STADIUM ALTERNATIVE MEASURES CHECKLIST, cont.

	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) Restripe parking along the south side of Arbor Vitae Street during the weekday PM peak hour so as to allow the westbound approach curb lane to function as a shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the weekday AM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane. The resultant eastbound approach lane configuration during the weekday PM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane.	Event	
L-40	*Inglewood Avenue/Century Boulevard (City of Inglewood):* No fair share contribution from the Project would be required, as the Project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-41	*La Brea Avenue/Slauson Avenue (County of Los Angeles):* To the extent that (1) the County of Los Angeles 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 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 4.2% of the total estimated cost of implementing the following improvements: (1) widen the southbound approach lane of La Brea Avenue approach to provide a shared through/right-turn lane through the intersection, (2) modify the existing traffic signal to operate the existing southbound through/left-turn lane as a right-turn only lane, and (3) contribute 6.3% of the total cost to develop and enhance the traffic signal operation at this location. The resultant southbound approach lane configuration would provide a left-turn lane, two through lanes, and one shared through/right-turn lane. It should be noted that there are no existing dedicated right-turn lanes on La Brea Avenue north of Slauson Avenue.	Stadium Event	PW
L-42	*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 approach 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 would provide one left-turn lane, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-43	*Hawthorne Boulevard/Imperial Highway (City of Hawthorne):* To the extent that: (1) the City of Hawthorne 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 the following improvements, and (2) the legislative body of Hawthorne determines to approve the implementation of the following improvements, the Project applicant shall contribute 7.2% of the total estimated cost to implement the following improvements: (1) provide an additional northbound through lane, (2) provide a southbound left-turn lane, and (3) modify the existing traffic signal to operate the existing southbound through/left-turn lane as a left-turn only lane. The resultant northbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may already be viable.	Stadium Event	PW
L-44	*Crenshaw Avenue/Florence Avenue (City of Inglewood):* No fair share contribution from the Project applicant 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 Crenshaw Avenue approach right turn only lane at Florence Avenue to operate as a shared left-turn/right-turn lane, and (2) Monitor and remove 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/nonright turn lane.	Stadium Event	PW
L-45	*Prairie Avenue/Manchester Boulevard (City of Inglewood):* Widen the east side of Prairie south of Manchester for a continuous right-turn lane, to the extent that necessary right-of-way can be feasibly obtained. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may actually be viable.	Stadium Event	PW
L-46	*Prairie Avenue/Hardy Boulevard (City of Inglewood):* The Project applicant shall contribute the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. In addition, the Project Applicant shall widen the north side of Hardy Avenue and west side of Prairie for a second southbound westbound left-turn lane.	Stadium Event	PW
L-47	*Prairie Avenue/Imperial Highway (City of Hawthorne):* To the extent the City of Hawthorne adopts a City-wide impact fee/mitigation program and requires all other new development impacting this intersection to also contribute to the following improvements, 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.	Stadium Event	PW
L-48	*Crenshaw Drive/Inglewood Lane/Manchester Boulevard (City of Inglewood):* The Project applicant shall contribute 20.9% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.	Stadium Event	PW
L-49	*Doty Avenue-Side 4/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. In addition, to the extent feasible, the Project applicant shall widen the south side of Century Blvd. west of Doty for a second eastbound left-turn lane.	Stadium Event	PW
L-50	*Yukon Avenue-Side 5/Century Boulevard (City of Inglewood):* The Project applicant shall provide the funding contribution to develop or enhance the City of Inglewood ITS at this intersection. In addition, the Project applicant shall widen the south side of Century Blvd. west of Yukon for a northbound exclusive left-turn lane through and right-turn center lane.	Stadium Event	PW
L-51	*Club Drive/Century Boulevard (City of Inglewood):* No fair share contribution from the Project applicant would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-52	*Crenshaw Boulevard/Florence Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 2.4% of the funding towards the installation of the ATSAC system at this intersection (as this intersection is not currently operated under the City's ATSAC system).	Stadium Event	PW

L-53	*Crenshaw Boulevard/Rosecrans Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 2.1% of the total estimated cost of implementing the following improvements: (1) provide an additional northbound through lane, (2) provide a southbound left-turn lane, and (3) modify the existing traffic signal to operate the existing southbound through/left-turn lane as a left-turn only lane. The resultant northbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may already be viable.	Stadium Event	PW
L-54	*Crenshaw Boulevard/Century Boulevard (City of Inglewood):* No fair share contribution from the Project applicant would be required, as the Project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-55	*Crenshaw Boulevard/Imperial Highway (City of Inglewood):* No fair share contribution from the Project applicant would be required, as the Project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-56	*Western Avenue/Century Boulevard (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 9.2% of the funding towards the installation of the ATSAC system at this intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAC system).	Stadium Event	PW
L-57	*Vermont Avenue/Manchester Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project applicant shall contribute 0.9% of the total estimated cost of implementing the following roadway improvements: (1) provide an additional left-turn lane on eastbound Manchester Avenue approach at Manchester Avenue, and (2) contribute 0.9% of the total cost to install the ATSAC/ATCS at the Vermont Avenue/Manchester Avenue intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAC system). The resultant eastbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-58	*Crenshaw Boulevard/Slauson Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 2.1% of the total estimated cost of implementing the following roadway improvements: (1) provide an additional northbound through lane, (2) provide a southbound left-turn lane, and (3) modify the existing traffic signal to operate the existing southbound through/left-turn lane as a left-turn only lane. The resultant northbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-59	*Hawthorne Boulevard/Rosecrans Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 9.9% of the total estimated cost of implementing the following roadway improvements: (1) provide an additional left-turn lane on eastbound Rosecrans Avenue approach at Hawthorne Avenue, and (2) contribute 9.9% of the total cost to install the ATSAC/ATCS at the Hawthorne Avenue/Rosecrans Avenue intersection (as this intersection is currently operated under the City of Los Angeles' ATSAC system). The resultant eastbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-60	*Hawthorne Boulevard/Marine Avenue (City of Los Angeles):* No fair share contribution from the Project applicant would be required, as the Project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-61	*Hawthorne Boulevard/Imperial Highway (City of Inglewood):* No fair share contribution from the Project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.	Stadium Event	PW
L-62	*Crenshaw Boulevard/Florence Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 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 2.4% of the funding towards the installation of the ATSAC system at this intersection (as this intersection is not currently operated under the City's ATSAC system).	Stadium Event	PW

K-1-9	The applicant shall file all building plans with the IPD. Plans shall include access routes, floor plans, and any other additional information that might facilitate prompt and efficient police response.	C of O	IPD
K-1-7	The applicant's will install security cameras, security cameras, and controlled access on stairwells and elevators on public access to commercial facilities.	C	ECD
K-1-8	The Project Applicant shall develop, and implement a Site Security Plan in consultation with the IPD, outlining the security services and site-design features to be provided in conjunction with the Project. The plan shall be coordinated with the IPD and a copy of said plan shall be filed with the IPD. Said Site Security Plan may include some or all of the following components:	PP	ECD
	(a) Surveillance		
	(b) Landscaping:		
	i. Low growing plants (3'-6'max) under windows of commercial buildings, excluding retail venues/establishments.		
	ii. Shrubbery should be limited to a maximum height of 2-3 feet near windows and entrances.		
	iii. Trees should be thinned on top and width to allow natural and security lighting through them. Encourage canopies/heads and maintain public / police visibility.		
	iv. Trees should not be adjacent to roofs or exit areas that can act as a makeshift ladder for burglars.		
	v. Placements of decorative rocks, bark or mulch or organic ground cover, can be used to create non-permeable obstacles to potentially vulnerable areas and be part of, functionality, management and natural access control.		
	vi. Use open landscaping and see-through fencing instead (when applicable) of solid walls for boundaries where privacy or environmental noise mitigation is not needed.		
	(c) Lighting:		
	i. In addition to appropriate Project site lighting, include appropriate lighting on parking areas, sidewalks / streets, pedestrian paths.		
	ii. Light should be consistent to reduce contrast between shadows and to eliminate areas to discourage concealment.		
	iii. Lighting should not be blinded by other fixtures/poles.		
	iv. All lighting fixtures should include appropriate vandal-proof protective glazing covering.		
	v. Consider LED or metal HID. (high intensity discharge) rather than halogen or incandescent due to its far energy costs, shorter lighting and safety features.		
	(d) Physical Security:		
	i. Commercial windows and doors should not be obstructed by signs, displays, plants, etc. (other than signs typically associated with retail uses) in order to provide maximum visibility for police and public observation.		
	ii. Use open or see-through structures for exterior stairways, walkways, sitting areas, parking spaces, etc.		
	iii. Eliminate attractive nuisance permanent costs.		
	iv. Locate ATMs, pay phones and bike racks in well-lighted and visible areas to the public.		
	v. Where appropriate, install emergency phones, alarms or intercoms in customer facilities for public assistance.		
	vi. Do not place heavy objects (such as benches) near exterior glass (windows) near exterior glass (windows) as they can be used against the glass to gain entry.		
	vii. Locate ATMs in front of banks or well-lit and visible public areas.		
	(e) Access Control:		
	i. Control or eliminate public access to warehouse, storage and service areas.		
	ii. Control and monitor employee keys, entry cards or access codes.		
	iii. Make signs legible and unambiguous. Use symbol signs where possible, to discourage access to dangerous areas, exits, emergency assistance, etc.		
	iv. Design pathways for emergency visibility and accessibility. Pathways should be visible and addressed for emergency vehicle access.		
	v. Design public areas that to discourage noise, such as sitting benches to be comfortable for sitting, but not for sleeping. Roughen or install benches in bus stops, curbs and smooth surfaces to discourage skateboarding.		
	vi. Design curb breaks to each cross-walk/parking for space to discourage vehicle racing and gathering of unauthorized vehicles during closing hours		
	vii. Install street lighting to any roof opening to deny of criminal entry.		
	viii. Stairwells or trash areas should be secured at all times to reduce the potential for encampments, vagrancy and subjects or employees to hide stolen items from the stores.		
	ix. Alarms, CCTVs, intrusion detectors and security guards can be based on the future identifications of commercial buildings.		
	x. The use of planters can help control access to a non-vehicular outdoor dining area from a public area, such as a parking lot.		
	(f) Territoriality:		
	i. Define store boundaries to storage areas, private / public areas through signs, gates, landscaping and pavement treatment, such as tiles and cobblestones.		
	ii. Residential and commercial buildings should be marked and clearly visible on all sides and roofs with appropriate building identification and address numbers.		
	iii. Loading areas should not create dead-end alleys or blind spots.		
	(g) Target Hardening and Maintenance:		
	i. Exterior door hardware should be a minimum of 16 inches from adjacent windows.		
	ii. Consider security film for windows to deter vandalism and graffiti.		
	iii. Avoid loose rocks in landscaping.		
K-1-9	The applicant shall implement an on-site security plan in consultation with the Inglewood Police Department to provide a safe and secure environment within the proposed parks. The parks shall be designed and constructed in a manner that enhances clear sight lines and concealed areas. Convenient directional security lighting shall be provided to increase visibility for security personnel and presently.	PP (for each park)	IPD, N/A - NO parks
K-1-10	Throughout the demolition and construction process, the Department access shall remain clear and unobstructed at all times.	C	FD
K-1-11	All Project contractors shall implement good housekeeping procedures during demolition and construction of the Project, including maintaining mechanical equipment in good operating condition, proper storage of flammable materials in appropriate containers, and the immediate removal of debris, if any, from public areas adjacent to the site.	C	FD
K-1-12	The Project will comply with all applicable code and ordinance requirements for construction, access, water mains, fire flow and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building plan check.	C	FD
K-1-13	Final fire flows will be determined by the Los Angeles County Fire Department. Fire flow of up to 5,000 gallons per minute (gpm) at 20 pounds per square inch residual pressure for a five-hour duration may be required or as determined based on building size, building construction, access to property, use, and type of construction.	BP	FD
K-1-14	Fire hydrant spacing shall be 300 feet and shall meet the following requirements:	B4	PW
	1. No portion of the lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.		
	2. No portion of the building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.		
K-1-15	As a component of the SOP, the Public Safety Management Plan shall include, at minimum:	OPS	IPD, FD, ECD
	(a) A fire response interoperability communications plan to facilitate communication between the IPD, the Fire Department, and other regional response agencies;		
	(b) An accounting of personnel and equipment in a manner that is appropriate to the type and size of events at the Stadium and in consistent with maximum attendance for other large attendance venues;		
	(c) If required by the Public Safety Management Plan, the project operator shall provide an ambulance station or parking area with adequate resources for basic life support and advanced life support at all Stadium events with an expected attendance of greater than 5,000 attendees; and		
	(d) Ensure that fire inspectors are assigned to the Stadium, as needed, in response to major events.		
	Public Services – School Services		
K-2-1	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 mitigation agreement with the appropriate school district to address mitigation of school impacts. The agreement shall be mutually satisfactory and would establish the timing and amount of the payments for funding facilities to serve the students from the Project. If the applicant and affected school district do not reach a mutually satisfactory agreement, then project impacts would be subject to developer fees.	BP	ECD
	Public Services – Parks and Recreation		
K-3-1	The Project shall include the construction of approximately 25 acres of parks, open space and recreational facilities with the Specific Plan Area in accordance with the Inglewood Park Specific Plan.	LU	ECD
K-3-2	For those areas that are proposed for general public access (i.e. facilities that are not intended exclusively for Project residents), the park and open space areas shall be maintained by the property owner, with public access using daylight hours only.	OPS	ECD
	Traffic		
L-1	*Prairie Avenue/Kelso Valley 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 Kelso Valley Street approach with 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.	Stadium Event	PW
L-2	*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 would be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the westbound 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.	Stadium Event	PW
L-3	*Prairie Avenue/Century Boulevard:* Widen and restripe the southbound Century Boulevard approach along the north side to provide an exclusive right-turn lane. In addition, modify the traffic signal to provide a protected right-turn overlapping phase to the existing signal operation. The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-4	*Center Drive/Hardy Street:* Provide one left-turn lane and one right-turn lane on the northbound approach to the Center Drive/Hardy Drive intersection. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection.	Stadium Event	PW
L-5	*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 left-turn/through lane, and one right-turn only lane on the westbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an additional	Stadium Event	PW

L-6	*Yukon Avenue/Century Boulevard:* Restripe the northbound Yukon Avenue approach within the existing pavement width to provide one left-turn lane, one left-turn/through/right-turn lane, and one 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.	Stadium Event	PW
L-7	*Proposed Signalized Driveway/Century Boulevard:* Install a traffic signal at the proposed driveway, to be located approximately 600 feet east of Doty Avenue, to provide the project access road and serve all vehicular and pedestrian movements at this 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.	Stadium Event	PW
L-8	*Prairie Avenue/9th 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 9th 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 9th Street and the project access road and serve all vehicular and pedestrian movements at the intersection.	Stadium Event	PW
L-9	*La Cienega Boulevard/Northbound Ramp at Slauson Avenue (County of Los Angeles):* To the extent that (1) the County of Los Angeles adopts a transportation improvement or similar fee that provides the funding for 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 $64,800 (calculated as 5.4% of the total estimated cost of the following improvements): Install approach: Two left-turn lanes and one shared through/right-turn lane.	Stadium Event	PW
L-10	*La Brea Avenue/Centinela 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.	Stadium Event	PW
L-11	*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.	Stadium Event	PW
L-12	*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.	Stadium Event	PW
L-13	*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.	Stadium Event	PW
L-14	*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.	Stadium Event	PW
L-15	*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 left-turn 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 phase.	Stadium Event	PW
L-16	*Centinela Avenue/Century Boulevard (City of Inglewood):* The Project applicant shall provide fair share contribution to develop or enhance the City of Inglewood's Intelligent Transportation System (ITS) at this intersection.	Stadium Event	PW
L-17	*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.	Stadium Event	PW
L-18	*Inglewood Avenue/Century Boulevard (City of Inglewood):* The Project applicant will provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection.	Stadium Event	PW
L-19	*Hillcrest 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.	Stadium Event	PW
L-20	*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.	Stadium Event	PW
L-21	*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.	Stadium Event	PW
L-22	*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.	Stadium Event	PW
L-23	*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.	Stadium Event	PW

L-24	*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.	Stadium Event	PW
L-25	*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.	Stadium Event	PW
L-26	*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.	Stadium Event	PW
L-27	*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.	Stadium Event	PW
L-28	*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.	Stadium Event	PW
L-29	*La Cienega / Manchester (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.	Stadium Event	PW
L-30	*I-405 Northbound Ramps / Manchester (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.	Stadium Event	PW
L-31	*Kareem Court / Manchester (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.	Stadium Event	PW
L-32	*Crenshaw Boulevard / 10th Street (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.	Stadium Event	PW
L-33	*Sepulveda Boulevard/Slauson Avenue (City of Culver City):* To the extent that (1) Culver City adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires all other new developer impacting this intersection to also contribute 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 southbound 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 southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It should be noted that there are existing exclusive left-turn lanes on Slauson Avenue east of Sepulveda Boulevard.	Stadium Event	PW
L-34	*Sepulveda Boulevard/Centinela Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles 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 finds that the following improvements are consistent with the Mobility Element of the City of Los Angeles General Plan, and (3) the legislative body of the City of Los Angeles determines to approve the implementation of the following two roadway improvements: (1) provide an additional northbound left-turn lane, and (2) modify the southbound approach on Sepulveda Boulevard at Centinela Avenue to provide one additional through lane, and that will also (3) contribute 2.3% of the total cost to install the Adaptive Traffic Control System (ATCS) at this intersection. The resultant northbound approach lane configuration would provide three left-turn lanes, three through lanes, and one right-turn only lane. The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one right-turn only lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may actually be viable.	Stadium Event	PW
L-35	*La Cienega Boulevard (BB)/Slauson Avenue (County of Los Angeles):* To the extent that (1) the County of Los Angeles 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 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 5.3% of the total estimated cost of the following improvements: Install a traffic signal at this intersection to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection.	Stadium Event	PW
L-36	*La Cienega Boulevard/Centinela Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires all other new developer impacting this intersection to also contribute 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 5.3% of the total estimated cost to develop and enhance the traffic signal operations at this location.	Stadium Event	PW
L-37	*La Cienega Boulevard/Centinela Avenue (City of Los Angeles):* To the extent that (1) the City of Los Angeles adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires all other new developer 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 two left-turn lanes, two through lanes, and one shared through/right-turn lane.	Stadium Event	PW
L-38	*La Cienega Boulevard/Arbor Vitae Street (City of Inglewood):* The Project applicant shall contribute 1.8% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.	Stadium Event	PW
L-39	*Inglewood Avenue/Arbor Vitae Street (City of Inglewood):* The Project applicant shall contribute 35.7% of the total estimated cost to implement the following roadway improvements: (1) Restripe parking	Stadium Event	PW

	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.		
L-6	*Yukon Avenue/Century Boulevard:* Restripe the northbound Yukon Avenue approach within the existing pavement width to provide one left-turn lane, one left-turn/through/right-turn lane, and one 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.	Stadium Event	PW
L-7	*Proposed Signalized Driveway/Century Boulevard:* Install a traffic signal at the proposed driveway, to be located approximately 600 feet east of Doty Avenue, to provide the project access road and serve all vehicular and pedestrian movements at this 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.	Stadium Event	PW
L-8	*Prairie Avenue/9th 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 9th 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 9th Street and the project access road and serve all vehicular and pedestrian movements at the intersection.	Stadium Event	PW
L-9	*La Cienega Boulevard/Northbound Ramp at Slauson Avenue (County of Los Angeles):* To the extent that (1) the County of Los Angeles adopts a transportation improvement or similar fee that provides the fun