination thereof
- ✓ Administrative Record for Draft EIR (electronic)

Task 7: Draft EIR Public Comment Period and Draft EIR Hearing

7.1 Public Comment Period

If the project has been certified pursuant to the requirements of PRC §§ 21180-21189.3, or equivalent special legislation, ESA will work with the City to implement a system of posting of public comments within 72 hours of receipt by the City. This could be accomplished in coordination with the City's web master, or through the development of a separate website hosted by ESA.

7.2: Public Hearing on Draft EIR

During the 45-day review period, ESA will support the City's hosting of a public meeting to receive comments on the Draft EIR. The purpose of the meeting will be to provide responsible agencies and the public the opportunity to provide input on the adequacy of the Draft EIR. ESA will assist the City in preparing the format and exhibits for this hearing, and will provide a PowerPoint presentation that summarizes the Project Description and conclusions of the Draft EIR. The City will post the required noticing for the hearing; schedule the date, time, and location for the hearing; and secure the meeting room. If requested, ESA will provide a court reporter to prepare a transcript of the hearing.

Task 7 Deliverables:

- ✓ Host project-specific website, if requested
- ✓ Attendance at a public meeting
- ✓ Provide a court reporter for the public meeting, if requested

Task 8: Administrative Record and Recordkeeping

8.1: EIR Administrative Record

ESA will gather the references cited in and relied upon for analysis in the EIR and will organize those references in a logical, cohesive manner. ESA will build the EIR Administrative Record concurrent with preparation of both the Draft EIR and the Final EIR. ESA will submit an electronic version of the EIR Administrative Record to the City following publication of the Final EIR.

8.2: Project Recordkeeping

The Administrative Record must be maintained until the City renders a final decision on the Proposed Project. Further, while ESA will take a lead in assembling the whole of the record, it is assumed that a collaborative effort from members the City's project team will be undertaken to support preparation of the Administrative Record, including assembling and organizing references and materials.



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ESA will establish and maintain a website or other online documentation site that will serve as a repository for the collection and organization of materials relevant to the Proposed Project. Such materials would include, but may not be limited to:

- The final, accepted version of all project documents/materials generated by the project team (including underlying studies and reports relied on to prepare the project documents);
- Any document/material that has been released or made available to the public, and any documents/materials submitted to the City by outside parties;
- Notices, staff reports, and other documents generated by the project team and released to the public;
- The final, City-accepted version of all environmental documents (including technical studies or other evidentiary material relied on to prepare the EIR); and
- All letters, e-mails, or other correspondence received by the City from people or entities outside of the project team (including the applicant), and all correspondence sent by the project team to the applicant or other members of the public.

ESA will also establish and maintain a website or other online documentation site to aid the collection of project-related documentation, facilitate the City project team's review of documents related to the Proposed Project, and to minimize the number of administrative draft versions of documents in circulation, an FTP or other file-sharing site will be used. The site will be password protected, with reading, editing, downloading, and uploading capabilities provided only to members of the City's project team.

Task 8 Deliverables

- ✓ EIR Administrative Record (electronic)
- ✓ Website or other online documentation site

Phase 3: Final EIR and Project Approvals

The scope of work for Phase 3 will be refined and budgeted as part of the conclusion of the Phase 2 tasks.

Task 9: Prepare Administrative and Final EIR Documents

9.1: Administrative Final EIR

9.2: Screencheck and Final EIRs

Task 10: Environmental Impact Report Hearings

10.1: Planning Commission Hearings

10.2: City Council Hearings

Task 11: Assemble Certified EIR



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Schedule

Based on ESA's experience and understanding of the CEQA process, as well as timeframes and review periods for various components of this EIR, we anticipate completion of the EIR in a period of 16 to 20 months. Factors that could lengthen or shorten the schedule include dates of receipt of project information, adequacy and completeness of project description information provided by the project applicant team, adequacy of technical reports provided by the project applicant team, length of administrative document review, and unanticipated issues arising from internal or public review of the environmental document.

ESA will work with the City to prepare a detailed schedule. Preliminarily, we have assumed the following:

- Comments on the Administrative Draft EIR will be available following four (4) weeks of City review.
- City team and any other necessary personnel will be available for full day review meetings on the Administrative Draft EIR.
- No new issues requiring new or unanticipated technical analyses raised in late comments on NOP, Administrative Draft EIR, Screencheck Draft EIR, or Draft EIR.

Cost Estimate

As we have discussed, a variety of factors will affect the overall cost of the EIR. For the purposes of this scope of work, we have provided a detailed cost estimate for the Phase 2 tasks of \$2,274,480, including \$1,090,900 allocated for Fehr & Peers; \$40,000 for Lighting Design Alliance; \$19,995 for Todd Groundwater; a \$10,000 contingency budget for Raju Associates; and \$29,079 in direct expenses. This cost estimate is based on the following assumptions:

- Alterations to the Proposed Project description that occur after establishment of the CEQA project description, as agreed upon by the City, ESA, and the project applicant team, would be considered beyond the existing scope and may require contract modification if additional level of effort is required;
- Adherence with the proposed EIR schedule;
- Technical adequacy of all 3rd party technical studies;
- A level of controversy from interest groups that is consistent with estimated levels of effort for responding to public comments; and
- No new substantive issues raised in late comments on the NOP or comments on the Administrative Draft EIR, Screencheck Draft EIR, or Draft EIR.

Other factors that could affect the overall level of effort and cost of the EIR process could include, but are not limited to:

- Requirements for qualification pursuant to the requirements of PRC §§ 21180-21189.3, or equivalent special legislation;
- Consideration of off-site infrastructure or other associated development or infrastructure improvements not identified in this proposal; or



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- Need for additional technical studies beyond those identified in this proposal.

A detailed cost estimate for the tasks associated with Phase 2 is attached. We will work with City to identify a detailed scope of work for Phase 3 at a later date.

We are excited about the opportunity to work with the City of Inglewood and look forward to discussing this further with you and answering any questions you have regarding any aspect of the scope of work, schedule, or budget presented in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Boxer". The signature is fluid and cursive, with a large initial "B" and a stylized "Boxer" following.

Brian D. Boxer, AICP
Senior Vice President
Project Director