

## **DIUM ALTERNATIVE MEASURES CHECKLIST, cont.**

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L-53	<i>Crosshaw Boulevard/Century Boulevard (City of Inglewood):</i> The Project applicant shall widen the south side of Century Boulevard west of Crosshaw Boulevard to provide an eastbound right-turn lane; and (2) provide an east-bound turn lane to Century or west lane to the City of Inglewood ITS intersection at this location.	Stadium Event	PW				
L-54	<i>Crosshaw Boulevard/Century Boulevard (City of Inglewood):</i> The Project applicant shall widen the south side of Century Boulevard west of Crosshaw Boulevard to provide an eastbound right-turn lane.	Stadium Event	PW	K-1-9	Throughout the demolition and construction process, the City of Inglewood ITS access shall remain clear and unobstructed at all times.	BP	N/A
L-55	<i>Crosshaw Boulevard/Interstate Highway (City of Inglewood):</i> No fair share contributions 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	K-1-10	Throughout the demolition and construction process, the City of Inglewood ITS access shall remain clear and unobstructed at all times.	C	part
L-56	<i>Western Avenue/Century Boulevard (City of Los Angeles):</i> To the extent that the City of Los Angeles adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires 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 City of Los Angeles shall provide the funding for the following improvements at this intersection (as the intersection is not currently operated under the City of Los Angeles ATAAC system).	Stadium Event	PW	K-1-11	At Project conception and throughout the design, construction, and operation of the Project, including maintaining mechanical equipment in good operating condition; proper placement of fuel/oil tanks in accordance with codes, and fire hazards are; and safe storage of flammable materials, items, etc., may occur.	C	FD
L-57	<i>Vermont Avenue/Manchester Avenue (City of Los Angeles):</i> 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 Los Angeles determines to approve the implementation of the following improvements, the Project applicant shall contribute 9.2% of the total estimated cost of implementing the following roadway improvements: (1) provide an east-bound left-turn lane on the southern end of Vermont Avenue at Manchester Avenue, and (2) contribute 6.5% of the total cost to install the ATAAC/ATCS at the Vermont Avenue/Manchester Avenue intersection (as this intersection is not currently operated under the City of Los Angeles ATAAC system). The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one right-turn lane.	Stadium Event	PW	K-1-12	The Project will comply with all applicable safety requirements for construction, access, water mains, fire and hydrants. Specific fire and life safety requirements for the construction project will be addressed at the publishing plan check.	C	FD
L-58	<i>Stadium:</i> The Stadium operator shall implement a transportation demand management program that shall incorporate the following elements to promote ride sharing, alternative forms of transportation, and to minimize the efficiency of vehicle travel:  Incentive Carpooling Develop and implement incentives for car pools of four or more persons per car, and incentives for alternative fuel vehicles. Incentives may include, without limitation, preferential parking, reduced parking costs, or other discounts. Pre-paid Parking Programs Provide pre-paid parking options. The use of pre-paid parking passes could increase the throughput for vehicles at the Stadium parking entrance by eliminating the need to collect parking fees at critical access points to the stadium from those vehicles with pre-paid parking, thus increasing traffic volumes. Bicycle Valet Provide a bicycle valet parking service at appropriate parking sites. Spectators may park their bicycles and ride on the shuttle bus to the Stadium. This would incentivize the use of bicycles as a mode of travel between the events and help reduce the number of vehicles at sites. Charter Bus Seek funding in charge bus services from concert ticket holders, groups and other potential users and provide charter bus service from locations such as downtown and neighboring cities in response to demand. The service will include the option of "park-and-ride," which will encourage event patrons to leave their vehicles and transfer to a charter bus for the remainder of the journey. The Project applicant will encourage charter bus service by providing drop off for passengers in preferred areas close to the Stadium. Rideshare Program for Employees The Project applicant shall implement a Rideshare program for employees. Temporary Changeable Message Signs Expand the use of temporary changeable message signs to include additional signage as recommended by the City of Inglewood and Caltrans. Way Finding Signage for Transit Stations The Project applicant will work together with Metro to install way finding signage to guide patrons between Metro stations and the shuttle bus pick-up/drop-off location. Use of Social Media Use social media to communicate current information regarding directions within the Stadium from regional highways and roadways, preferred routes to various parking lots, and detailed information regarding intended modes of travel (such as passenger vehicle, transit, the Subway (public transit), shuttles, etc.). Further, to avoid any potential impact in the region of transit systems, it is recommended that Metro increase transit service to meet the demand of people wanting to come to Inglewood generated from the project. Since this mitigation measure is the responsibility of another jurisdiction, it is recommended that the City coordinate communication to make it easier to determine the level of transit service that is adequate to meet event day demands.	OPS	ECD	K-1-13	Fire flow shall be determined by the Los Angeles County Fire Department. Fire flow of up to 8,300 gallons per minute (gpm) at 200 pounds per square inch residual pressure for a five-hour duration may be required as determined based on building size, building characteristics, proximity to property lines, and types of construction.	BP	FD
L-59	<i>Stadium:</i> The Stadium operator shall implement a transportation demand management program that shall include, at minimum: (a) A first responder emergency plan, fully coordinated with the ICP, the Fire Department, and other regional responder agencies; (b) A fire and emergency plan, clearly defining roles and responsibilities for emergency preparedness and response; (c) If required by the Public Safety Management Plan, the project operator will 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 preparation for major events.	OPS	ECD	K-1-14	Fire hydrant spacing shall be 300 feet and shall meet the following requirements: 1. No portion of the frontage should be less than 200 feet via vehicular access from a public fire hydrant. 2. No portion of the curving shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.	EI	PW
L-60	<i>Stadium:</i> The Project operator shall implement a transportation demand management program that shall include a website for the stadium and surrounding neighborhoods publishing all upcoming events at the stadium and Performance Venues. All information shall be posted on the website no less than 30 days in advance of the event, if feasible.	OPS	ECD	K-1-15	As a component of the SCD, the Public Safety Management Plan shall include, at minimum: (a) A first responder emergency plan, fully coordinated with the ICP, the Fire Department, and other regional responder agencies; (b) A fire and emergency plan, clearly defining roles and responsibilities for emergency preparedness and response; (c) If required by the Public Safety Management Plan, the project operator will 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 preparation for major events.	OPS	EDD
					<b>Public Services – School Services</b>		
				K-2-1	Permitting to Goverment Code Section 8959c, the applicant shall pay the developer fees and site build permits as issued; payment for reduced fees, waived permits, (a) and construct mitigation of school impacts. Alternatively, the applicant may enter into a school mitigation agreement with the affected school district to mitigate the school impacts. The agreement shall be mutually satisfactory and shall include financing mechanisms for funding teachers 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	EDD
				K-2-2	The Project shall include the construction of approximately 25 acres of parks, open space and recreational facilities w/in the Hollywood Park Specific Plan.	TM	EDD
				K-2-3	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 during daylight hours only.	OPS	EDD
					<b>Traffic</b>		
				L-1	Provide a Prairie Avenue/Hardy Street Widening and reshape 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, one through lane, and one right-turn lane. In addition, realign the eastbound Hardy Street approach w/in 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/right-turn lane, and one right-turn only lane on the westbound approach. Modify the traffic signal alignment accordingly to accommodate the project access, road and some of vehicle and pedestrian movements at this intersection.	Stadium Event	PW
				L-2	Prairie Avenue/Hardy Street Widens and reshape the eastbound Prairie Avenue approach to provide an exclusive right-turn lane. This resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, one through/right-turn lane, and one right-turn only lane. In addition, widen and reshape the eastbound Hardy Street approach w/in 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/right-turn lane, and one right-turn only lane on the westbound approach. Modify the traffic signal alignment accordingly to accommodate the project access, road and some of vehicle and pedestrian movements at this intersection.	Stadium Event	PW
				L-3	Provide a Prairie Avenue/Century Boulevard Widening and reshape the northbound Century Boulevard approach along the north side to provide an exclusive right-turn lane. In addition, modify the traffic signal to provide a westbound first turn crossover phasing for extended cycles and additional turn lanes.	Stadium Event	PW
				L-4	Carlton Drive/Piney Drive: Provide east turn lanes and one right-turn lane on the northbound Carlton Drive/Piney Drive intersection. Modify the traffic signal alignment accordingly to accommodate the project access, road and some of vehicle and pedestrian movements at this intersection.	Stadium Event	PW
				L-5	Dairy Avenue/Century Boulevard: Reshape the eastbound Dairy Avenue approach w/in the existing right-of-way to provide one left-turn lane and one right-turn through/right-turn lane. Also, widen and reshape the westbound Century Boulevard approach to provide an exclusive right-turn lane.	Stadium Event	PW

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City of Inglewood - Planning Division Preliminary Review Only		
<b>"PLEASE RETURN THIS SET AND REVISED SET FOR NEXT REVIEW"</b>		
<b>REVIEW #</b>	<b>DATE</b>	<b>PLANNER</b>
No. 1		
No. 2		
No. 3		
Address/APN:		
Zoning/Overlay:		
Other Info:		
<p>Please note that this plan has been reviewed based on the information provided by you; the applicant's more in-depth review may result in a need for additional information or changes to your plan. This comment acknowledges that we have reviewed your plan and we find that it requires additional information or corrections. These plans have "NOT" been approved by the Planning Division and will require further review. See Specific Comments on plans (in rev.).</p>		

HOLLYWOOD PARK RESIDENTIAL - MU-2C  
INGLEWOOD, CALIFORNIA  
HOLLYWOOD PARK RETAIL AND COMMERCIAL INVESTORS, LLC

LOT PLAN CHECKLISTS

**THIS SET OF CONSTRUCTION DOCUMENTS HAS BEEN  
PREPARED FOR THE  
CONSTRUCTION OF AN  
APARTMENT PROJECT.**

**G.4**  
2017-083-  
JOB NUMBER  

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**SCALE**  
**PLOT PLATE**  
**RESUBMIT**  

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**ISSUED AS**  
**06/21/2017**  
**ISSUE DATE**