



MM B-17	Planning & Building	Construction	All diesel powered construction equipment in use shall require control equipment that meets at a minimum Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier II diesel standards.	46	0	10	0	1	1	1	1	1	1	1	1	0	0	1	1	0
MM B-18	Planning & Building	Construction	Contractors shall utilize alternative fueled off-road equipment where possible.	47	0	10	0	1	1	1	1	1	1	1	1	0	0	1	1	0
MM B-19	Public Works	Construction	Contractors shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.	48	0	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0
MM B-20	Public Works	Construction	Contractors shall schedule construction activities that effect traffic flow on arterial system to off-peak hour to the extent practical.	49	0	5	0	0	0	1	0	0	0	1	1	0	0	0	1	1
MM B-21	Planning & Building	Building Permit	The Applicant shall install automatic lighting on/off controls and energy-efficient lighting for office spaces.	50	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	
MM B-22	Planning & Building	Final Map / CC&Rs	The Applicant shall provide informational packets to new residents within the development locating nearby public transportation options.	51	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	
PDF C-1a	Planning & Building	Plot Plan	Development of open space and recreational areas within the RUZ, as delineated in the Geomatrix 2007 Memorandum re Final Report (included in Appendix C-1 to this Draft EIR), shall be consistent with the recommendations of the Geomatrix report which identify the RUZ area as unsuitable for the construction of most structures for human occupancy, but useable for construction of recreational type development (e.g., storage facilities, recreational facilities, greenbelts, parking areas and roads). Structures intended for human occupancy shall not be constructed within the mapped RUZ area. The following uses/facilities/structures are suitable in the RUZ: swimming pool and jacuzzi, tot lots, picnic facilities, meditation gardens, children's playground, fireplace and lounge areas, dog parks, exercise stations (parcours), parking spaces at ground level (including covered parking), utility routes, both above and below ground, tennis courts, basketball courts, soccer fields and other open sports fields (volleyball courts, football play areas, etc.), game tables and seating areas in the open, (e.g., pool cabana), pool equipment rooms, storage lockers, entry pavilions, covered walkways (e.g. pergola and trellis), fences, and retaining walls.	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PDF C-1b			All buildings and structures shall be designed and constructed in conformance with the applicable regulations and standards of the latest edition of the Inglewood Building Division pursuant to the latest edition of the California Building Code, Los Angeles County Fire Code, seismic design standards, and applicable state requirements which are in effect at the time of building permit issuance.	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM C-1	Planning & Building	Building Permit		54	0	5	0	0	0	0	0	0	1	1	1	0	0	1	1	
MM C-2	Planning & Building	Construction	Prior to the start of grading, demolition will be required to remove any existing improvements, including pavement and structures. Any void created from the demolition should be properly backfilled to the limits determined by the project geotechnical engineer. Any soils loosened or disturbed during the demolition should also be removed. The existing old wells may also need to be re-abandoned or vented in accordance with applicable regulations. The presence and location of all existing utilities on the property should be identified. Precautions should be taken to remove, relocate	55	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
MM C-3	Planning & Building	Construction	Prior to the start of grading, all vegetation and topsoil should be stripped. The vegetation should be removed from the site. The topsoil may be stockpiled and reused in planned landscape areas. In addition, any trees and shrubs should be cleared, so that no roots larger than 1-inch in diameter remain. Any soils loosened during removal of trees/shrubs should also be removed.	56	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
MM C-4	Planning & Building	Construction	Uncertified fill and soft native clayey soils cannot be used for foundation support, and therefore, need to be removed and replaced with structural fill, consistent with the findings of site-specific geotechnical evaluation.	57	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
MM C-5	Planning & Building	Construction	Prior to construction, field infiltration testing shall be conducted at locations where infiltration structures are planned.	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM C-6	Planning & Building	Construction	All grading should conform to the requirements of the City of Inglewood. The grading contractor is responsible for notifying the project Geotechnical Engineer of a pre-grading meeting prior to the start of grading operations, and anytime that the operations are resumed after an interruption.	59	0	3	0	0	1	0	0	0	0	0	0	0	0	1	1	
MM C-7	Planning & Building	Plan Check	Prior to site grading, the developer shall submit to the City of Inglewood Planning and Building Department a site-specific evaluation of soil conditions that is prepared by a registered soil professional that includes recommendations for ground preparation and earthwork activities specific to the site, soil removal and replacement, and other site-specific earthwork activities and in conformance with the City's Building Code.	60	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
MM C-8	Planning & Building	Construction	During earthwork activities, the bottoms of completed excavations shall be observed by the project Geotechnical Engineer, while it is proof-rolled with loaded equipment. Any loose or yielding soils shall be over-excavated and recompacted to the limits determined by the project Geotechnical Engineer.	61	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
MM C-9	Planning & Building	Construction	Structural fill should consist of predominantly sandy soils, and should be free of expansive clay, rock greater than 3 inches in maximum size, debris and other deleterious materials. All structural fill should be compacted to at least 95 percent of the of the maximum dry density determined by ASTM D 1557-91. Fill placed in nonstructural and landscape areas should be compacted to at least 90 percent.	62	0	3	0	0	1	0	0	0	0	0	0	0	0	1	1	
MM C-10	Planning & Building	Construction	All earthwork and grading shall be performed under the observation of the project Geotechnical Engineer. Compaction testing of the fill soils shall be performed at the discretion of the project Geotechnical Engineer. Testing shall be performed for approximately every 2 feet in fill thickness or 500 cubic yards of fill placed, whichever occurs first. If specified compaction is not achieved, additional compactive effort, moisture conditioning, and/or removal and recompaction of the fill soil shall be required.	63	0	3	0	0	1	0	0	0	0	0	0	0	0	1	1	
MM C-11	Public Works	Construction	All materials used for asphalt, concrete and base shall conform to the 2000 "Green Book" or the equivalent, and shall be compacted to at least 95 percent relative compaction.	64	0	7	0	0	0	1	1	1	0	1	1	0	0	1	1	
MM C-12	Planning & Building	Construction	If, in the opinion of the Geotechnical Engineer, Contractor, or Owner, an unsafe condition is created or encountered during grading, all work in the area shall be stopped until measures can be taken to mitigate the unsafe condition. An unsafe condition shall be considered any condition that creates a danger to workers, on-site structures, on-site construction, or any off-site properties or persons.	65	0	3	0	0	1	0	0	0	0	0	0	0	0	1	1	
MM C-13	Planning & Building	Construction	Groundwater encountered during temporary excavations shall be controlled using shallow trenches, sumps and pumps. In general, temporary excavations up to 3 feet deep may stand in vertical cuts; sandier layers should be sloped. Construction slopes in the parking Area and Barn Area should be made with an inclination of 1(H) to 1(V). Construction slopes in the Track Area should be made with an inclination of 1.5(H) to 1(V). If the above-recommended slopes are not feasible due to site restrictions, or if surcharge loads other than a nominal value of 240 psf due to traffic loads exist adjacent to the excavation, a flatter slope or temporary shoring may be needed. Earth pressure can be reduced by the use of shoring.	66	0	4	0	0	1	1	1	1	0	0	0	0	0	0	0	
MM C-14	Planning & Building	Construction	Surcharge loads, such as vehicular traffic, heavy construction equipment, and stockpiled materials should be kept away from the top of temporary excavations of a horizontal distance at least equal to the depth of excavation. Surface drainage should be controlled and prevented from running down the slope face. Ponded water should not be allowed within the excavation. Workmen should be adequately protected within temporary excavations. Construction equipment and foot traffic should be kept off excavation slopes to minimize sloughing.	67	0	6	0	0	1	1	1	1	0	0	0	0	0	1	1	
MM C-15	Planning & Building	Construction	All excavation slopes and shoring systems should meet the minimum requirements of the Occupational Safety and Health Association (OSHA) Standards. Maintaining safe and stable slopes on excavations is the responsibility of the contractor and will depend on the nature of the soils and groundwater conditions encountered and his method of excavation. Excavations during construction should be carried out in such a manner that failure or ground movement will not occur. The contractor should perform any additional studies deemed necessary to supplement the information contained in this report. The presence of earth and construction site conditions shall be monitored throughout the construction process.	68	0	8	0	1	1	1	1	1	0	0	0	0	0	1	1	
MM C-16	Planning & Building	Building Permit	It should be anticipated that a site-specific design-level geotechnical report for each new project within the tract will be required. Specifically, after detailed building plans have been developed for each area of the Project Site, additional geotechnical explorations, testing, and analyses shall be performed, as warranted, in order to develop building-specific foundation recommendations. The Project shall be designed and constructed in accordance with the recommendations provided in this additional site-specific geotechnical report.	69	0	5	0	0	0	0	0	0	1	1	1	0	0	1	1	

MM C-17	Planning & Building	Building Permit	The expansion potential of subgrade soils within foundation depth under building pads should be tested in building specific site investigations, and recommendations regarding expansive soils should be presented in site-specific geotechnical reports.	70	0	5	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0	
MM C-18	Planning & Building	Building Permit	Soil corrosivity should be tested in building specific site investigations. This potential should be considered in the design and protection of underground metal utilities.	71	0	5	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0	
MM C-19a	Public Works	Improvement Plan Check	Assuming R-values of 15 after grading, the following pavement sections for Traffic Index (TI) values of 5, 6, and 7 are recommended:	72	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
MM C-19b	Public Works	Plan Check	Traffic Index (TI) Section Thickness (Feet) AC Over AB	73	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
MM C-19c	Public Works	Plan Check	5 0.25 AC/0.65 AB	74	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
MM C-19d	Public Works	Plan Check	6 0.30 AC/0.85 AB	75	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
MM C-19e	Public Works	Plan Check	7 0.35 AC/1.05 AB	76	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
MM C-19f	Public Works	Building Permit	Traffic Index value 5 is recommended for car parking and non-truck driveways. Traffic index of 6 or higher may be used for truck areas or for the streets. The upper 24 inches of subgrade supporting pavements should be compacted to at least 95 percent relative compaction (ASTM D1557-1990). For PCC pavements in areas of some truck traffic, a pavement section of 6 in PCC over 12 inch of aggregate base is recommended. Actual pavement section thickness is subject to verification based on the R-value of the soils which are expected to be tested. See notes.	77	0	8	0	0	0	1	1	1	1	1	1	1	0	0	1	1	0	
MM C-20	Planning & Building	Construction	Proper quality control of grading is required. The Project Applicant shall ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the Project Geotechnical Report are implemented as here applicable.	78	0	4	0	0	1	0	0	0	1	0	0	0	0	0	1	1	0	
MMD-1	Planning & Building	Construction	The Project Applicant shall implement the RWQCB-approved SMP environmental risk management protocols under RWQCB oversight during the Project.	79	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
MMD-2	Planning & Building	Construction	COPCs encountered at the Property in soil and soil gas during the Project and implementation of the SMP shall be investigated, and concentrations of COPCs determined to be above the Property-specific criteria listed in the SMP will be remediated as part of the Project in accordance with the SMP approved by the RWQCB.	80	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
MMD-3	Planning & Building	Construction	Groundwater is not expected to be encountered during work activities associated with the Project. Groundwater on the Property, if discovered during the Project to contain COPCs, will be addressed as required by RWQCB.	81	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
MMD-4	Planning & Building	Construction	Former oil and gas wells at the Property shall be located and inspected per DOGGR guidelines. Reabandonment of wells shall be in accordance with DOGGR statute.	82	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MMD-5	Planning & Building	Demo Permit	Prior to the issuance of the building demolition permit by City of Inglewood, the Project Applicant will submit to the City of Inglewood proof of certification from its selected contractor showing qualification to handle asbestos and lead-based paint. Proper removal and remediation actions will be undertaken in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.	83	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MMD-6	Planning & Building	Construction	Any COPC-containing soil stockpiled at the Project site shall be stored in accordance with the SMP approved by the RWQCB and in such a manner that underlying soils are not cross-contaminated. This could be accomplished by the use of plastic sheeting placed under and on top of the stockpiled materials, or other suitable methods. The management, treatment, or disposal of such material shall comply with all federal, state, and local regulations related to hazardous waste, as applicable. All stockpiled materials shall be protected in order to prevent materials from being washed into storm drains in accordance with the District stormwater collection system (see Appendix).	84	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MMD-7	Planning & Building	Construction	Handling and removal of hazardous materials will comply with federal, state and local regulations, which include requirements for disposal of hazardous materials at facilities licensed to accept such waste.	85	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
PDF E-1	Planning & Building	Demo Permit	Prior to demolition of the Project Site, the Project Applicant should take steps to preserve the Turf Club Entrance Pavilion Gate B, so that it later can be relocated to Bluff Park.	86	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
PDF E-2	Planning & Building	Plot Plan Review	Prior to demolition of the Project Site, the Project Applicant should take steps to preserve Hollywood Park's two primary monuments, Hollywood Gold Cup Swaps and Native Driver, so that they later can be relocated on the Project Site.	87	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MM E-1	Planning & Building	Construction	Should any unknown archaeological materials be encountered during the course of the project development, construction activities shall be halted in the area of discovery to allow the monitor to determine the significance of such materials. The services of a professional archaeologist shall be secured to assess and evaluate the impact upon any significant archaeological resources and make recommendations to the Planning Director. Copies of any archaeological surveys, studies or reports documenting any archaeological resources found or recovered on site shall be submitted to the South Central Coastal Information Center, California Historical Resources Information System, and the Los Angeles County Natural History Museum.	88	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MM E-2	Planning & Building	Construction	In the event of the unlikely accidental discovery or recognition of any human remains during construction, the following steps should be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: (A) The Los Angeles County Coroner is contacted to determine that no investigation of the cause of death is required, and (B) If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall notify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98 and in accordance with California	89	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MM E-3	Planning & Building	Construction	If any paleontological materials are encountered during the course of the project development, the project shall be halted in the area of discovery and the services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum.	90	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PDF F-1	Public Works	Plot Plan Review	Hydrologic source controls will include minimizing runoff from impervious surfaces by routing flows to the Arroyo and Lake Park and using bioretention and other vegetated treatment control BMPs to reduce runoff volumes through evapotranspiration and infiltration.	91	0	6	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	
PDF F-2	Planning & Building	Plot Plan Review	Native and/or climate-appropriate vegetation will be utilized in at least 50% of the developed landscaped areas.	92	0	8	0	0	0	1	1	1	1	1	1	0	0	1	1	0	0	
PDF F-3	Public Works	Plot Plan Review	The Project's stormwater management system will include the use of the vegetated treatment BMPs, including the Arroyo and Lake Park, as well as parking lot bioretention areas and vegetated swales (where applicable).	93	0	4	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	
PDF F-4	Public Works	Plot Plan Review	Treatment control BMPs will be selected to address the pollutants of concern for the Project (see Appendix F-3). These treatment BMPs for the Project include the Arroyo swale, Lake Park, vegetated BMPs, and catch basin inserts. These BMPs are designed to minimize discharge of pollutants to the Maximum Extent Practicable (MEP). Types of treatment control BMPs that will be employed include swales, bioretention areas, catch basin media filtration units, and a wet pond system (e.g., Lake Park).	94	0	8	0	0	0	1	1	1	1	1	1	0	0	1	1	0	0	
PDF F-5	Public Works	Plot Plan Review	The Project will include numerous source controls, including education programs, animal waste bag stations, street sweeping and catch basin cleaning, an Integrated Pest Management (IPM) Program per the LAUSD standards for common area landscaping in commercial and multi-family residential areas, use of native and/or non-invasive vegetation, product substitution to minimize zinc and copper roofing materials, and fine filter runoff to vegetated areas.	95	0	5	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	
PDF F-6	Public Works	Final Map / CC&Rs	An education program will be implemented that includes both the education of residents and commercial businesses regarding water quality issues. Topics will include services that could affect water quality, such as carpet cleaners and others that may not properly dispose of cleaning wastes; community car washes (e.g., fund raisers); and residential car washing. The education program will emphasize animal waste management, such as the importance of cleaning up after pets and not feeding animals, especially birds, and dogs.	96	0	4	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	
PDF F-7	Public Works	Plot Plan Review	The Arroyo swale will be designed to safely convey storm flows without scouring the bottom, eroding banks, or re-suspending sediment.	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	







MMK 3-2	Planning & Building	Building Permit	Pursuant to Government Code Section 65995, the Applicant shall pay the developer fees at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Alternatively, the Applicant may enter into a school finance agreement (Agreement) with the appropriate school district to address mitigation to school impacts in lieu of payment of developer fees. The Agreement shall be mutually satisfying and shall establish financing mechanisms for funding facilities to serve the students from the Project. If the Applicant and affected school district do not reach a mutually satisfying agreement, then project impacts would be
PDF K 4-1	Planning & Building	CC&Rs	The Proposed Project shall include the construction of 25 acres of parks, open space and recreational facilities within the Specific Plan Area in accordance with the Hollywood Park Specific Plan.
MMK 4-1	Planning & Building	Plot Plan Review	For those areas that are proposed for general public access, the park and open space areas shall be maintained by the home owners associations with public access during daylight hours only.
PDF L-1	Public Works	Construction	Intersection No. 28: Prairie Avenue/Arbor Vitae Street: Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, restripe the eastbound Arbor Vitae Street approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be developed as
PDF L-2	Public Works	Construction	Intersection No. 29: Prairie Avenue/Hardy Street: Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound Hardy Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be
PDF L-3	Public Works	Construction	Intersection No. 30: Prairie Avenue/Century Boulevard: Widen and restripe the westbound Century Boulevard approach along the north side to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, modify the traffic signal to provide a westbound right-turn overlapping phase to be operated concurrently with the southbound left-turn
PDF L-4	Public Works	Construction	Intersection No. 37: Carlton Drive/Piney Drive: Provide one shared left-turn/through/right-turn lane on the northbound approach to the Carlton Drive/Piney Drive intersection. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase III
PDF L-5	Public Works	Construction	Intersection No. 38: Doty Avenue/Century Boulevard: Restripe the northbound Doty Avenue approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be
PDF L-6	Public Works	Construction	Intersection No. 39: Yukon Avenue/Century Boulevard: Restripe the northbound Yukon Avenue approach within the existing pavement width to provide one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be
PDF L-7	Public Works	Construction	Intersection No. 65: Proposed Signalized Driveway/Century Boulevard: Install a traffic signal at the proposed private driveway, to be located approximately 600 feet east of Doty Avenue, to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. Provide one left-turn lane and one right-turn only lane on the southbound approach to the Century Boulevard intersection. In addition, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be three through lanes and one right-turn only lane.
PDF L-8	Public Works	Construction	Intersection No. 66: Prairie Avenue/97th Street: Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound 97th Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane and one shared through/right-turn lane on the westbound approach. Install a traffic signal at this intersection to accommodate 97th Street and the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be
PDF L-9	Public Works	2,995th Residential Certificate of Occupancy	La Cienega Boulevard Northbound Ramp at Slauson Avenue (County of Los Angeles). South approach: Two left-turn lanes and one shared through/right-turn lane instead of one left-turn lane and one shared through/left-right-turn lane. The Project Applicant shall contribute 5.4% (or \$64,800) of the total estimated cost of the identified improvements.
MM1-1	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 18: La Brea Avenue/Centinel Avenue (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II
MM1-2	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 19: La Brea Avenue/Florence Avenue (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II
MM1-3	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 22: La Brea Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III
MM1-4	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 25: Prairie Avenue/Florence Avenue (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II
MM1-5	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II

239	0	4	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0
240	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
242	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
243	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
244	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
245	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
246	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
247	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
248	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
249	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
250	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
251	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
252	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
253	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
254	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
255	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

MML-6	Public Works	1,000th Residential Certificate of Occupancy	Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. In addition, widen the west side of Crenshaw Boulevard north of Century Boulevard by approximately seven feet for a distance of 145 feet (within the existing public right-of-way) and restripe to provide a southbound right-turn-only lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. The existing traffic signal will be modified to provide a southbound right-turn overlapping phase to be operated concurrently during the eastbound left-turn	256	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MML-7	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).	257	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-8	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 14: I-405 Northbound Ramps/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development (see Figure IV.L-25).	258	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-9	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development (see Figure IV.L-25).	259	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-10	Public Works	1,000th Residential Certificate of Occupancy	Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	260	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-11	Public Works	1,000th Residential Certificate of Occupancy	Intersection No. 38: Doty Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	261	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-12	Public Works	1,000th Residential Certificate of Occupancy	Intersection No. 39: Yukon Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	262	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-13	Public Works	1,000th Residential Certificate of Occupancy	Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	263	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-14	Public Works	2,000th Residential Certificate of Occupancy	Intersection No. 51: Crenshaw Boulevard/Imperial Highway (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).	264	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MML-15	Public Works	2,000th Residential Certificate of Occupancy	Non-Study Intersection: La Brea Avenue/Hyde Park Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).	265	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MML-16	Public Works	2,000th Residential Certificate of Occupancy	Non-Study Intersection: Market Street/Florence Avenue (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).	266	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MML-17	Public Works	2,000th Residential Certificate of Occupancy	Non-Study Intersection: Centinela Avenue/Hyde Park Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).	267	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
MML-18	Public Works	1,000th Residential Certificate of Occupancy	Non-Study Intersection: 11th Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	268	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-19	Public Works	1,000th Residential Certificate of Occupancy	Non-Study Intersection: Van Ness Avenue/Century Boulevard (City of Inglewood). The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).	269	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
MML-20	Public Works	Culver City Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 1: Sepulveda Boulevard/Slauson Avenue (City of Culver City). To the extent that Culver City (1) adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Culver City determines to approve the implementation of the following improvements, the Project Applicant shall contribute 4.3% of the estimated total estimated cost of implementing the following roadway improvements: (1) Provide a northbound right-turn only lane within the northbound approach lane at this intersection, and (2) Modify the eastbound approach on Slauson Avenue at Sepulveda Boulevard to provide one additional through lane. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and one right-turn only lane. The resultant eastbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. It should be noted that there are three existing departure lanes on Slauson	270	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-21a	Public Works	City of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 2: Sepulveda Boulevard/Centinela Avenue (City of Los Angeles). To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of the City of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 0.5% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional northbound left-turn lane, (2) Modify the southbound approach on Sepulveda Boulevard at Centinela Avenue to provide one additional through lane, and (3) Contribute 0.5% of the total cost to install the Adaptive Traffic Control System (ATCS) at this intersection. The resultant northbound would provide three left-turn lanes, three through lanes, and one right-turn only lane. The resultant southbound approach lane configuration	271	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
MML-21b	Public Works	City of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	right-turn only lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may ultimately be infeasible approach lane configuration	272	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-22	Public Works	County of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 3: La Cienega Boulevard (SB) Slauson Avenue (County of Los Angeles). Los Angeles County: North approach: One left-turn lane, one shared through right-turn lane, and one exclusive right-turn lane instead of one shared through left-right-turn lane and an exclusive right-turn lane. The Project Applicant shall contribute 5.3% (or \$27,825) of the total estimated cost of the identified improvements at this location.	273	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-23	Public Works	City of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 5: La Tijera Boulevard/Centinela Avenue (City of Los Angeles). The Project Applicant shall contribute 5.1% of the total estimated cost to develop and enhance the traffic signal operations at this location.	274	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	



MM1-24	Public Works	City of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 7: La Cienega Boulevard/Centinel Avenue (City of Los Angeles). To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 1.8% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on both the northbound and southbound La Cienega Boulevard approaches, and (2) Contribute 1.8% of the total cost to install the ATCS at this location. The resultant northbound and southbound approach lane configurations would provide																		
MM1-25	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 10: La Cienega Boulevard/Arbor Vitae Street (City of Inglewood). The Project Applicant shall contribute 11.4% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.	275	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
MM1-26	Public Works	No Mitigation Required	Intersection No. 12: La Cienega Boulevard/Century Boulevard (City of Los Angeles). The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.	276	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
MM1-27	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 15: Inglewood Avenue/Arbor Vitae Street (City of Inglewood). The Project Applicant shall contribute 25.3% of the total estimated cost to implement the following roadway improvements: (1) Restrict parking along the north side of Arbor Vitae Street during the weekday AM peak hour so as to allow the westbound approach curb lane to function as a shared through/right-turn lane through the intersection, and (2) Restrict parking along the south side of Arbor Vitae Street during the weekday PM peak hour so as to allow the eastbound approach curb lane to function as a shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the weekday AM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane. The resultant eastbound approach lane configuration during the weekday PM peak hour would provide one left-turn lane, one	277	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM1-28	Public Works	No Mitigation Required	Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	278	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
MM1-29a	Public Works	County of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 17: La Brea Avenue/Slauson Avenue (County of Los Angeles). To the extent that the County of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles County determines to approve the implementation of the following improvements, the Project Applicant shall contribute 6.3% of the total estimated cost to implement the following roadway improvements: (1) Re-strip the southbound La Brea Avenue approach at Slauson Avenue to provide a shared through/right-turn lane through the intersection, (2) Modify the existing traffic signal to remove the existing southbound overlapping right-turn signal phase, and (3) Contribute 6.3% of the total cost to develop and enhance the traffic signal operations at this location. The resultant southbound approach lane configuration would provide a left-turn lane, two through lanes, three existing departure lanes on La Brea Avenue south of Slauson Avenue.	279	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM1-29b	Public Works	County of Los Angeles Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood). The Project Applicant shall contribute 8.2% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound through lane, (2) Restrict parking along the north side of Manchester Boulevard adjacent to La Brea Avenue during the Saturday Mid-day peak hour and convert the westbound approach right-turn only lane into a shared through/right-turn lane through the intersection, and (3) Contribute 8.2% of the cost estimated to develop and enhance the City of Inglewood ITS program at this intersection. Some parking along the east side of La Brea Avenue will need to be restricted during these time periods and some widening may be required to accommodate this measure. The resultant northbound approach lane configuration would provide one left-turn lane, two through lanes, and one shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the Saturday Mid-day peak hour would	280	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
MM1-30a	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood). The Project Applicant shall contribute 8.2% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound through lane, (2) Restrict parking along the north side of Manchester Boulevard adjacent to La Brea Avenue during the Saturday Mid-day peak hour and convert the westbound approach right-turn only lane into a shared through/right-turn lane through the intersection, and (3) Contribute 8.2% of the cost estimated to develop and enhance the City of Inglewood ITS program at this intersection. Some parking along the east side of La Brea Avenue will need to be restricted during these time periods and some widening may be required to accommodate this measure. The resultant northbound approach lane configuration would provide one left-turn lane, two through lanes, and one shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the Saturday Mid-day peak hour would	281	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
MM1-30b	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood). The Project Applicant shall contribute 8.2% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound through lane, (2) Restrict parking along the north side of Manchester Boulevard adjacent to La Brea Avenue during the Saturday Mid-day peak hour and convert the westbound approach right-turn only lane into a shared through/right-turn lane through the intersection, and (3) Contribute 8.2% of the cost estimated to develop and enhance the City of Inglewood ITS program at this intersection. Some parking along the east side of La Brea Avenue will need to be restricted during these time periods and some widening may be required to accommodate this measure. The resultant northbound approach lane configuration would provide one left-turn lane, two through lanes, and one shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the Saturday Mid-day peak hour would	282	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
MM1-31a	Public Works	City of Hawthorne Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 23: Hawthorne Boulevard/Imperial Highway (City of Hawthorne). To the extent that the City of Hawthorne (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Hawthorne determines to approve the implementation of the following improvements, the Project Applicant shall contribute 7.3% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound right-turn only lane, (2) Modify the southbound approach to provide one additional through lane, (3) Modify the westbound approach to provide an additional westbound left-turn lane, and (4) Contribute 7.3% of the total estimated cost to develop and enhance the traffic signal operations at this location. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and two right-turn only lanes.	283	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
MM1-31b	Public Works	City of Hawthorne Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 23: Hawthorne Boulevard/Imperial Highway (City of Hawthorne). To the extent that the City of Hawthorne (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Hawthorne determines to approve the implementation of the following improvements, the Project Applicant shall contribute 7.3% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound right-turn only lane, (2) Modify the southbound approach to provide one additional through lane, (3) Modify the westbound approach to provide an additional westbound left-turn lane, and (4) Contribute 7.3% of the total estimated cost to develop and enhance the traffic signal operations at this location. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and two right-turn only lanes.	284	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
MM1-32	Public Works	No Mitigation Required	Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection to implement the following roadway improvements: (1) Convert the southbound Centinela Avenue approach right-turn only lane at Florence Avenue to provide a shared left-turn/right-turn lane, and (2) develop and enhance the City of Inglewood ITS program at this intersection. The resultant southbound approach lane configuration would provide two left-turn lanes and one shared left-turn/right-turn lane.	285	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
MM1-33	Public Works	No Mitigation Required	Intersection No. 26: Prairie Avenue/Manchester Boulevard (City of Inglewood). The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.	286	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM1-34	Public Works	No Mitigation Required	Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	287	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM1-35	Public Works	City of Hawthorne Transportation Fee Adoption & 2,995th Residential Certificate of Occupancy	Intersection No. 33: Prairie Avenue/Imperial Highway (City of Hawthorne). To the extent the City of Hawthorne adopts a city-wide signal synchronization program, the Project Applicant shall contribute 17.3% of the total estimated cost to develop and enhance the ITS program (or a similar traffic signal synchronization system) at this intersection.	288	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
MM1-36	Public Works	2,950th Residential Certificate of Occupancy	Intersection No. 35: Crenshaw Drive/Briarwood Lane/Manchester Boulevard (City of Inglewood). The Project Applicant shall contribute 25.5% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.	289	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
MM1-37	Public Works	No Mitigation Required	Intersection No. 38: Doty Avenue-Gate 4/Century Boulevard (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	290	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
				291	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

MML-38	Public Works	No Mitigation Required	Intersection No. 39: Yukon Avenue-Gate 5/Century Boulevard (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	292	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
MML-39	Public Works	No Mitigation Required	Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	293	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
MML-40	Public Works	No Mitigation Required	Intersection No. 41: Crenshaw Boulevard/Slauson Avenue (City of Los Angeles). The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.	294	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
MML-41	Public Works	City of Los Angeles Transportation Fee Adoption & 2.995th Residential Certificate of Occupancy	Intersection No. 42: Crenshaw Boulevard/Florence Avenue (City of Los Angeles). The Project Applicant shall contribute 2.4% of the funding towards the installation of the ATSSAC at this intersection (as this intersection is not currently operated under the City's ATSSAC system).	295	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-42	Public Works	2.950th Residential Certificate of Occupancy	Intersection No. 46: Crenshaw Boulevard/Pinac Drive-90th Street (City of Inglewood). The Project Applicant shall contribute 18.4% of the total estimated cost to implement the following roadway improvements: (1) Restrict parking along the west side of Crenshaw Boulevard north of Pinac Drive-90th Street during the Saturday Mid-day peak hour to allow the southbound curb lane to function as a shared through/right-turn lane; and (2) Contribute 18.4% to develop and enhance the City of Inglewood ITS program at this intersection.	296	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-43a	Public Works	2.950th Residential Certificate of Occupancy	Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood). The Project Applicant shall contribute 2.7% of the total estimated cost to implement the following roadway improvements: (1) Widen the northbound Crenshaw Boulevard approach to provide two left-turn lanes, two through lanes, and one shared through/right-turn lane; (2) Widen the southbound Crenshaw Boulevard approach to provide one left-turn lane, three through lanes, and two right-turn only lanes; (3) Widen the eastbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one right-turn only lane; (4) Widen the westbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one shared through/right-turn lane; and (5) Modify the traffic signal to provide southbound and eastbound right-turn overlapping phases to be operated concurrently during the eastbound and northbound left-turn phases, respectively.	297	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-43b	Public Works	2.950th Residential Certificate of Occupancy	It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures, and/or other factors such as impacts on parking or adjacent businesses, may cause the lead agency to ultimately conclude that these proposed measures are infeasible.	298	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-44	Public Works	No Mitigation Required	Intersection No. 48: Crenshaw Boulevard/Imperial Highway (City of Inglewood). No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	299	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
MML-45	Public Works	City of Los Angeles Transportation Fee Adoption & 2.995th Residential Certificate of Occupancy	Intersection No. 55: Western Avenue/Century Boulevard (City of Los Angeles). The Project Applicant shall contribute 9.2% of the funding towards the installation of the ATSSAC at this intersection (as this intersection is not currently operated under the City of Los Angeles' ATSSAC system).	300	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
MML-46	Public Works	City of Los Angeles Transportation Fee Adoption & 2.995th Residential Certificate of Occupancy	Intersection No. 56: Vermont Avenue/Manchester Avenue (City of Los Angeles). To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 9.9% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on the southbound Vermont Avenue approach at Manchester Avenue; and (2) Contribute 9.9% of the total cost to install the ATSSAC/ATCS at the Vermont Avenue/Manchester Avenue intersection (as this intersection is not currently operated under the City of Los Angeles' ATSSAC system). The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-	301	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
PDF M-1	Planning & Building	Plot Plan Review	The Proposed Project shall be developed in conformance with the Parking Standards in the Hollywood Park Specific Plan to meet the parking demand of the Proposed Project.	302	0	4	0	0	0	0	0	0	0	1	1	0	0	1	1	
MM M-1	Planning & Building	Plot Plan Review	At the time of Plot Plan review, the Project Applicant shall provide a Shared Parking Study with the parking requirements for the Mixed-Use zone on the Project Site and the plan will show where the parking spaces are provided on the site in the Mixed-Use zone and demonstrate that sufficient parking is provided in accordance with the standards of the Specific Plan.	303	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	
MM M-2	Planning & Building	Plot Plan Review	Prior to the construction stage of the Project, the Project Applicant will submit a Construction Staging Plan to be approved by the Planning and Building Department. As part of the Construction Staging Plan, parking for construction workers will be identified on the Project Site so as not to affect parking in adjacent neighborhoods.	304	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	
CoA-1	Planning & Building	Not Applicable - See Development Agreement Paragraph 6.4	An approved final tract map must be recorded with the Los Angeles County Recorder's Office within two years of the City Council's approval of the tentative tract map (unless another term is provided in the Development Agreement approved for the Hollywood Park Project, and subsequent final maps are approved and recorded as set forth in the applicable provisions of the Inglewood Municipal Code.	305	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
CoA-2	Planning & Building	Final Map / CC&Rs	All subsequent final tract maps, must be approved by the City Council and all final tract maps must be approved and recorded with the Los Angeles County Recorder's Office.	306	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	
CoA-3	Planning & Building	Final Map / CC&Rs	That the Mitigation Monitoring Program (MMP) of the Final Environmental Impact Report and Addendum prepared for the project shall be conditions of approval incorporated herein by reference. Where there is a conflict between these conditions and the MMP, the more restrictive conditions shall apply, as determined by the Director of the Planning and Building Department.	307	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	
CoA-4	Planning & Building	Plot Plan Review	That all development shall be consistent and comply with all requirements of the Hollywood Park Specific Plan (SP 08-01) whether or not such requirements are identified herein.	308	0	3	0	0	0	0	0	0	1	0	0	0	0	1	1	
CoA-5	Planning & Building	Plot Plan Review	That all conditions and requirements as outlined in the Development Agreement for this project shall be conditions of approval by reference. Where there is a conflict between these conditions and the Development Agreement, the Development Agreement shall apply. Where there is a conflict between these conditions and the Specific Plan, the Specific Plan shall apply. To the extent an issue has not been addressed in the Development Agreement, Specific Plan or tentative map, the Inglewood Municipal Code shall control.	309	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	
CoA-6	Planning & Building	Development Agreement Assignment	That the developer shall and does hereby agree to indemnify, protect, defend and hold harmless the City of Inglewood, its agents, officers, and employees, from any claim, action or proceeding to attach, set aside, void, or annul an approval of the City concerning the subdivision/Nesting Tentative Tract Map. Said indemnification shall be set forth in a written instrument acceptable to the City Attorney, which shall be signed by the applicant and the property owner within 10 days of City Council approval of the TTDM.	310	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	
CoA-7	Planning & Building	All Phases	That all applicable requirements of the Planning Division, Public Works Department, Los Angeles County Fire Department, Building and Safety Division, and all other applicable City Departments will be complied with during all phases of development associated with this approval, except where the requirement conflicts with a specific term in the Development Agreement.	311	0	8	0	1	1	1	1	0	0	1	1	0	0	1	1	
CoA-8a	Planning & Building Public Works	VTTM	That the Developer shall submit to the City Public Works Director a reproducible mylar copy of the vesting tentative map in a format consistent with City standards and a digital copy of said map reflecting the conditions approved by the final decision-making body. The mylar shall be submitted to the City and reviewed and approved by the City Public Works Director and Planning and Building Director prior to first submittal of building plans, final map, improvement or grading plans, whichever occurs first. The digital file copy shall be submitted in a format as approved by the City Public Works Director. At a minimum, the mylar of the vesting tentative map shall incorporate the following information:	312	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
CoA-8b	Planning & Building	VTTM	i. The project phasing map shown on sheet 1 shall be revised to correctly identify project phasing in accordance with the Hollywood Park Specific Plan and other project entitlements.	313	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	

CoA-8c	Planning & Building	VTTM	ii. Letter D under Proposed Land Uses shall be revised to read: The applicant shall offer for dedication perpetual public easements for park land/open space to the City of Inglewood local park sites on Lots B, C, D, E, F, G, and I in accordance with an approved Development Agreement. Such easements shall be free and clear of money and other encumbrances, liens, leases, fees, easements (recorded or unrecorded), assessments and unpaid taxes except those meeting the requirements of the Inglewood City Council for those easements shown on Tentative Tract Map m. Letter G under Proposed Land Uses shall be revised to read: The applicant shall offer for dedication in fee to the City of Inglewood a Civic Site on Lot A in accordance with an approved Development Agreement and consisting of not less than four acres. Such offer shall be free and clear of encumbrances and liens, except for those permitted in the Development Agreement.
CoA-8d	Planning & Building	VTTM	iii. The Proposed Land Uses section shall note that residential uses will not be constructed within the identified Potrero Fault Restricted Use Zone.
CoA-8e	Planning & Building	VTTM	iv. The Proposed Land Use General Summary Table shall be updated and/or finalized to the satisfaction of the Director of Planning and Building.
CoA-8f	Planning & Building	VTTM	v. The location of the LAX Noise Contour affecting this project shall be depicted.
CoA-8g	Planning & Building	VTTM	vi. That all final maps prepared for this project shall conform to the applicable sections of the Subdivision Map Act, the City Municipal Code, the Specific Plan, the Development Agreement, and the conditions of approval for the Vesting Tentative Tract Map No. 69906.
CoA-9	Planning & Building	Final Map / CC&Rs	That prior to the recordation of the first final map within each Phase of development, the applicant shall demonstrate resolution of related traffic impact mitigation measures to the satisfaction of the City and as set forth in the project MMP.
CoA-10	Public Works	Final Map / CC&Rs	That prior to recordation of the first final map for Phase I, the specifics of phasing of all infrastructure associated with the vesting Tentative Map shall be established to the satisfaction of the City and in conformance with the requirements of the project MMP, SP 08-01 and the Development Agreement.
CoA-11	Public Works	Final Map / CC&Rs	That all of the on-site public roads, utilities and other infrastructure contained within the boundaries of Phase I and subsequent Phases shall be designed in accordance with the requirements and to the satisfaction of the City of Inglewood, and shall be bonded in accordance with the terms set forth in the Development Agreement, specifically the Phasing Plan. Construction of said infrastructure shall be complete to the satisfaction of the City Public Works Director prior to the issuance of the first certificate of occupancy for any lots or development within the applicable phased final map, except for Phase 1, as approved by the City Public Works Director upon a showing that all infrastructure improvements have been completed to the satisfaction of the City.
CoA-12	Public Works	Certificate of Occupancy	That the applicant shall provide will-serve letters for all subject public service and utility facilities, including water and sewer utilities, prior to final recordation of any proposed final map.
CoA-13	Public Works	Final Map / CC&Rs	That concurrent with the recordation of any final map, sufficient perpetual public easements for park land/open space dedications shall be made to satisfy the requirements associated with the total number of residential units provided for in the final map and in accordance with the Development Agreement. Acceptance of the dedication of park land easement need not occur until all improvements have been completed to the satisfaction of the City.
CoA-14	Public Works	Final Map / CC&Rs	That final maps encompassing the Potrero Fault Restricted Use Zone as identified in the project Geotechnical Report shall identify the limits of said Restricted Use Zone and establish required easements or identify use restrictions to the satisfaction of the City.
CoA-15	Planning & Building	Final Map / CC&Rs	That prior to the issuance of a grading permit or building permit, whichever occurs first, Developer shall submit for City approval a "Storm Water Pollution Prevention Plan (SWPPP)." The SWPPP shall be in compliance with current requirements and provisions established by the Los Angeles Regional Water Quality Control Board and City of Inglewood Requirements. The SWPPP shall address measures to reduce to the maximum extent practicable storm water pollutant runoff during construction of the project.
CoA-16	Public Works	Building Permit	That prior to the issuance of any final map, grading or building permit, whichever occurs first, Developer shall submit water quality technical documents to address all proposed site design, source control and treatment control Best Management Practices (BMPs) within the scope of the proposed final map, building permit or grading permit, as well as addressing ongoing operational and maintenance responsibilities to the satisfaction of the City. Said technical documents shall demonstrate compliance with all City of Inglewood and Los Angeles Regional Water Quality Control Board requirements current at the time of the actual final map, grading or building permit and shall be subject to review and approval by the City.
CoA-17	Public Works	Plot Plan Review	That all construction shall be performed in accordance with the guidelines established by the City and State building regulations.
CoA-18	Planning & Building	Construction	That prior to hauling dirt or construction materials to or from any proposed construction site within this project, Developer shall apply for and obtain approval from, the City Public Works Director for the proposed haul route.
CoA-19	Public Works	Construction	That a recycling program shall be implemented to the satisfaction of the City during demolition, grading, excavation and all subsequent project construction phases.
CoA-20	Public Works	Construction	That the applicant and successors in interest shall comply with all conditions of approval. The applicant shall submit to City staff any conditions from other agencies that may arise from future governmental permits or actions on the project site.
CoA-21	Planning & Building	Construction	That prior to obtaining approval of any final map, the applicant must submit to the City for review and approval a copy of all applicable Operation and Easement Agreements (OEs) and Covenants, Conditions and Restrictions (CC&Rs).
CoA-22	Planning & Building	Final Map / CC&Rs	That prior to approval of the any final map, the applicant shall submit to the City of Inglewood proof of current property taxes paid.
CoA-23	Planning & Building	Final Map / CC&Rs	That the applicant and successors in interest shall be responsible for payment of all applicable fees for all future applications and permits.
CoA-24	Planning & Building Public Works	Plot Plan Review Plan Check Building Permit Construction	That all utility easements shall be provided to the specifications of the appropriate utility companies or agency, and subject to review and approval by the City Public Works Director.
CoA-25	Public Works	Improvement Plan Check	That prior to the issuance of grading or building permits, whichever occurs first, Developer shall submit to the City proof that a Notice of Intention for the start of work has been submitted to the State Water Resources Control Board.
CoA-26	Public Works	Grading Permit or Building Permit	That upon completion of grading, Developer shall file an as-graded geologic plan with the Planning and Building Director and the City Public Works Director. The plan shall clearly show all the geology as exposed by the grading operation, all geologic corrective measures as actually constructed and must be based on a contour map which represents both the pre and post site grading. The plan shall be signed by both the soils engineer and the engineering geologist, and shall be submitted to the City of Inglewood for review and approval.
CoA-27	Planning & Building Public Works	Construction	That all phases of the proposed project shall incorporate site design, source control, and treatment control best management practices as well as utilizing Low-Impact Development (LID) techniques to the extent practicable.
CoA-28	Public Works	Plot Plan Review	That the Developer shall comply with the City's requirements of the National Pollutant Discharge Elimination System (NPDES) permit, most current version as determined by the City at the time of subsequent project applications within each phase of development. Developer shall provide improvements constructed pursuant to best management practices as referenced in the II California Storm Water Best Management Practices Handbook to reduce surface pollutants to an acceptable level prior to discharge to sensitive areas. Plans for such improvements shall be submitted to and approved by the City Public Works Director.
CoA-29	Public Works	Construction	That the Developer shall install potable water and recycled water services and meters at a location approved by the City Public Works Director. The locations of said services shall be reflected on public improvement plans.
CoA-30	Public Works	Improvement Plan Check	That the Developer shall provide separate potable water meters for each separately owned unit, except residential units in podium and wrap products and residential units located in the Mixed Use zone.
CoA-31	Public Works	Plan Check	

314	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
316	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
317	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
318	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
319	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
320	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
321	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
322	0	4	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0
323	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
324	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
326	0	5	0	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0
327	0	6	0	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0
328	0	5	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0
329	0	5	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	0
330	0	8	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	0
331	0	4	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0
332	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
333	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
334	0	8	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	0
335	0	8	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	0
336	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0
337	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
338	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
339	0	9	0	0	1	1	1	1	1	1	1	0	0	0	1	1	0	0
340	0	6	0	0	0	1	1	1	1	0	0	0	0	0	1	1	0	0
341	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0

CoA-32	Public Works	Building Permit	That this project is approved upon the express condition that building permits will not be issued for any phase of the proposed development of the subject property, unless the City Public Works Director has determined that adequate water and sewer facilities are available at the time of occupancy. A note to this effect shall be placed on the Final Map as non-manning data.
CoA-33	Planning & Building	Final Map / CC&Rs	That prior to approval of the Final Tract Map the applicant shall submit to the City of Inglewood a copy of the Preliminary Subdivision Public Report prepared by the California Department of Real Estate.
CoA-34	Public Works	Final Map / CC&Rs	That prior to any Final Map approval or issuance of building permits, whichever is first, the entire potable water, recycled water, and sewer system shall be evaluated in detail to ensure that adequate capacity, pressure, and flow demands can be met to the satisfaction of the Public Works Director, consistent with the analysis set forth in the EIR.
CoA-35	Public Works	Plot Plan Review	The applicant shall comply with all Conditions of Approval for Subdivisions and Water System Requirements required by the County of Los Angeles Fire Department in its approval of the Vesting Tentative Tract Map dated May 29, 2019.
CoA-36	Planning & Building	Grading Permit	The Project Applicant shall develop a Migratory Bird Management Plan, in consultation with the Los Angeles World Airport, to manage the potential population of birds at the arroyo in Arroyo Park. The Plan shall be approved by the City prior to the issuance of the first grading permit to create the arroyo. The Plan shall be implemented through the required CC&Rs for the Project.

342	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
343	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
344	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
345	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
346	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
			28	53	78	104	92	108	110	180	176	20	15	144	149	13		

## **MMRP PROJECTS**

Demolition

Grading

Inf. Phs. 1

Inf. Phs. 2

Inf. Phs. 3

Lake Park

Champion Park

Prairie Ave. Swim Club

Arroyo Park

Bluff Park

Retail

Casino

CC&Rs

Final Map 1

At Grade Res. 1, 2, 3, 4, 5 ...

Podium / Wrap Res. 1, 2, 3, 4, 5 ...

Post Const.