LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS

HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

City of Inglewood, California
February 2015

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1.0 INTRODUCTION

This report provides the Transportation Impact Analysis for the Hollywood Park Stadium Alternative Project outlined in the proposed new Chapter 6 of the Hollywood Park Specific Plan, which would incorporate a Stadium seating up to 80,000 patrons into a mix of uses similar to those previously approved in the Specific Plan. ***Figure 1*** shows the proposed Stadium location within the Specific Plan site. The Stadium is assumed to open in September 2018.

The Stadium Alternative Project also incorporates the 60-acre parcel located north of the currently approved Specific Plan area. This additional parcel is generally bounded by Pincay Drive to the north, Prairie Avenue to the west, the approved Specific Plan area to the south, and the existing Renaissance residential development to the east. A portion of the 60 acres would accommodate the Stadium, and the remaining areas would be utilized for surface parking.

LLG prepared the traffic study[1] for the Hollywood Park Specific Plan (the "Original Traffic Study") which was incorporated into the original Environmental Impact Report (the "Original EIR") certified by the City of Inglewood in 2009.[2] The purpose of this Transportation Impact Analysis is to determine if the Stadium Alternative Project would result in traffic impacts that are greater than what were anticipated in the Original EIR.

1.1 Proposed Revisions to the Specific Plan

As previously noted, the approved Hollywood Park Specific Plan site encompasses approximately 238 acres. Among other changes, the proposed Stadium Alternative Project would encompass the roughly 60-acre parcel immediately north of the current Specific Plan site. It is noted that the cumulative impacts analysis included in the Original Traffic Study assumed the development of the previously proposed Home Stretch "big box" retail project (796,970 square feet of shopping center floor area) on the 60-acre parcel for traffic analysis purposes.

[1] *Traffic Impact Study – Hollywood Park Redevelopment Project*, LLG, August 1, 2008.
[2] The Hollywood Park Specific Plan was originally adopted by the City of Inglewood in July 2009, and then amended in September 2014. The amended Specific Plan did not change the level of development approved on the Specific Plan site; thus for traffic analysis purposes, the Original Traffic Study remains valid.

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SOURCE: HART | HOWERTON

STADIUM LOCATION

FIGURE 1
PROJECT SITE PLAN

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HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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Note the following changes/updates with respect to ownership of parcels within the Specific Plan site:

- Casino site: The new casino is currently under construction along the north side of Century Boulevard between Doty Street and Yukon Avenue. Its parcel has been separated and is under a different ownership.

- Civic Use site: The 4-acre site at the southeast corner of the Prairie Avenue/Arbor Vitae Street intersection targeted for a civic use has been conveyed to the City of Inglewood.

While the casino and civic use sites are under separate ownerships, their potential traffic impacts have been included herein for analysis and comparison purposes. The Stadium Alternative would allow the amount of mixed-use entertainment development and office uses already approved in 2009 to be increased, while reducing the anticipated residential uses, in order to accommodate the increased economic activities expected to be generated by the Stadium project.

The following provides a summary of the proposed changes to the amount of permitted development with the Stadium Alternative Project site, which includes the 60-acre parcel to the north of the approved Specific Plan site.

Use	Approved Specific Plan	Stadium Alternative Project	Changes
Commercial Retail and Restaurant	620,000 s.f.	890,000 s.f.	270,000 s.f.
Residential	2,995 units	2,500 units	(495 units)
Office	75,000 s.f.	780,000 s.f.	705,000 s.f.
Hotel	300 guestrooms	300 guestrooms	0 guestrooms
Live Venue	--	6,000 seats	6,000 seats
Stadium	--	80,000 seats	80,000 seats
Casino	120,000 s.f.	120,000 s.f.	0 s.f.
Civic Use	4-acre site	4-acre site	0 acres
Home Stretch Shopping Center	796,970 s.f.[3]	--	(796,970 s.f.)

[3] As previously noted, the previously proposed Home Stretch shopping center project was not approved by the City, but its potential traffic impacts were included in the cumulative impacts analysis contained in the 2009 certified EIR and Original Traffic Study prepared for the Specific Plan.

While an increase in office and commercial retail/restaurant area is proposed, the prior Home Stretch Shopping Center project is eliminated. The number of residential units proposed would be reduced by approximately 16.5%, reflecting the shift to sports and entertainment related uses.

The Stadium is proposed to accommodate seating for up to 80,000 patrons. While the Stadium could be designed for a variety of events, for the purposes of this analysis, a venue designed for professional football with 75,000 patrons was assumed based on expected actual attendance (e.g., due to unused tickets). Additional seating and/or accommodations could be provided for special events such as an NBA All-Star game, NFL Super Bowl, and/or an NCAA Final Four. Total capacity, including standing room, could be in excess of 100,000 for these unique and infrequent events.

In addition to football games (10 annually), it is estimated there could be approximately 103 additional events (i.e., 113 total events) utilizing the sports and entertainment area each year, as follows:

- 8 events with attendance of 50,000 or more
- 20 events with attendance between 10,000 and 25,000 patrons
- 75 events with attendance of up to 6,000 patrons at the performance venue adjacent to the Stadium

While some "special events" such as a professional football championship game or an NCAA Final Four may attract more than 75,000 patrons, these unique events are generally attended by a relatively higher proportion of out-of-town visitors arriving in tour groups in chartered buses. By comparison, "typical" professional football games are attended by a higher percentage of local fans, thereby potentially generating more vehicle trips than special events. In addition, while there may be infrequent professional football games on Monday or Thursday evenings, most professional football games occur on Sundays. Thus, a Sunday daytime professional football game (which may occur approximately 10 times per year at the Stadium) is considered the "design event" for traffic analysis purposes.

2.0 EVENT PARKING

For the Stadium Alternative Project, approximately 9,000 parking spaces are proposed to be provided on the Specific Plan site in support of the Stadium use and/or Live Venue. These parking spaces will be provided through a combination of designated parking, as well as shared parking with other future land uses (e.g., office buildings) on the Specific Plan site that can readily "share" parking spaces with the Stadium and Live Venue uses[4]. Assuming a vehicle occupancy ratio of three persons per car, up to 27,000 attendees can readily be accommodated on-site, even without consideration of additional patrons that may arrive by public transportation and other modes (walk/bicycle) that do not require vehicle parking.

For events that are expected to attract more than 27,000 patrons, it is likely that off-site parking will be required for patrons. To accommodate this additional parking demand, the following additional parking resources are expected to be utilized:

- City Lots South of Century. There are multiple parcels of City-owned land located south of Century Boulevard in the vicinity of the Stadium site. Most of these sites have been cleared and designated for use as overflow parking (e.g., for the Forum). It is estimated that these lots can accommodate up to 3,600 parked vehicles in a self-parked configuration, when the Forum does not need the parking for events.

- Forum. The Forum is located immediately north of the Stadium, across Pincay Drive and provides approximately 3,500 parking spaces on their site.[5] The Stadium operator will seek to coordinate event scheduling with the Forum such that the parking spaces at the Forum would be available for use by Stadium attendees (e.g., for Stadium events expected to attract more than 27,000 patrons).

- Other On-Site Parking and Local Area Parking. In addition to the 9,000 designated on-site parking spaces for Stadium and/or Live Venue events, there are approximately 3,670 additional parking spaces proposed to be provided on-site for the retail and casino uses. The retail and casino parking spaces are intended to serve the peak parking demand generated by these components. However, during high attendance events at the Stadium, it is likely that parking demand generated by the on-site retail and casino components will be below peak levels, thereby making excess parking spaces available for Stadium patrons.

[4] For example, a parking space used during the weekday daytime by an office worker can be used on weeknights and weekends by a Stadium and/or Live Venue patron.

[5] It is noted that the Forum has historically relied on the existing parking supply located on the 60-acre site located south of Pincay Drive as overflow parking for its events. It is anticipated – and reasonable to assume – that the Forum and Stadium operator will reach an agreement for scheduling and parking coordination that would allow the Forum to continue to use parking resources on the amended Specific Plan site, and further allow the Stadium to utilize the Forum parking for its needs related to highly attended events at the Stadium. If that is not possible, there is sufficient parking at other locations within a reasonable distance to accommodate capacity crowds.

In addition, there is a significant supply of existing (and future) parking located near the Stadium site, both within and adjacent to the City of Inglewood. Much of this parking is not used (or minimally utilized) during the times (primarily Sundays for professional football games) when some Stadium patrons may take advantage of their availability. This includes parking associated with office buildings and government buildings. Other commercial retail uses may choose to make excess parking spaces available at their sites. These local area parking spaces were historically utilized in the Stadium area when the Forum hosted the Lakers and Kings, and when the Hollywood Park Racetrack had high attendance events.

The estimated need for off-site parking (in addition to the assumed off-site parking supply at the aforementioned Forum and the City Lots) is for 5,000 spaces for an event attracting 75,000 patrons. It is reasonable to assume that there is sufficient parking – both within the retail and casino areas on-site, as well as in the local area – that would be available to Stadium patrons.[6] For those parking facilities located more than a 20-minute walk from the Stadium, the Stadium operator will coordinate with the parking provider to offer shuttle bus service.

[6] It is noted that the Stadium parking demand forecast herein is for "Opening Year" conditions in 2018. With completion of the Crenshaw Line (scheduled for 2019) – including its proposed stop located less than a mile from the Stadium – it is reasonable to foresee that the use of local area parking spaces will diminish in favor of additional Stadium patrons traveling via public transit. Also, the forecast parking demand does not take into account the growing use on Uber and similar shared ride transportation options which reduce the need for parking spaces.

3.0 PROJECT TRANSPORTATION IMPROVEMENT FEATURES

The Stadium Alternative Project would implement the mitigation measures already imposed as conditions of approval on the 2009 Specific Plan, and in accordance with a development agreement provide additional transportation improvements around the site to facilitate safe and efficient traffic flow to and from the adjacent street network. There are several other improvements that would ensure the traffic impacts from the Stadium Alternative are no greater than those assumed in the 2009 EIR. These improvements include:

- Widen Century Boulevard adjacent to the site to provide right-turn lanes at all project entrances (same as approved Specific Plan).

- Provide a new signalized intersection on Century Boulevard midway between Yukon Avenue and Doty Avenue, which would serve the casino site (same as approved Specific Plan).

- Provide a new signalized intersection on Prairie Avenue opposite 97th Street to serve the proposed commercial retail area (same as approved Specific Plan).

- Widen Prairie Avenue adjacent to the site to provide right-turn lanes at the 97th Street, Hardy Street, and Arbor Vitae Street intersections (same as approved Specific Plan).

- Provide a new signalized intersection on Prairie Avenue opposite Buckthorn Street to serve uses proposed in this portion of the Specific Plan area (new).

- Widen Prairie Avenue adjacent to the site to provide right-turn lanes at the Buckthorn Street and Pincay Drive intersections (new).

- Provide a new signalized intersection on Pincay Drive midway between the Kareem Court and Carlton Drive intersections to serve uses proposed in this portion of the Specific Plan area (new).

4.0 TRAFFIC ANALYSIS PERIODS AND STUDY INTERSECTIONS

The potential traffic impacts of the Stadium Alternative Project have been evaluated using the same methodology as the Original Traffic Study; that is, the traffic effects were measured based on the calculated changes in operations due to project traffic at nearby study intersections. For this analysis, 49 intersections were evaluated for potential traffic impacts due to the Stadium Alternative Project.[7] The study intersections are shown in ***Figure 2***.

The Original Traffic Study evaluated potential traffic impacts of the approved Specific Plan during three peak hours: weekday morning (AM) commuter peak hour, weekday afternoon (PM) commuter peak hour, and Saturday midday (MD) peak hour.

This traffic analysis evaluates the potential impacts of the Stadium Alternative Project during the three peak hours analyzed in the Original Traffic Study. In addition, and in recognition of the unique trip generation characteristics related to the proposed Stadium use, the following additional peak hours are evaluated herein:

- Weeknight Pre-Event Peak Hour: The Stadium (in combination with the Live Venue) may host events during weeknights that may attract 25,000 patrons.[8] The patron arrival traffic for the Stadium may be combined with the end of the PM commuter period. Thus, this traffic analysis reviews the potential impacts of the revised Specific Plan during the 6:00 – 7:00 PM hour assuming arrival traffic associated with a Stadium event (potentially in combination with a Live Venue event) attracting 25,000 patrons.

- Sunday Pre-Event Peak Hour: Most "capacity events" (75,000 patrons) associated with the Stadium will be related to professional football games with a 1:00 p.m. local start time. Thus, the Sunday pre-event peak hour was analyzed.

- Sunday Post-Event Peak Hour: Similar to the Sunday Pre-Event peak hour, the Sunday Post-Event Peak Hour was evaluated based on an approximate end time of 4:00 p.m. related to a professional football game.

It is noted that the proposed Live Venue (6,000 seats) would not be used simultaneously with Stadium events generally attracting more than 25,000 attendees. This is due in part because the two venues would share parking spaces. Thus, Stadium events attracting more than 25,000 patrons would not leave on-site parking available for the Live Venue.

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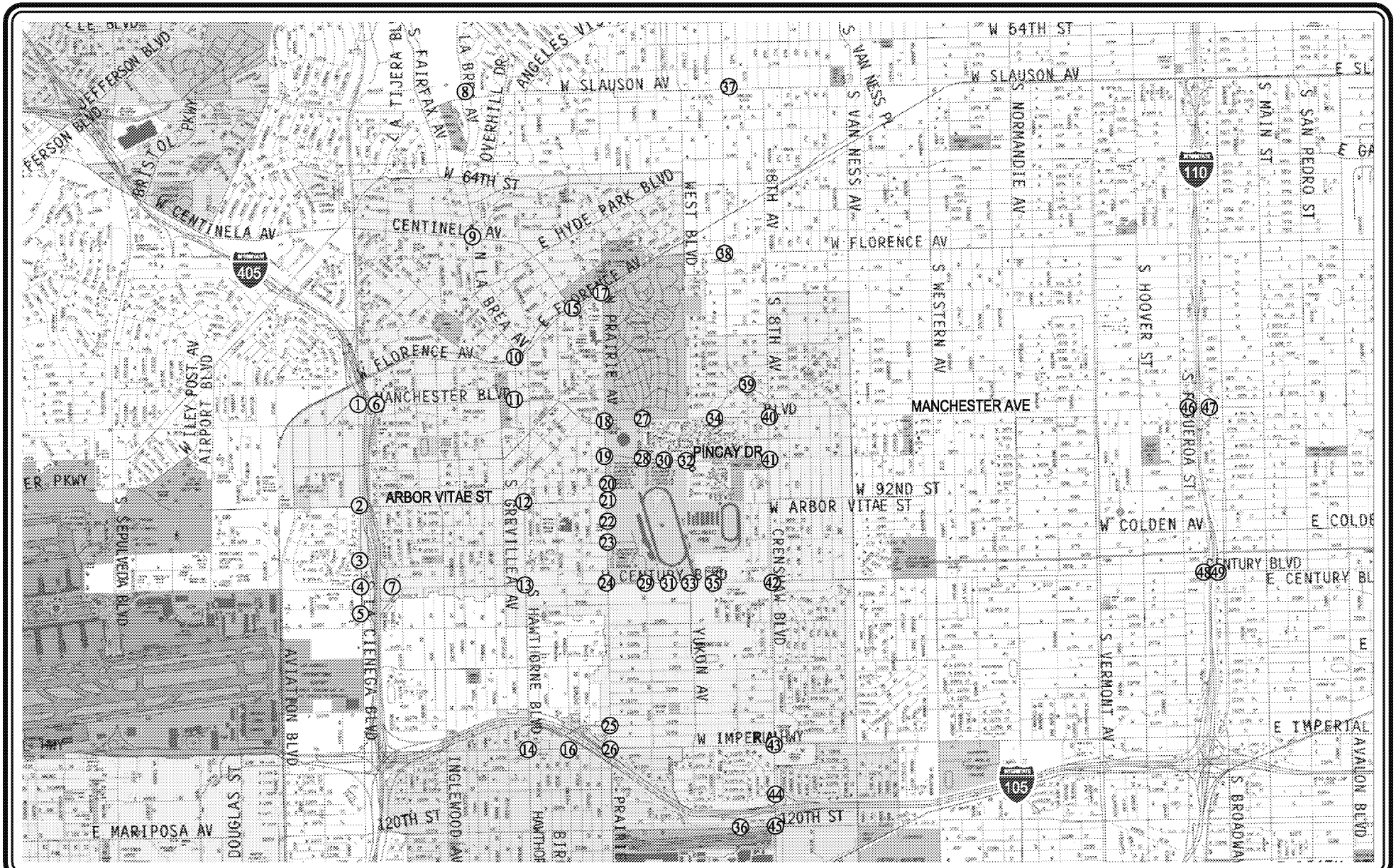
[7] The Original Traffic Study reviewed potential traffic impacts at 66 intersections. The number of studied intersections in this study was reduced to reflect the fact that the 2009 analysis had shown that intersections at the perimeter of the study area had been determined in the Original Traffic Study to not be adversely affected by the approved Specific Plan project.

[8] As previously noted, there may be weeknight events, such as professional football games, that may attract approximately 75,000 patrons. These are expected to be rare (only a few times per year). The more "typical" weeknight condition would be a Stadium event, possibly in combination with a Live Venue event that would attract approximately 25,000 patrons. As previously noted, the parking needs at this level of patronage can be accommodated on-site by the 9,000 designated parking spaces.



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MAP SOURCE: RAND MCNALLY & COMPANY

(#) STUDY INTERSECTION

FIGURE 2
VICINITY MAP

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HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

The traffic analysis of the weeknight and weekend scenarios outlined above would also address the potential traffic impacts of the Live Venue (and no Stadium event).

Traffic counts were conducted in 2014 as part of on-going Hollywood Park monitoring and used to identify existing peak hour turning movement traffic volumes at the 49 intersections. The existing traffic volumes were used in the traffic analysis to evaluate the existing base condition. The peak periods of counts included:

- Weekday AM peak hour: Highest hour of traffic from 7:00 to 9:00 a.m.
- Weekday PM peak hour: Highest hour of traffic from 4:00 to 6:00 p.m.
- Weeknight Pre-Event peak hour: 6:00 – 7:00 p.m.
- Saturday MD peak hour: Highest hour of traffic from 12:00 – 2:00 p.m.
- Sunday Pre-Event peak hour: Highest hour of traffic from 11:00 a.m. to 1:00 p.m.
- Sunday Post-Event peak hour: Highest hour of traffic from 4:00 – 6:00 p.m.

5.0 TRIP GENERATION FORECAST

Table 1 provides the trip generation forecast for the Stadium Alternative Project for the six peak hours outlined above. In addition, ***Table 2*** provides the trip generation forecast for the Stadium Alternative Project that would occur over a 24-hour daily basis. Similar to the Original Traffic Study, the trip generation forecasts were prepared using trip rates from the most current edition of the *Trip Generation* manual published by the Institute of Transportation Engineers (ITE). Also consistent with the trip generation forecast in the Original Traffic Study, and as advocated by ITE, appropriate estimates were made regarding the "internal capture" trips that would be made between various uses within the Specific Plan site (for example, a resident in the project would likely do shopping at the on-site commercial retail area and may work at one of the on-site office buildings)[9].

Related to the Stadium use, as previously noted, approximately 9,000 parking spaces would be available within the Specific Plan site related to weeknight evening and weekend events. This would include a combination of parking set aside for the Stadium use, as well as parking spaces "shared" with other uses (for example, office buildings) for which there would otherwise be little or no weeknight and weekend parking demand. For weeknight events at the Stadium and/or Live Venue accommodating approximately 25,000 attendees, the 9,000 event parking spaces on the Specific Plan site would be sufficient (i.e., no off-site parking required). For weekend events such as professional football games attracting 75,000 patrons, it is assumed these attendees arriving by private vehicles would utilize the following parking resources: 1) the 9,000 parking spaces on-site; 2) the off-site and nearby parking facilities such as the Forum (3,500 parking spaces) and the City-owned lots located south of Century Boulevard (approximately 3,600 parking spaces); and 3) the other local area lots located throughout the area (approximately 5,000 spaces utilized). Related to the on-site trip generation forecast provided in *Table 1*, the Stadium-related traffic is based on the utilization of the 9,000 parking spaces that would be available for Stadium events. While not included in *Tables 1 and 2*, the traffic associated with use of the off-site parking lots related to professional football games and other high-attendance Stadium events is accounted for in the traffic analysis provided herein.

The estimated need for approximately 21,000 parking spaces for a Stadium event accommodating 75,000 patrons is based on a forecast of 85% of patrons arriving by car (at an assumed occupancy of three persons per vehicle). Of the remaining patrons, approximately 5% are forecast to arrive by tour or charter bus (e.g., similar to the Hollywood Bowl park-and-ride service), with the remaining 10% of patrons arriving by public transit. Public transit service is expected to be provided primarily by the Metro Green Line, which has a stop located approximately 1.5 miles to the south at Crenshaw Boulevard. The Stadium operator will provide shuttle bus service between the Metro Green Line station and the Stadium site.

[9] Similar to the Original Traffic Study, the Civic Site was assumed in Tables 1 and 2 to be developed as a library. If the Civic Site is ultimately developed as another type of public facility, the findings of the traffic analysis would not change.

Table 1
PROJECT TRIP GENERATION - PEAK HOURS
Hollywood Park Stadium Alternative Project

09-Feb-15

LAND USE	SIZE	WEEKDAY AM VOLUMES			WEEKDAY PM VOLUMES			WEEKDAY PRE-EVENT VOLUMES [1]			SATURDAY MIDDAY VOLUMES			SUNDAY PRE-EVENT VOLUMES [2]			SUNDAY POST-EVENT VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential [3]	2,500 DU	115	563	678	564	278	842	282	139	421	415	353	768	104	88	192	104	88	192
Internal Capture to Office (10%)		(12)	(56)	(68)	(56)	(28)	(84)	(28)	(14)	(42)	(42)	(35)	(77)	(10)	(9)	(19)	(10)	(9)	(19)
Internal Capture to Retail (10%)		(12)	(56)	(68)	(56)	(28)	(84)	(28)	(14)	(42)	(42)	(35)	(77)	(10)	(9)	(19)	(10)	(9)	(19)
Internal Capture from Civic Use		(1)	(2)	(3)	(11)	(10)	(20)	(5)	(5)	(10)	(10)	(11)	(20)	(2)	(3)	(5)	(2)	(3)	(5)
Subtotal		**90**	**449**	**539**	**441**	**212**	**654**	**221**	**106**	**327**	**321**	**272**	**594**	**82**	**67**	**149**	**82**	**67**	**149**
Retail/Entertainment [4]	890,000 GLSF	366	225	591	1,244	1,348	2,592	622	674	1,296	1,882	1,738	3,620	471	434	905	471	434	905
Internal Capture from Residential		(56)	(12)	(68)	(28)	(56)	(84)	(14)	(28)	(42)	(35)	(42)	(77)	(9)	(10)	(19)	(9)	(10)	(19)
Internal Capture from Office		(12)	(87)	(99)	(79)	(16)	(95)	(40)	(8)	(48)	(9)	(11)	(20)	(2)	(3)	(5)	(2)	(3)	(5)
Internal Capture from Hotel		(6)	(10)	(16)	(9)	(9)	(18)	(4)	(5)	(9)	(9)	(12)	(21)	(2)	(3)	(5)	(2)	(3)	(5)
Subtotal		**292**	**116**	**408**	**1,128**	**1,267**	**2,395**	**564**	**633**	**1,197**	**1,829**	**1,673**	**3,502**	**458**	**418**	**876**	**458**	**418**	**876**
Office [5]	780,000 GSF	871	119	990	162	790	952	81	395	476	105	90	195	26	23	49	26	23	49
Internal Capture to Retail (10%)		(87)	(12)	(99)	(16)	(79)	(95)	(8)	(40)	(48)	(11)	(9)	(20)	(3)	(2)	(5)	(3)	(2)	(5)
Internal Capture from Residential		(56)	(12)	(68)	(28)	(56)	(84)	(14)	(28)	(42)	(35)	(42)	(77)	(9)	(10)	(19)	(9)	(10)	(19)
Internal Capture from Hotel		(6)	(10)	(16)	(9)	(9)	(18)	(4)	(5)	(9)	(9)	(12)	(21)	(2)	(3)	(5)	(2)	(3)	(5)
Subtotal		**722**	**85**	**807**	**109**	**646**	**755**	**55**	**322**	**377**	**50**	**27**	**77**	**12**	**8**	**20**	**12**	**8**	**20**
Hotel [6]	300 Rooms	98	62	160	92	88	180	46	44	90	118	93	211	30	23	53	30	23	53
Internal Capture to Office (10%)		(10)	(6)	(16)	(9)	(9)	(18)	(5)	(4)	(9)	(12)	(9)	(21)	(3)	(2)	(5)	(3)	(2)	(5)
Internal Capture to Retail (10%)		(10)	(6)	(16)	(9)	(9)	(18)	(5)	(4)	(9)	(12)	(9)	(21)	(3)	(2)	(5)	(3)	(2)	(5)
Subtotal		**78**	**50**	**128**	**74**	**70**	**144**	**36**	**36**	**72**	**94**	**75**	**169**	**24**	**19**	**43**	**24**	**19**	**43**
Live Venue [7]	6,000 Seats	None	None	0	60	60	120	None	None	0	60	60	120	0	0	0	0	0	0
Stadium [8]	9,000 Spaces	0	0	0	0	0	0	3,600	0	3,600	0	0	0	3,600	0	3,600	0	5,850	5,850
Casino [9]	120,000 GSF	212	147	359	391	646	1,037	196	323	519	623	458	1,081	312	229	541	312	229	541
Civic Use [10]	30,000 GSF	24	10	34	97	106	203	49	53	102	108	95	203	27	24	51	27	24	51
Internal Capture to Residential (10%)		(2)	(1)	(3)	(10)	(11)	(20)	(5)	(5)	(10)	(11)	(10)	(20)	(3)	(2)	(5)	(3)	(2)	(5)
Subtotal		**22**	**9**	**31**	**87**	**95**	**183**	**44**	**48**	**92**	**97**	**85**	**183**	**24**	**22**	**46**	**24**	**22**	**46**
Site Access Totals		**1,416**	**856**	**2,272**	**2,290**	**2,996**	**5,288**	**4,716**	**1,468**	**6,183**	**3,074**	**2,650**	**5,726**	**4,512**	**762**	**5,274**	**912**	**6,612**	**7,524**
Approved Hollywood Park		918	1,214	2,132	2,161	2,210	4,371	2,161	2,210	4,371	2,598	2,229	4,827	2,598	2,229	4,827	2,598	2,229	4,827
Prior Home Stretch Project		332	212	544	1,183	1,281	2,464	1,183	1,281	2,464	1,735	1,601	3,336	1,735	1,601	3,336	1,735	1,601	3,336
Prior Site Access Totals		**1,250**	**1,426**	**2,676**	**3,344**	**3,491**	**6,835**	**3,344**	**3,491**	**6,835**	**4,333**	**3,830**	**8,163**	**4,333**	**3,830**	**8,163**	**4,333**	**3,830**	**8,163**

[1] Assumes a 25,000 attendee event at the stadium - all parking on-site. Weekday Pre-Event Trip Rates assumed to be 50% of Weekday PM Peak Hour Trip Rates.

[2] Assumes a 75,000 attendee event at the stadium - off-site parking required. Sunday Pre-Event and Post-Event Trip Rates assumed to be 25% of Weekend Midday Peak Hour Trip Rates.

[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation formula rates.

- AM Peak Hour Trip Rate: Ln(T) = 0.80*Ln(A) + 0.26; 0.27 trips per dwelling unit; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.82*Ln(A) + 0.32; 0.34 trips per dwelling unit; 67% inbound/33% outbound
- Weekday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.82*Ln(A) + 0.32)*(0.5); 0.17 trips per dwelling unit; 67% inbound/33% outbound
- Saturday Midday Peak Hour Trip Rate: Ln(T) = 0.29*Ln(A) + 42.63; 0.31 trips per dwelling unit; 54% inbound/46% outbound

- Sunday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.29*Ln(A) + 42.63)*(0.25); 0.08 trips per dwelling unit; 54% inbound/46% outbound
- Sunday Post-Event Peak Hour Trip Rate: (Ln(T) = 0.29*Ln(A) + 42.63)*(0.25); 0.08 trips per dwelling unit; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation formula rates.
- AM Peak Hour Trip Rate: Ln(T) = 0.61*Ln(A) + 2.24; 0.66 trips per 1,000 square feet; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.67*Ln(A) + 3.31; 2.91 trips per 1,000 square feet; 48% inbound/52% outbound
- Weekday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.67*Ln(A) + 3.31)*(0.5); 1.46 trips per 1,000 square feet; 48% inbound/52% outbound
- Saturday Midday Peak Hour Trip Rate: Ln(T) = 0.65*Ln(A) + 3.78; 4.07 trips per 1,000 square feet; 52% inbound/48% outbound
- Sunday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.65*Ln(A) + 3.78)*(0.25); 1.02 trips per 1,000 square feet; 52% inbound/48% outbound
- Sunday Post-Event Peak Hour Trip Rate: (Ln(T) = 0.65*Ln(A) + 3.78)*(0.25); 1.02 trips per 1,000 square feet; 52% inbound/48% outbound

[5] ITE Land Use Code 710 (General Office Building) trip generation formula rates.
- AM Peak Hour Trip Rate: Ln(T) = 0.80*Ln(A) + 1.57; 1.27 trips per 1,000 square feet; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: Ln(T) = 1.12*Ln(A) + 78.45; 1.22 trips per 1,000 square feet; 17% inbound/83% outbound
- Weekday Pre-Event Peak Hour Trip Rate: (Ln(T) = 1.12*Ln(A) + 78.45)*(0.5); 0.61 trips per 1,000 square feet; 17% inbound/83% outbound
- Saturday Midday Peak Hour Trip Rate: Ln(T) = 0.81*Ln(A) - 0.12; 0.25 trips per 1,000 square feet; 54% inbound/46% outbound
- Sunday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.81*Ln(A) - 0.12)*(0.25); 0.06 trips per 1,000 square feet; 54% inbound/46% outbound
- Sunday Post-Event Peak Hour Trip Rate: (Ln(T) = 0.81*Ln(A) - 0.12)*(0.25); 0.06 trips per 1,000 square feet; 54% inbound/46% outbound

[6] ITE Land Use Code 310 (Hotel) trip generation rates.
- AM Peak Hour Trip Rate: Ln(T) = 1.24*Ln(A) - 2; 0.53 trips per room; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 0.6 trips per room; 51% inbound/49% outbound
- Weekday Pre-Event Peak Hour Trip Rate: 0.3 trips per room; 51% inbound/49% outbound
- Saturday Midday Peak Hour Trip Rate: T = 0.69*(A) + 4.32; 0.70 trips per room; 56% inbound/44% outbound
- Sunday Pre-Event Peak Hour Trip Rate: T = (0.69*(A) + 4.32)*(0.25); 0.18 trips per room; 56% inbound/44% outbound
- Sunday Post-Event Peak Hour Trip Rate: T = (0.69*(A) + 4.32)*(0.25); 0.18 trips per room; 56% inbound/44% outbound

[7] ITE Lane Use Code 441 (Live Theater) trip generation average rates.
- Weekday Pre-Event Peak Hour Trip Rate: 0.02 trips per seat; 50% inbound/50% outbound
- Saturday Midday Peak Hour Trip Rate: 0.02 trips per seat; 50% inbound/50% outbound

[8] Stadium Use trip generation rates determined based on proposed on-site parking supply.
- Weekday Pre-Event Peak Hour Trip Rate: 0.4 trips per space; 100% inbound/0% outbound
- Sunday Pre-Event Peak Hour Trip Rate: 0.4 trips per space; 100% inbound/0% outbound
- Sunday Post-Event Peak Hour Trip Rate: 0.65 trips per space; 0% inbound/100% outbound

[9] Casino Use Trip Generation Rates based on driveway counts conducted at project site for existing Casino.

[10] ITE Land Use Code 590 (Library) trip generation rates.
- AM Peak Hour Trip Rate: T = 1.32(A) - 5.84; 1.13 trips per 1,000 square feet; 71% inbound/29% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.91*Ln(A) + 2.22; 6.77 trips per 1,000 square feet; 48% inbound/52% outbound
- Weekday Pre-Event Peak Hour Trip Rate: (Ln(T) = 0.91*Ln(A) + 2.22)*(0.5); 3.38 trips per 1,000 square feet; 48% inbound/52% outbound
- Saturday Midday Peak Hour Trip Rate: 6.75 trips per 1,000 square feet; 53% inbound/47% outbound
- Sunday Pre-Event Peak Hour Trip Rate: 1.69 trips per 1,000 square feet; 53% inbound/47% outbound
- Sunday Post-Event Peak Hour Trip Rate: 1.69 trips per 1,000 square feet; 53% inbound/47% outbound

Table 2
PROJECT TRIP GENERATION - DAILY
Hollywood Park Stadium Alternative Project

09-Feb-15

LAND USE	SIZE	WEEKDAY VOLUMES			WEEKDAY WITH STADIUM EVENT VOLUMES [1]			SATURDAY VOLUMES			SUNDAY WITH STADIUM EVENT VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential [3]	2,500 DU	5,291	5,291	10,582	5,291	5,291	10,582	4,739	4,739	9,478	4,091	4,091	8,182
Internal Capture to Office (10%)		(529)	(529)	(1,058)	(529)	(529)	(1,058)	(474)	(474)	(948)	(409)	(409)	(818)
Internal Capture to Retail (10%)		(529)	(529)	(1,058)	(529)	(529)	(1,058)	(474)	(474)	(948)	(409)	(409)	(818)
Internal Capture from Civic Use		(82)	(82)	(163)	(82)	(82)	(163)	(70)	(70)	(140)	(38)	(38)	(77)
Subtotal		**4,151**	**4,151**	**8,303**	**4,151**	**4,151**	**8,303**	**3,721**	**3,721**	**7,442**	**3,235**	**3,235**	**6,469**
Retail/Entertainment [4]	890,000 GLSF	14,061	14,061	28,122	14,061	14,061	28,122	18,312	18,312	36,624	9,063	9,063	18,125
Internal Capture from Residential		(529)	(529)	(1,058)	(529)	(529)	(1,058)	(474)	(474)	(948)	(409)	(409)	(818)
Internal Capture from Office		(313)	(313)	(626)	(313)	(313)	(626)	(84)	(84)	(169)	(21)	(21)	(42)
Internal Capture from Hotel		(116)	(116)	(231)	(116)	(116)	(231)	(130)	(130)	(259)	(94)	(94)	(187)
Subtotal		**13,103**	**13,103**	**26,207**	**13,103**	**13,103**	**26,207**	**17,624**	**17,624**	**35,248**	**8,539**	**8,539**	**17,078**
Office [5]	780,000 GSF	3,128	3,128	6,255	3,128	3,128	6,255	844	844	1,688	210	210	419
Internal Capture to Retail (10%)		(313)	(313)	(626)	(313)	(313)	(626)	(84)	(84)	(169)	(21)	(21)	(42)
Internal Capture from Residential		(529)	(529)	(1,058)	(529)	(529)	(1,058)	(474)	(474)	(948)	(409)	(409)	(818)
Internal Capture from Hotel		(116)	(116)	(231)	(116)	(116)	(231)	(130)	(130)	(259)	(94)	(94)	(187)
Subtotal		**2,170**	**2,170**	**4,340**	**2,170**	**2,170**	**4,340**	**156**	**156**	**312**	**(314)**	**(314)**	**(628)**
Hotel [6]	300 Rooms	1,156	1,156	2,312	1,156	1,156	2,312	1,296	1,296	2,591	935	935	1,869
Internal Capture to Office (10%)		(116)	(116)	(231)	(116)	(116)	(231)	(130)	(130)	(259)	(94)	(94)	(187)
Internal Capture to Retail (10%)		(116)	(116)	(231)	(116)	(116)	(231)	(130)	(130)	(259)	(94)	(94)	(187)
Subtotal		**924**	**924**	**1,850**	**924**	**924**	**1,850**	**1,036**	**1,036**	**2,073**	**747**	**747**	**1,495**
Live Venue [7]	6,000 Seats	2,000	2,000	4,000	None	None	0	2,000	2,000	4,000	None	None	0
Stadium [8]	9,000 Spaces	None	None	0	9,000	9,000	18,000	None	None	0	9,000	9,000	18,000
Casino [9]	120,000 GSF	2,593	2,593	5,186	2,593	2,593	5,186	2,703	2,703	5,405	2,703	2,703	5,405
Civic Use [10]	30,000 GSF	816	816	1,631	816	816	1,631	699	699	1,397	383	383	765
Internal Capture to Residential (10%)		(82)	(82)	(163)	(82)	(82)	(163)	(70)	(70)	(140)	(38)	(38)	(77)
Subtotal		**734**	**734**	**1,468**	**734**	**734**	**1,468**	**629**	**629**	**1,257**	**345**	**345**	**688**
Site Access Totals		**25,675**	**25,675**	**51,354**	**32,675**	**32,675**	**65,354**	**27,869**	**27,869**	**55,737**	**24,255**	**24,255**	**48,507**
Approved Hollywood Park		39,433	39,433	78,866	39,433	39,433	78,866	23,159	23,159	46,318	23,159	23,159	46,318
Prior Home Stretch Project		13,087	13,087	26,174	13,087	13,087	26,174	17,082	17,082	34,164	17,082	17,082	34,164
Prior Site Access Totals		**52,520**	**52,520**	**105,040**	**52,520**	**52,520**	**105,040**	**40,241**	**40,241**	**80,482**	**40,241**	**40,241**	**80,482**

[1] Assumes a 25,000 attendee event at the stadium - all parking on-site.

[2] Assumes a 75,000 attendee event at the stadium - off-site parking required.

[3] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation formula rates.
- Daily Weekday Trip Rate: Ln(T) = 0.87*Ln(A) + 2.46; 4.23 trips per dwelling unit
- Daily Saturday Trip Rate: T = 3.62*A + 427.93; 3.79 trips per dwelling unit
- Daily Sunday Trip Rate: T = 3.13*A + 357.26; 3.27 trips per dwelling unit

[4] ITE Land Use Code 820 (Shopping Center) trip generation formula rates.
- Daily Weekday Trip Rate: Ln(T) = 0.65*Ln(A/1000) + 5.83; 31.6 trips per 1,000 square feet
- Daily Saturday Trip Rate: Ln(T) = 0.63*Ln(A/1000) + 6.23; 41.2 trips per 1,000 square feet
- Daily Sunday Trip Rate: T = 15.63*(A/1000) + 4214.46); 20.4 trips per 1,000 square feet

[5] ITE Land Use Code 710 (General Office Building) trip generation formula rates.
- Daily Weekday Trip Rate: Ln(T) = 0.76*Ln(A/1000) + 3.68; 8.02 trips per 1,000 square feet
- Daily Saturday Trip Rate: T = 2.14*(A/1000) + 18.47; 2.16 trips per trips per 1,000 square feet
- Daily Sunday Trip Rate: Ln(T) = 0.86*Ln(A/1000) + 0.31; 0.54 trips per 1,000 square feet

[6] ITE Land Use Code 310 (Hotel) trip generation rates.
- Daily Weekday Trip Rate: T = 8.95*A - 373.16; 7.71 trips per room
- Daily Saturday Trip Rate: T = 9.62*A - 294.56; 8.64 trips per room
- Daily Sunday Trip Rate: Ln(T) = 1.34*Ln(A) - 0.11); 6.23 trips per room

[7] Live Theater trip generation rates determined based on proposed number of provided seats.
- Daily Weekday Trip Rate: 0.33 trips per seat
- Daily Saturday Trip Rate: 0.33 trips per seat

[8] Stadium Use trip generation rates determined based on proposed on-site parking supply and event type.
- Daily Weekday Trip Rate: 2.0 trips per parking space (9,000 assumed)
- Daily Sunday Trip Rate: 2.0 trips per parking space (9,000 assumed)

[9] Casino Use Trip Generation Rates based on driveway counts conducted at project site for existing Casino.
Weekday Daily trips were calculated based on the assumption that the number of Weekday PM Peak Hour trips represents 20% of the Weekday Daily Traffic Volumes.
Weekend Daily trips were calculated based on the assumption that the number of Saturday Midday Peak Hour trips represents 20% of the Weekend Daily Traffic Volumes.

[10] ITE Land Use Code 590 (Library) trip generation rates.
- Daily Weekday Trip Rate: Ln(T) = 0.69*Ln(A/1000) + 5.05; 54.4 trips per 1,000 square feet
- Daily Saturday Trip Rate: T = 46.55*(A/1000); 46.6 trips per 1,000 square feet
- Daily Sunday Trip Rate: T = 25.49*(A/1000); 25.5 trips per 1,000 square feet

These mode split estimates are based on "opening" day projections for year 2018. In 2019, the Metro Crenshaw light rail line is expected to be completed, with one stop – at Florence/La Brea – located less than a mile from the Stadium site. Following completion of the Crenshaw line, and based on its close proximity to the Stadium site, the relative proportion of travel by public transit to the Stadium is expected to increase (e.g., up to 15% of patrons), thereby reducing travel by private automobile.

The initial forecast of 10% of Stadium patrons arriving by public transit is reasonable and feasible. By comparison, at the recently opened Levi's Stadium in Santa Clara – which has one light rail line located near the Stadium, nearby regional rail service, as well as local bus service – the overall public transit usage has ranged from 15% to 20%[10]. Locally, at the Rose Bowl in Pasadena, forecast public transit usage related to potential professional football games is estimated in the 5% - 7% range[11], with service primarily provided by the Gold Line light rail located more than two miles from the stadium. Thus, the initial estimate herein of 10% of public transit use by Stadium patrons (with adjacent bus service and the Green Line stop located 1.5 miles to the south) is reasonable and attainable.

Table 1 provides the forecast traffic volumes associated with the Stadium Alternative Project during the six analyzed peak hours. For the Weekday Pre-Event peak hour (e.g., 6:00 – 7:00 p.m.), the trip generation forecast of the non-Stadium uses (e.g., residential, retail, etc.) was assumed to be 50% of the ITE weekday afternoon commuter peak hour (e.g. 5:00 – 6:00 p.m.) trip rates based on: 1) the later hour in the evening that is less than peak; and 2) the expectation that with media alerts related to a Stadium event that some trips would occur at different time periods than the Pre-Event (e.g., 6:00 – 7:00 p.m.) peak hour. A similar adjustment was made to the trip generation forecast of the non-Stadium uses in *Table 1* related to the Sunday Pre-Event and Post-Event peak hours. That is, the Sunday Pre-Event (e.g., 11:30 a.m. to 12:30 p.m.) and Sunday Post Event (e.g., 4:30 – 5:30 p.m.) trip rates for the non-Stadium uses were assumed to be 25% of the ITE Saturday midday peak hour trip rates, again based on the overall lower trip generation patterns during the two Sunday "off-peak" hours, as well as the reasonable expectation that some motorists will adjust their trips to the non-Stadium uses outside of the Pre-Event and Post-Event peak hours.

Also in provided *Tables 1 and 2* for comparison purposes are the combined forecast traffic volumes of the approved Specific Plan, as well as the previously proposed Home Stretch shopping center project which was evaluated cumulatively in the Original Traffic Study. These prior forecasts are the site "driveway" traffic volumes provided in the Original Traffic Study for these projects (i.e., as would be measured around the perimeter of the site). Therefore, the volumes do not include the adjustments made in the Original Traffic Study for "pass-by" trips (i.e., related to the retail use), as well as the prior use trip credit used in the Original Traffic Study to account for historical vehicle trips at Hollywood Park generated by live racing.

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[10] *Transit Service & Ridership*, Santa Clara Valley Transportation Authority – Levi's Stadium Transit Program Committee, December 17, 2014.

[11] *Traffic Study for the Temporary Use of the Rose Bowl by the NFL*, Fehr & Peers, August 2012.

As the Original Traffic Study did not need to evaluate a weeknight pre-event peak hour, and Sunday pre-event and post-event peak hours, the comparison in *Table 1* was made using PM peak hour and the Saturday MD peak hour trip forecasts for the approved Specific Plan.

As shown in *Table 1*, for all peak hours, the Stadium Alternative Project would result in fewer vehicle trips generated by the site as compared to the amount forecast in the Original Traffic Study for the approved Specific Plan in combination with the prior Home Stretch development proposal. When accounting for vehicles utilizing the off-site parking areas related to a 75,000 patron event at the Stadium, the total number of trips generated by the Stadium Alternative Project (on-site and off-site) would likely exceed the approved Specific Plan project during the Sunday post-event peak hour.

6.0 TRAFFIC IMPACT ANALYSIS

The traffic impact analysis has been prepared evaluating the 49 intersections during the six peak hours. The intersections were evaluated during for the following conditions:

- Existing conditions
- Existing + Stadium Alternative Project traffic
- Existing + Stadium Alternative Project traffic + Mitigation
- Future conditions[12]

The Existing scenario was evaluated using the recent traffic counts collected at the study intersections during the six peak hours. The forecast peak hour traffic volumes related to the Stadium Alternative Project as summarized in *Table 1* were assigned to the 49 study intersections for purposes of deriving Existing + Stadium Alternative Project traffic. In addition to the site-generated traffic volumes, for the Sunday Pre-Event and Post-Event peak hours, the appropriate forecast traffic volumes related to Stadium-related parking use at the Forum[13] (3,500 spaces), the City Lots (3,600 spaces), and other off-site parking resources (approximately 5,000 spaces) located within and adjacent to the City of Inglewood were added.

Level of Service (LOS) calculations were prepared for each study intersection under the various traffic analysis scenarios. The LOS calculations were prepared consistent with the methodology used in the Original Traffic Study. Also similar to the Original Traffic Study, a significant traffic impact due to the Stadium Alternative Project was determined if project-related traffic caused an increase in the intersection's calculated volume-to-capacity (V/C) ratio of 0.02 or more and the final V/C at the intersection was calculated to be greater than 1.000 (LOS F). Consistent with the Original Traffic Study, the LOS calculations in the scenario with project-related traffic include the site-adjacent street improvements along Century Boulevard, Prairie Avenue, and Pincay Drive that are to be constructed in conjunction with the Stadium Alternative Project (i.e., they are project features) and are included in the Specific Plan.

Additionally, and consistent with the Original Traffic Study, the beneficial effects of traffic signal synchronization have been accounted for at those intersections which currently operate under such systems. For example, intersections with the City of Los Angeles operate under the

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[12] Future conditions defined as Existing traffic increased by regional traffic growth rates recommended in Metro's 2010 Congestion Management Program document to estimate year 2030 conditions, plus traffic related to the Stadium Alternative Project and associated mitigation measures.

[13] The off-site parking at the Forum (3,500 spaces) has not been secured by the Stadium operator. However, it is a "worst case" assumption within this traffic analysis to assume Stadium event traffic arriving and departing at the Forum as these trips would generally be sharing the roadway network with vehicles travelling to and from the Specific Plan site (9,000 spaces) and the City Lots (3,600 spaces). Should the Forum parking not be available for Stadium events, it is reasonable to assume that other off-site parking resources will be utilized by patrons (with shuttle service provided as needed by the Stadium operator and/or parking operator). These off-site lots would likely be located throughout the City and/or adjacent communities, thereby dispersing the event-related vehicle trips and resulting in overall improved traffic flow throughout the study area.

Automated Traffic Surveillance and Control (ATSAC) system. Within the City of Inglewood, traffic signal synchronization has been installed by the City and maintained through the County of Los Angeles' Traffic Signal Synchronization Program (TSSP). The County estimates that roadway segments with TSSP have achieved reductions in travel time for motorists by up to 24 to 29 percent as compared to pre-synchronization conditions. Roadway segments in the City of Inglewood for which TSSP has been implemented include:

- Inglewood Avenue: Hillcrest Boulevard to southerly City limit
- La Brea Avenue: Centinela Avenue to Century Boulevard
- Prairie Avenue: Florence Avenue to Imperial Highway

Additionally, the County is proposing a future TSSP segment along Imperial Highway within the City limits. At study intersections under traffic signal synchronization, a conservative 10% improvement to the calculated volume-to-capacity ratio has been assumed, consistent with the Original Traffic Study.

Finally, it is noted that the Original Traffic Study assumed a prior use trip "credit" related to the long-term historical use of the Hollywood Park property as a horse racing track. For this analysis of the Stadium Alternative Project, the vehicle trip credits established in the Original Traffic Study for the prior horse racing activity have not been applied to provide a conservative ("worst case") assessment.

Table 3 provides a summary of the calculated volume-to-capacity ratios and Levels of Service at the 49 study intersections. As shown in *Table 3*, the impacts of the Stadium Alternative Project are deemed significant (i.e., prior to the implementation of recommended traffic mitigation measures) at the following intersections:

- La Brea Avenue/Centinela Avenue (weekday PM peak hour)
- Prairie Avenue/Manchester Boulevard (Sunday post-event peak hour)
- Prairie Avenue/Century Boulevard (weekday PM peak, weeknight pre-event peak hour, Saturday MD peak hour, Sunday pre-event peak hour, and Sunday post-event peak hour)
- Yukon Avenue/Century Boulevard (Sunday post-event peak hour)
- Club Drive/Century Boulevard (Sunday post-event peak hour)
- Crenshaw Boulevard/Manchester Boulevard (weekday PM peak hour, weeknight pre-event peak hour and Sunday post-event peak hour)
- Crenshaw Boulevard/Century Boulevard (weekday PM peak hour, Saturday MD peak hour, Sunday pre-event peak hour, and Sunday post-event peak hour)
- Crenshaw Boulevard/120th Street (Sunday post-event peak hour)

Table 3
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
1	La Cienega Boulevard / Manchester Boulevard	AM	0.824	D	0.852	D	0.028	NO	0.752	C	-0.072	---
		PM	0.786	C	0.823	D	0.037	NO	0.723	C	-0.063	---
		PrePM	0.698	B	0.825	D	0.127	NO	0.725	C	0.027	---
		Sat	0.636	B	0.686	B	0.050	NO	0.586	A	-0.050	---
		Pre	0.654	B	0.900	D	0.246	NO	0.800	C	0.146	---
		Post	0.571	A	0.718	C	0.147	NO	0.618	B	0.047	---
2	La Cienega Boulevard / Arbor Vitae Street	AM	0.650	B	0.657	B	0.007	NO	0.657	B	0.007	---
		PM	0.612	B	0.627	B	0.015	NO	0.627	B	0.015	---
		PrePM	0.462	A	0.492	A	0.030	NO	0.492	A	0.030	---
		Sat	0.406	A	0.424	A	0.018	NO	0.424	A	0.018	---
		Pre	0.316	A	0.358	A	0.042	NO	0.358	A	0.042	---
		Post	0.344	A	0.348	A	0.004	NO	0.348	A	0.004	---
3	La Cienega Boulevard / I-405 SB Ramps (n/o Century Boulevard)	AM	0.707	C	0.718	C	0.011	NO	0.718	C	0.011	---
		PM	0.596	A	0.614	B	0.018	NO	0.614	B	0.018	---
		PrePM	0.511	A	0.553	A	0.042	NO	0.553	A	0.042	---
		Sat	0.423	A	0.448	A	0.025	NO	0.448	A	0.025	---
		Pre	0.447	A	0.544	A	0.097	NO	0.544	A	0.097	---
		Post	0.398	A	0.470	A	0.072	NO	0.470	A	0.072	---
4	La Cienega Boulevard / Century Boulevard	AM	0.825	D	0.832	D	0.007	NO	0.832	D	0.007	---
		PM	0.711	C	0.774	C	0.063	NO	0.774	C	0.063	---
		PrePM	0.680	B	0.833	D	0.153	NO	0.833	D	0.153	---
		Sat	0.503	A	0.625	B	0.122	NO	0.625	B	0.122	---
		Pre	0.487	A	0.687	B	0.200	NO	0.687	B	0.200	---
		Post	0.474	A	0.892	D	0.418	NO	0.892	D	0.418	---
5	La Cienega Boulevard / I-405 SB Ramps (s/o Century Boulevard)	AM	0.335	A	0.350	A	0.015	NO	0.350	A	0.015	---
		PM	0.464	A	0.513	A	0.049	NO	0.513	A	0.049	---
		PrePM	0.376	A	0.438	A	0.062	NO	0.438	A	0.062	---
		Sat	0.299	A	0.341	A	0.042	NO	0.341	A	0.042	---
		Pre	0.272	A	0.347	A	0.075	NO	0.347	A	0.075	---
		Post	0.282	A	0.514	A	0.232	NO	0.514	A	0.232	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
6	I-405 NB Ramps - Ash Avenue / Manchester Boulevard	AM	0.677	B	0.685	B	0.008	NO	0.585	A	-0.092	---
		PM	0.655	B	0.690	B	0.035	NO	0.590	A	-0.065	---
		PrePM	0.622	B	0.755	C	0.133	NO	0.655	B	0.033	---
		Sat	0.579	A	0.607	B	0.028	NO	0.507	A	-0.072	---
		Pre	0.551	A	0.707	C	0.156	NO	0.607	B	0.056	---
		Post	0.477	A	0.794	C	0.317	NO	0.694	B	0.217	---
7	I-405 NB Ramps / Century Boulevard	AM	0.935	E	0.959	E	0.024	NO	0.859	D	-0.076	---
		PM	0.669	B	0.765	C	0.096	NO	0.665	B	-0.004	---
		PrePM	0.621	B	0.864	D	0.243	NO	0.764	C	0.143	---
		Sat	0.492	A	0.586	A	0.094	NO	0.486	A	-0.006	---
		Pre	0.470	A	0.770	C	0.300	NO	0.670	B	0.200	---
		Post	0.436	A	0.806	D	0.370	NO	0.706	C	0.270	---
8	La Brea Avenue / Slauson Avenue	AM	0.724	C	0.740	C	0.016	NO	0.740	C	0.016	---
		PM	0.775	C	0.826	D	0.051	NO	0.826	D	0.051	---
		PrePM	0.756	C	0.820	D	0.064	NO	0.820	D	0.064	---
		Sat	0.644	B	0.704	C	0.060	NO	0.704	C	0.060	---
		Pre	0.540	A	0.627	B	0.087	NO	0.627	B	0.087	---
		Post	0.613	B	0.739	C	0.126	NO	0.739	C	0.126	---
9	La Brea Avenue / Centinela Avenue	AM	0.841	D	0.857	D	0.016	NO	0.757	C	-0.084	---
		PM	0.928	E	1.009	F	0.081	YES	0.909	E	-0.019	YES
		PrePM	0.823	D	0.942	E	0.119	NO	0.842	D	0.019	---
		Sat	0.782	C	0.851	D	0.069	NO	0.751	C	-0.031	---
		Pre	0.722	C	0.870	D	0.148	NO	0.770	C	0.048	---
		Post	0.712	C	0.933	E	0.221	NO	0.833	D	0.121	---
10	La Brea Avenue / Florence Avenue	AM	0.691	B	0.696	B	0.005	NO	0.696	B	0.005	---
		PM	0.713	C	0.740	C	0.027	NO	0.740	C	0.027	---
		PrePM	0.654	B	0.675	B	0.021	NO	0.675	B	0.021	---
		Sat	0.507	A	0.532	A	0.025	NO	0.532	A	0.025	---
		Pre	0.491	A	0.497	A	0.006	NO	0.497	A	0.006	---
		Post	0.428	A	0.453	A	0.025	NO	0.453	A	0.025	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
11	La Brea Avenue / Manchester Boulevard	AM	0.746	C	0.762	C	0.016	NO	0.762	C	0.016	---
		PM	0.709	C	0.777	C	0.068	NO	0.777	C	0.068	---
		PrePM	0.604	B	0.783	C	0.179	NO	0.783	C	0.179	---
		Sat	0.546	A	0.613	B	0.067	NO	0.613	B	0.067	---
		Pre	0.480	A	0.798	C	0.318	NO	0.798	C	0.318	---
		Post	0.466	A	0.934	E	0.468	NO	0.934	E	0.468	---
12	La Brea Avenue / Arbor Vitae Street	AM	0.448	A	0.480	A	0.032	NO	0.480	A	0.032	---
		PM	0.574	A	0.626	B	0.052	NO	0.626	B	0.052	---
		PrePM	0.485	A	0.780	C	0.295	NO	0.780	C	0.295	---
		Sat	0.468	A	0.535	A	0.067	NO	0.535	A	0.067	---
		Pre	0.391	A	0.703	C	0.312	NO	0.703	C	0.312	---
		Post	0.462	A	0.543	A	0.081	NO	0.543	A	0.081	---
13	La Brea Avenue / Century Boulevard	AM	0.621	B	0.648	B	0.027	NO	0.648	B	0.027	---
		PM	0.613	B	0.719	C	0.106	NO	0.719	C	0.106	---
		PrePM	0.614	B	0.778	C	0.164	NO	0.778	C	0.164	---
		Sat	0.569	A	0.711	C	0.142	NO	0.711	C	0.142	---
		Pre	0.434	A	0.705	C	0.271	NO	0.705	C	0.271	---
		Post	0.443	A	0.825	D	0.382	NO	0.825	D	0.382	---
14	Hawthorne Boulevard / Imperial Highway	AM	0.619	B	0.625	B	0.006	NO	0.625	B	0.006	---
		PM	0.750	C	0.787	C	0.037	NO	0.787	C	0.037	---
		PrePM	0.693	B	0.725	C	0.032	NO	0.725	C	0.032	---
		Sat	0.493	A	0.534	A	0.041	NO	0.534	A	0.041	---
		Pre	0.406	A	0.433	A	0.027	NO	0.433	A	0.027	---
		Post	0.435	A	0.491	A	0.056	NO	0.491	A	0.056	---
15	Centinela Avenue / Florence Avenue	AM	0.912	E	0.943	E	0.031	NO	0.843	D	-0.069	---
		PM	0.778	C	0.858	D	0.080	NO	0.758	C	-0.020	---
		PrePM	0.698	B	0.774	C	0.076	NO	0.674	B	-0.024	---
		Sat	0.660	B	0.733	C	0.073	NO	0.633	B	-0.027	---
		Pre	0.599	A	0.750	C	0.151	NO	0.650	B	0.051	---
		Post	0.561	A	0.600	A	0.039	NO	0.500	A	-0.061	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
16	I-105 EB On-Ramp - Freeman Avenue / Imperial Highway	AM	0.560	A	0.561	A	0.001	NO	0.561	A	0.001	---
		PM	0.611	B	0.718	C	0.107	NO	0.718	C	0.107	---
		PrePM	0.601	B	0.654	B	0.053	NO	0.654	B	0.053	---
		Sat	0.478	A	0.578	A	0.100	NO	0.578	A	0.100	---
		Pre	0.421	A	0.453	A	0.032	NO	0.453	A	0.032	---
		Post	0.456	A	0.729	C	0.273	NO	0.729	C	0.273	---
17	Prairie Avenue / Florence Avenue	AM	0.730	C	0.773	C	0.043	NO	0.773	C	0.043	---
		PM	0.732	C	0.853	D	0.121	NO	0.853	D	0.121	---
		PrePM	0.691	B	0.751	C	0.060	NO	0.751	C	0.060	---
		Sat	0.556	A	0.688	B	0.132	NO	0.688	B	0.132	---
		Pre	0.490	A	0.801	D	0.311	NO	0.801	D	0.311	---
		Post	0.499	A	0.735	C	0.236	NO	0.735	C	0.236	---
18	Prairie Avenue / Manchester Boulevard	AM	0.787	C	0.822	D	0.035	NO	0.822	D	0.035	---
		PM	0.742	C	0.874	D	0.132	NO	0.874	D	0.132	---
		PrePM	0.672	B	0.825	D	0.153	NO	0.825	D	0.153	---
		Sat	0.553	A	0.731	C	0.178	NO	0.685	B	0.132	---
		Pre	0.566	A	0.971	E	0.405	NO	0.971	E	0.405	---
		Post	0.558	A	1.201	F	0.643	YES	0.933	E	0.375	YES
19	Prairie Avenue / Kelso Street - Pincay Drive	AM	0.630	B	0.652	B	0.022	NO	0.652	B	0.022	---
		PM	0.767	C	0.829	D	0.062	NO	0.829	D	0.062	---
		PrePM	0.563	A	0.580	A	0.017	NO	0.580	A	0.017	---
		Sat	0.496	A	0.595	A	0.099	NO	0.595	A	0.099	---
		Pre	0.448	A	0.464	A	0.016	NO	0.464	A	0.016	---
		Post	0.404	A	0.469	A	0.065	NO	0.469	A	0.065	---
20	Prairie Avenue / Buckthorn Street	AM	0.441	A	0.494	A	0.053	NO	0.394	A	-0.047	---
		PM	0.451	A	0.618	B	0.167	NO	0.518	A	0.067	---
		PrePM	0.388	A	0.458	A	0.070	NO	0.358	A	-0.030	---
		Sat	0.380	A	0.483	A	0.103	NO	0.383	A	0.003	---
		Pre	0.395	A	0.424	A	0.029	NO	0.324	A	-0.071	---
		Post	0.354	A	0.601	B	0.247	NO	0.501	A	0.147	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
21	Prairie Avenue / Arbor Vitae Street	AM	0.505	A	0.482	A	-0.023	NO	0.482	A	-0.023	---
		PM	0.530	A	0.635	B	0.105	NO	0.635	B	0.105	---
		PrePM	0.502	A	0.790	C	0.288	NO	0.790	C	0.288	---
		Sat	0.483	A	0.645	B	0.162	NO	0.645	B	0.162	---
		Pre	0.470	A	0.748	C	0.278	NO	0.748	C	0.278	---
		Post	0.434	A	0.846	D	0.412	NO	0.846	D	0.412	---
22	Prairie Avenue / New Project Driveway	AM	0.349	A	0.400	A	0.051	NO	0.400	A	0.051	---
		PM	0.364	A	0.531	A	0.167	NO	0.531	A	0.167	---
		PrePM	0.344	A	0.446	A	0.102	NO	0.446	A	0.102	---
		Sat	0.324	A	0.510	A	0.186	NO	0.510	A	0.186	---
		Pre	0.350	A	0.406	A	0.056	NO	0.406	A	0.056	---
		Post	0.318	A	0.451	A	0.133	NO	0.451	A	0.133	---
23	Prairie Avenue / Hardy Street	AM	0.437	A	0.488	A	0.051	NO	0.488	A	0.051	---
		PM	0.493	A	0.615	B	0.122	NO	0.615	B	0.122	---
		PrePM	0.437	A	0.491	A	0.054	NO	0.491	A	0.054	---
		Sat	0.381	A	0.573	A	0.192	NO	0.573	A	0.192	---
		Pre	0.348	A	0.385	A	0.037	NO	0.385	A	0.037	---
		Post	0.345	A	0.673	B	0.328	NO	0.673	B	0.328	---
24	Prairie Avenue / Century Boulevard	AM	0.654	B	0.739	C	0.085	NO	0.697	B	0.043	---
		PM	0.674	B	1.055	F	0.381	YES	0.935	E	0.261	YES
		PrePM	0.673	B	1.054	F	0.381	YES	0.938	E	0.265	YES
		Sat	0.693	B	1.076	F	0.383	YES	0.955	E	0.262	YES
		Pre	0.599	A	1.006	F	0.407	YES	0.888	D	0.289	YES
		Post	0.598	A	1.027	F	0.429	YES	0.901	E	0.303	YES
25	Prairie Avenue / I-105 EB/WB Off-Ramps	AM	0.502	A	0.531	A	0.029	NO	0.531	A	0.029	---
		PM	0.589	A	0.699	B	0.110	NO	0.699	B	0.110	---
		PrePM	0.621	B	0.676	B	0.055	NO	0.676	B	0.055	---
		Sat	0.515	A	0.617	B	0.102	NO	0.617	B	0.102	---
		Pre	0.509	A	0.690	B	0.181	NO	0.690	B	0.181	---
		Post	0.555	A	0.904	E	0.349	NO	0.904	E	0.349	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
26	Prairie Avenue / Imperial Highway	AM	0.780	C	0.816	D	0.036	NO	0.816	D	0.036	---
		PM	0.766	C	0.815	D	0.049	NO	0.815	D	0.049	---
		PrePM	0.688	B	0.712	C	0.024	NO	0.712	C	0.024	---
		Sat	0.527	A	0.620	B	0.093	NO	0.620	B	0.093	---
		Pre	0.502	A	0.592	A	0.090	NO	0.592	A	0.090	---
		Post	0.513	A	0.774	C	0.261	NO	0.774	C	0.261	---
27	Cemetery Driveway - Kareem Court / Manchester Boulevard	AM	0.561	A	0.573	A	0.012	NO	0.463	A	-0.098	---
		PM	0.499	A	0.540	A	0.041	NO	0.430	A	-0.069	---
		PrePM	0.414	A	0.732	C	0.318	NO	0.629	B	0.215	---
		Sat	0.399	A	0.407	A	0.008	NO	0.305	A	-0.094	---
		Pre	0.499	A	0.856	D	0.357	NO	0.751	C	0.252	---
		Post	0.418	A	0.967	E	0.549	NO	0.606	B	0.188	---
28	Kareem Court - Gate 8 / Pincay Drive	AM	0.396	A	0.469	A	0.073	NO	0.469	A	0.073	---
		PM	0.401	A	0.440	A	0.039	NO	0.440	A	0.039	---
		PrePM	0.303	A	0.525	A	0.222	NO	0.525	A	0.222	---
		Sat	0.247	A	0.276	A	0.029	NO	0.276	A	0.029	---
		Pre	0.218	A	0.458	A	0.240	NO	0.458	A	0.240	---
		Post	0.223	A	0.844	D	0.621	NO	0.844	D	0.621	---
29	Doty Avenue - Project Driveway / Century Boulevard	AM	0.389	A	0.529	A	0.140	NO	0.391	A	0.002	---
		PM	0.415	A	0.717	C	0.302	NO	0.513	A	0.098	---
		PrePM	0.437	A	0.709	C	0.272	NO	0.487	A	0.050	---
		Sat	0.393	A	0.966	E	0.573	NO	0.803	D	0.410	---
		Pre	0.375	A	0.674	B	0.299	NO	0.464	A	0.089	---
		Post	0.384	A	0.774	C	0.390	NO	0.654	B	0.270	---
30	New Project Driveway / Pincay Drive	AM	0.343	A	0.393	A	0.050	NO	0.393	A	0.050	---
		PM	0.383	A	0.511	A	0.128	NO	0.511	A	0.128	---
		PrePM	0.294	A	0.570	A	0.276	NO	0.570	A	0.276	---
		Sat	0.228	A	0.305	A	0.077	NO	0.305	A	0.077	---
		Pre	0.210	A	0.441	A	0.231	NO	0.441	A	0.231	---
		Post	0.214	A	0.559	A	0.345	NO	0.559	A	0.345	---

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
31	Casino Driveway / Century Boulevard	AM	0.403	A	0.552	A	0.149	NO	0.452	A	0.049	---
		PM	0.419	A	0.756	C	0.337	NO	0.656	B	0.237	---
		PrePM	0.398	A	0.584	A	0.186	NO	0.484	A	0.086	---
		Sat	0.394	A	0.821	D	0.427	NO	0.721	C	0.327	---
		Pre	0.343	A	0.539	A	0.196	NO	0.439	A	0.096	---
		Post	0.371	A	0.595	A	0.224	NO	0.495	A	0.124	---
32	Carlton Drive - Project Driveway / Pincay Drive	AM	0.367	A	0.411	A	0.044	NO	0.411	A	0.044	---
		PM	0.381	A	0.560	A	0.179	NO	0.560	A	0.179	---
		PrePM	0.309	A	0.615	B	0.306	NO	0.615	B	0.306	---
		Sat	0.216	A	0.384	A	0.168	NO	0.384	A	0.168	---
		Pre	0.224	A	0.475	A	0.251	NO	0.475	A	0.251	---
		Post	0.245	A	0.874	D	0.629	NO	0.874	D	0.629	---
33	Yukon Avenue / Century Boulevard	AM	0.428	A	0.554	A	0.126	NO	0.442	A	0.014	---
		PM	0.594	A	0.815	D	0.221	NO	0.720	C	0.126	---
		PrePM	0.596	A	0.746	C	0.150	NO	0.656	B	0.060	---
		Sat	0.552	A	0.739	C	0.187	NO	0.634	B	0.082	---
		Pre	0.536	A	0.681	B	0.145	NO	0.593	A	0.057	---
		Post	0.539	A	1.143	F	0.604	YES	0.942	E	0.403	YES
34	Crenshaw Drive - Briarwood Lane / Manchester Boulevard	AM	0.777	C	0.800	C	0.023	NO	0.700	B	-0.077	---
		PM	0.549	A	0.563	A	0.014	NO	0.463	A	-0.086	---
		PrePM	0.449	A	0.565	A	0.116	NO	0.465	A	0.016	---
		Sat	0.587	A	0.597	A	0.010	NO	0.497	A	-0.090	---
		Pre	0.502	A	0.725	C	0.223	NO	0.625	B	0.123	---
		Post	0.407	A	0.558	A	0.151	NO	0.458	A	0.051	---
35	Club Drive / Century Boulevard	AM	0.496	A	0.568	A	0.072	NO	0.468	A	-0.028	---
		PM	0.626	B	0.794	C	0.168	NO	0.694	B	0.068	---
		PrePM	0.607	B	0.785	C	0.178	NO	0.685	B	0.078	---
		Sat	0.674	B	0.838	D	0.164	NO	0.738	C	0.064	---
		Pre	0.626	B	0.914	E	0.288	NO	0.814	D	0.188	---
		Post	0.692	B	1.076	F	0.384	YES	0.976	E	0.284	YES

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
36	I-105 EB Ramps / 120th Street	AM	0.833	D	0.845	D	0.012	NO	0.845	D	0.012	---
		PM	0.765	C	0.803	D	0.038	NO	0.803	D	0.038	---
		PrePM	0.705	C	0.748	C	0.043	NO	0.748	C	0.043	---
		Sat	0.727	C	0.760	C	0.033	NO	0.760	C	0.033	---
		Pre	0.581	A	0.643	B	0.062	NO	0.643	B	0.062	---
		Post	0.643	B	0.771	C	0.128	NO	0.771	C	0.128	---
37	Crenshaw Boulevard / Slauson Avenue	AM	0.761	C	0.769	C	0.008	NO	0.769	C	0.008	---
		PM	0.783	C	0.817	D	0.034	NO	0.817	D	0.034	---
		PrePM	0.776	C	0.875	D	0.099	NO	0.875	D	0.099	---
		Sat	0.676	B	0.714	C	0.038	NO	0.714	C	0.038	---
		Pre	0.574	A	0.701	C	0.127	NO	0.701	C	0.127	---
		Post	0.641	B	0.686	B	0.045	NO	0.686	B	0.045	---
38	Crenshaw Boulevard / Florence Avenue	AM	0.750	C	0.771	C	0.021	NO	0.771	C	0.021	---
		PM	0.727	C	0.795	C	0.068	NO	0.795	C	0.068	---
		PrePM	0.712	C	0.821	D	0.109	NO	0.821	D	0.109	---
		Sat	0.557	A	0.620	B	0.063	NO	0.620	B	0.063	---
		Pre	0.528	A	0.655	B	0.127	NO	0.655	B	0.127	---
		Post	0.531	A	0.708	C	0.177	NO	0.708	C	0.177	---
39	Crenshaw Boulevard / Crenshaw Drive - 82nd Street	AM	0.394	A	0.414	A	0.020	NO	0.414	A	0.020	---
		PM	0.425	A	0.464	A	0.039	NO	0.464	A	0.039	---
		PrePM	0.418	A	0.517	A	0.099	NO	0.517	A	0.099	---
		Sat	0.382	A	0.430	A	0.048	NO	0.430	A	0.048	---
		Pre	0.320	A	0.459	A	0.139	NO	0.459	A	0.139	---
		Post	0.344	A	0.540	A	0.196	NO	0.540	A	0.196	---
40	Crenshaw Boulevard / Manchester Boulevard	AM	0.809	D	0.867	D	0.058	NO	0.767	C	-0.042	---
		PM	0.896	D	1.030	F	0.134	YES	0.930	E	0.034	YES
		PrePM	0.878	D	1.091	F	0.213	YES	0.991	E	0.113	YES
		Sat	0.721	C	0.859	D	0.138	NO	0.759	C	0.038	---
		Pre	0.687	B	0.942	E	0.255	NO	0.842	D	0.155	---
		Post	0.677	B	1.076	F	0.399	YES	0.976	E	0.299	YES

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
41	Crenshaw Boulevard / Pincay Drive - 90th Street	AM	0.661	B	0.762	C	0.101	NO	0.662	B	0.001	---
		PM	0.665	B	0.779	C	0.114	NO	0.679	B	0.014	---
		PrePM	0.582	A	0.810	D	0.228	NO	0.710	C	0.128	---
		Sat	0.551	A	0.707	C	0.156	NO	0.607	B	0.056	---
		Pre	0.452	A	0.731	C	0.279	NO	0.631	B	0.179	---
		Post	0.488	A	0.799	C	0.311	NO	0.699	B	0.211	---
42	Crenshaw Boulevard / Century Boulevard	AM	0.774	C	0.842	D	0.068	NO	0.735	C	-0.039	---
		PM	0.858	D	1.112	F	0.254	YES	0.872	D	0.014	YES
		PrePM	0.775	C	0.980	E	0.205	NO	0.855	D	0.080	---
		Sat	0.821	D	1.036	F	0.215	YES	0.906	E	0.085	YES
		Pre	0.757	C	1.137	F	0.380	YES	0.966	E	0.209	YES
		Post	0.792	C	1.303	F	0.511	YES	0.941	E	0.149	YES
43	Crenshaw Boulevard / Imperial Highway	AM	0.731	C	0.759	C	0.028	NO	0.659	B	-0.072	---
		PM	0.839	D	0.903	E	0.064	NO	0.803	D	-0.036	---
		PrePM	0.760	C	0.851	D	0.091	NO	0.751	C	-0.009	---
		Sat	0.704	C	0.784	C	0.080	NO	0.684	B	-0.020	---
		Pre	0.611	B	0.787	C	0.176	NO	0.687	B	0.076	---
		Post	0.594	A	0.822	D	0.228	NO	0.722	C	0.128	---
44	Crenshaw Boulevard / 118th Place - I-105 WB Ramps	AM	0.653	B	0.670	B	0.017	NO	0.570	A	-0.083	---
		PM	0.731	C	0.860	D	0.129	NO	0.760	C	0.029	---
		PrePM	0.664	B	0.817	D	0.153	NO	0.717	C	0.053	---
		Sat	0.767	C	0.926	E	0.159	NO	0.826	D	0.059	---
		Pre	0.698	B	0.948	E	0.250	NO	0.848	D	0.150	---
		Post	0.664	B	0.905	E	0.241	NO	0.805	D	0.141	---
45	Crenshaw Boulevard / 120th Street	AM	0.884	D	0.916	E	0.032	NO	0.816	D	-0.068	---
		PM	0.959	E	0.974	E	0.015	NO	0.874	D	-0.085	---
		PrePM	0.832	D	0.869	D	0.037	NO	0.769	C	-0.063	---
		Sat	0.903	E	0.997	E	0.094	NO	0.897	D	-0.006	---
		Pre	0.696	B	0.788	C	0.092	NO	0.688	B	-0.008	---
		Post	0.754	C	1.098	F	0.344	YES	0.998	E	0.244	YES

Table 3 (Continued)
PROJECT TRAFFIC IMPACT ANALYSIS
AND LEVELS OF SERVICE

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] EXISTING V/C	[1] EXISTING LOS	[2] EXISTING W/ PROPOSED PROJECT [A] V/C	[2] EXISTING W/ PROPOSED PROJECT [A] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [B]	[3] EXISTING W/ PROJECT + MITIGATION V/C	[3] EXISTING W/ PROJECT + MITIGATION LOS	[3] CHANGE V/C [(3)-(1)]	[3] MITIGATED
46	I-110 SB Ramps / Manchester Avenue	AM	0.583	A	0.594	A	0.011	NO	0.594	A	0.011	---
		PM	0.601	B	0.687	B	0.086	NO	0.687	B	0.086	---
		PrePM	0.555	A	0.627	B	0.072	NO	0.627	B	0.072	---
		Sat	0.443	A	0.516	A	0.073	NO	0.516	A	0.073	---
		Pre	0.536	A	0.608	B	0.072	NO	0.608	B	0.072	---
		Post	0.509	A	0.823	D	0.314	NO	0.823	D	0.314	---
47	I-110 NB Ramps / Manchester Avenue	AM	0.657	B	0.674	B	0.017	NO	0.674	B	0.017	---
		PM	0.545	A	0.567	A	0.022	NO	0.567	A	0.022	---
		PrePM	0.518	A	0.560	A	0.042	NO	0.560	A	0.042	---
		Sat	0.590	A	0.610	B	0.020	NO	0.610	B	0.020	---
		Pre	0.624	B	0.722	C	0.098	NO	0.722	C	0.098	---
		Post	0.613	B	0.759	C	0.146	NO	0.759	C	0.146	---
48	I-110 SB Off-Ramp / Century Boulevard	AM	0.334	A	0.359	A	0.025	NO	0.359	A	0.025	---
		PM	0.384	A	0.461	A	0.077	NO	0.461	A	0.077	---
		PrePM	0.365	A	0.439	A	0.074	NO	0.439	A	0.074	---
		Sat	0.349	A	0.436	A	0.087	NO	0.436	A	0.087	---
		Pre	0.324	A	0.448	A	0.124	NO	0.448	A	0.124	---
		Post	0.344	A	0.543	A	0.199	NO	0.543	A	0.199	---
49	I-110 NB On-Ramp / Century Boulevard	AM	0.379	A	0.402	A	0.023	NO	0.402	A	0.023	---
		PM	0.339	A	0.427	A	0.088	NO	0.427	A	0.088	---
		PrePM	0.328	A	0.409	A	0.081	NO	0.409	A	0.081	---
		Sat	0.391	A	0.481	A	0.090	NO	0.481	A	0.090	---
		Pre	0.328	A	0.455	A	0.127	NO	0.455	A	0.127	---
		Post	0.338	A	0.486	A	0.148	NO	0.486	A	0.148	---

[A] Includes project features (improvements) adjacent to the site.

[B] City of Inglewood intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 1.000	F	equal to or greater than 0.02

7.0 MITIGATION MEASURES

The approved Specific Plan included requirements to implement traffic mitigation measures. These improvements included payments to the City of Inglewood to fund the installation of traffic signal synchronization equipment (e.g., the County's TSSP or similar). The effect of the traffic signal funding was to complete traffic signal synchronization along corridors in the City such as along Century Boulevard, Florence Avenue and Centinela Avenue. Additionally, the approved Specific Plan requires the widening of the west side of Crenshaw Boulevard north of Century Boulevard to provide a southbound right-turn lane at the Crenshaw/Century intersection.

Table 4 provides a summary of the currently required mitigation and the additional mitigation measures recommended for the Stadium Alternative Project.

As shown in *Table 3*, implementation of the recommended additional traffic improvement measures, in conjunction with the mitigation measures required for the approved Specific Plan, results in all traffic impacts reduced to levels of significance. That is, for all peak hours, including Sunday pre-event and post-event peak hours, the intersections are forecast to operate at LOS E or better. The calculated volume-to-capacity ratios for these intersection is less than 1.0, meaning that there would be excess capacity at all locations, thereby avoiding saturated or "gridlocked" conditions, even during peak traffic conditions.

Table 4
SUMMARY OF RECOMMENDED MITIGATION MEASURES

19-Feb-15

Intersection	Approved Specific Plan Mitigation Measures	Recommended Additional Measures - Stadium Alternative Project
La Cienega Boulevard / Manchester Boulevard	--	Fund TSSP Installation
I-405 NB Ramps / Manchester Boulevard	--	Fund TSSP Installation
I-405 NB Ramps / Century Boulevard	Fund TSSP Installation	--
La Brea Avenue / Centinela Avenue	Fund TSSP Installation	--
La Brea Avenue / Florence Avenue	Fund TSSP Installation*	--
La Brea Avenue / Century Boulevard	Fund TSSP Installation*	
Centinela Avenue / Florence Avenue	Fund TSSP Installation	--
Prairie Avenue / Florence Avenue	Fund TSSP Installation*	
Prairie Avenue / Manchester Boulevard	--	Widen east side of Prairie south of Manchester for a second northbound left-turn lane**
Prairie Avenue / Century Boulevard	Fund TSSP Installation	Widen south side of Century east and west of Prairie for a second eastbound/westbound left-turn lane
Kareem Court / Manchester Boulevard	--	Fund TSSP Installation; modify striping for a northbound optional left-turn/right-turn for No. 2 center lane
Doty Avenue / Century Boulevard	Fund TSSP Installation	Widen south side of Century west of Doty for a second eastbound left-turn lane
Yukon Avenue / Century Boulevard	Fund TSSP Installation	Modify striping for a northbound optional left-turn, through and right-turn for No. 2 center lane
Club Drive / Century Boulevard	Fund TSSP Installation	--
Crenshaw Boulevard / Manchester Boulevard	Fund TSSP Installation	--
Crenshaw Boulevard / Pincay Drive	--	Fund TSSP Installation
Crenshaw Boulevard / Century Boulevard	Fund TSSP Installation and widen west side of Crenshaw north of Century for a southbound right-turn lane	Widen south side of Century west of Crenshaw for an eastbound right-turn lane
Crenshaw Boulevard / Imperial Highway	Fund TSSP Installation	--
Crenshaw Boulevard / I-105 WB Ramps	--	Fund TSSP Installation
Crenshaw Boulevard / 120th Street	--	Fund TSSP Installation
11th Avenue / Century Boulevard, Van Ness Avenue / Century Boulevard, La Brea Avenue / Hyde Park Boulevard, Market Street / Florence Avenue, Centinela Avenue / Hyde Park Boulevard, and Inglewood Avenue / Century Boulevard	Fund TSSP Installation***	--

* TSSP already installed by City

** Property required from Forum to implement improvement. May not be feasible, and/or a minor number of Forum parking spaces (<10) may be removed. If improvement is not constructed, City staff can implement second northbound left-turn lane through temporary traffic management (e.g. traffic cones) related to Stadium events.

*** These intersections are not evaluated in traffic analysis but TSSP is needed to complete network.

8.0 COMPARISON OF FORECAST FUTURE TRAFFIC CONDITIONS TO ORIGINAL TRAFFIC STUDY

For informational purposes, a calculation has been made of future (year 2030) traffic conditions and compared to the "future" forecast traffic conditions provided in the Original Traffic Study. Within the Original Traffic Study, the methodology for forecasting future peak hour traffic consisted of: 1) Existing (2006) traffic counts; 2) estimated traffic from the approved Specific Plan; 3) estimated annual regional growth to a future build-out year of 2014; and 4) traffic from approximately 85 other related development projects. These related projects were located Inglewood and adjacent jurisdictions (Los Angeles, Culver City, Hawthorne, etc.) and included proposals such as the previously proposed Inglewood Promenade project at Prairie and Century (approximately 1.8 million square feet of mixed use development) and the Home Stretch project (almost 800,000 square feet of retail development), the Renaissance residential project on Pincay Drive, Playa Vista in Los Angeles and the Fox Hills Malls expansion in Culver City.

In conjunction with the amendment to the Specific Plan in 2014, updated peak hour traffic counts were conducted at the intersections adjacent to the site. In addition, updated research was conducted of the related projects identified in the Original Traffic Study. Important conclusions from this review include:

- While some related projects have been built (such as the Renaissance residential project, much of the Playa Vista development, and the Fox Hills Mall expansion), other projects (such as the Inglewood Promenade project) were never developed and have been withdrawn.

- Even accounting for the added the additional development between 2006 and 2014, the traffic counts showed that peak hour traffic volumes had primarily decreased during the 8-year period (ranging from a 10% decline during the Saturday peak hour to a 13% decline during the weekday PM peak hour). During the weekday AM peak hour, an overall 3% increase (or 0.375% per year) was calculated.

Based on this review, it is clear that the methodology used in the Original Traffic Study (i.e. applying a regional traffic growth factor plus traffic from related project) highly overstates future traffic conditions. Therefore, for this analysis of the Stadium Alternative Project, a more realistic assessment of future traffic conditions was made. It consists of providing a year 2030 traffic forecast using traffic growth rates recommended for the LAX/South Bay area in Metro's *2010 Congestion Management Program for Los Angeles County*. The Metro traffic growth rates are intended to reflect traffic changes due to new development locally, as well as related to regional traffic growth.

Table 5 provides a comparison of "future" traffic forecasts provided in the Original Traffic Study (for year 2014), as well as an updated forecast for year 2030 including traffic for the Stadium Alternative Project and recommended mitigation measures. From *Table 5*, the primary conclusions are as follows:

Table 5
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
1	La Cienega Boulevard / Manchester Boulevard	AM	1.141	F	0.767	C	-0.374
		PM	1.023	F	0.737	C	-0.286
		PrePM	1.023	F	0.737	C	-0.286
		Sat	0.911	E	0.597	A	-0.314
		Pre	0.911	E	0.811	D	-0.100
		Post	0.911	E	0.628	B	-0.283
2	La Cienega Boulevard / Arbor Vitae Street	AM	0.770	C	0.670	B	-0.100
		PM	1.004	F	0.640	B	-0.364
		PrePM	1.004	F	0.501	A	-0.503
		Sat	0.511	A	0.433	A	-0.078
		Pre	0.511	A	0.365	A	-0.146
		Post	0.511	A	0.355	A	-0.156
3	La Cienega Boulevard / I-405 SB Ramps (n/o Century Boulevard)	AM	0.959	E	0.733	C	-0.226
		PM	0.761	C	0.626	B	-0.135
		PrePM	0.761	C	0.564	A	-0.197
		Sat	0.591	A	0.457	A	-0.134
		Pre	0.591	A	0.553	A	-0.038
		Post	0.591	A	0.478	A	-0.113
4	La Cienega Boulevard / Century Boulevard	AM	0.856	D	0.849	D	-0.007
		PM	0.993	E	0.788	C	-0.205
		PrePM	0.993	E	0.847	D	-0.146
		Sat	0.950	E	0.635	B	-0.315
		Pre	0.950	E	0.696	B	-0.254
		Post	0.950	E	0.902	E	-0.048
5	La Cienega Boulevard / I-405 SB Ramps (s/o Century Boulevard)	AM	0.555	A	0.357	A	-0.198
		PM	0.658	B	0.523	A	-0.135
		PrePM	0.658	B	0.446	A	-0.212
		Sat	0.526	A	0.347	A	-0.179
		Pre	0.526	A	0.353	A	-0.173
		Post	0.526	A	0.519	A	-0.007

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
6	I-405 NB Ramps - Ash Avenue / Manchester Boulevard	AM	0.985	E	0.597	A	-0.388
		PM	0.865	D	0.601	B	-0.264
		PrePM	0.865	D	0.666	B	-0.199
		Sat	0.725	C	0.517	A	-0.208
		Pre	0.725	C	0.614	B	-0.111
		Post	0.725	C	0.702	C	-0.023
7	I-405 NB Ramps / Century Boulevard	AM	0.854	D	0.877	D	0.023
		PM	0.845	D	0.677	B	-0.168
		PrePM	0.845	D	0.774	C	-0.071
		Sat	0.688	B	0.493	A	-0.195
		Pre	0.688	B	0.675	B	-0.013
		Post	0.688	B	0.713	C	0.025
8	La Brea Avenue / Slauson Avenue	AM	0.856	D	0.755	C	-0.101
		PM	0.973	E	0.842	D	-0.131
		PrePM	0.973	E	0.835	D	-0.138
		Sat	0.898	D	0.718	C	-0.180
		Pre	0.898	D	0.638	B	-0.260
		Post	0.898	D	0.752	C	-0.146
9	La Brea Avenue / Centinela Avenue	AM	1.043	F	0.772	C	-0.271
		PM	0.981	E	0.926	E	-0.055
		PrePM	0.981	E	0.857	D	-0.124
		Sat	1.086	F	0.765	C	-0.321
		Pre	1.086	F	0.783	C	-0.303
		Post	1.086	F	0.845	D	-0.241
10	La Brea Avenue / Florence Avenue	AM	1.215	F	0.710	C	-0.505
		PM	1.248	F	0.755	C	-0.493
		PrePM	1.248	F	0.688	B	-0.560
		Sat	0.839	D	0.542	A	-0.297
		Pre	0.839	D	0.507	A	-0.332
		Post	0.839	D	0.462	A	-0.377

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
11	La Brea Avenue / Manchester Boulevard	AM	0.917	E	0.777	C	-0.140
		PM	0.903	E	0.792	C	-0.111
		PrePM	0.903	E	0.795	C	-0.108
		Sat	0.971	E	0.625	B	-0.346
		Pre	0.971	E	0.808	D	-0.163
		Post	0.971	E	0.944	E	-0.027
12	La Brea Avenue / Arbor Vitae Street	AM	0.751	C	0.489	A	-0.262
		PM	0.999	E	0.638	B	-0.361
		PrePM	0.999	E	0.791	C	-0.208
		Sat	0.807	D	0.545	A	-0.262
		Pre	0.807	D	0.711	C	-0.096
		Post	0.807	D	0.553	A	-0.254
13	La Brea Avenue / Century Boulevard	AM	0.862	D	0.661	B	-0.201
		PM	1.101	F	0.731	C	-0.370
		PrePM	1.101	F	0.791	C	-0.310
		Sat	1.008	F	0.722	C	-0.286
		Pre	1.008	F	0.713	C	-0.295
		Post	1.008	F	0.834	D	-0.174
14	Hawthorne Boulevard / Imperial Highway	AM	0.756	C	0.638	B	-0.118
		PM	0.987	E	0.802	D	-0.185
		PrePM	0.987	E	0.739	C	-0.248
		Sat	0.653	B	0.544	A	-0.109
		Pre	0.653	B	0.441	A	-0.212
		Post	0.653	B	0.500	A	-0.153
15	Centinela Avenue / Florence Avenue	AM	0.917	E	0.859	D	-0.058
		PM	0.919	E	0.772	C	-0.147
		PrePM	0.919	E	0.687	B	-0.232
		Sat	0.703	C	0.645	B	-0.058
		Pre	0.703	C	0.660	B	-0.043
		Post	0.703	C	0.507	A	-0.196

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	[1] LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	[2] LOS	CHANGE V/C [(2)-(1)]
16	I-105 EB On-Ramp - Freeman Avenue / Imperial Highway	AM	0.832	D	0.573	A	-0.259
		PM	0.749	C	0.731	C	-0.018
		PrePM	0.749	C	0.667	B	-0.082
		Sat	0.785	C	0.587	A	-0.198
		Pre	0.785	C	0.461	A	-0.324
		Post	0.785	C	0.738	C	-0.047
17	Prairie Avenue / Florence Avenue	AM	1.023	F	0.788	C	-0.235
		PM	1.085	F	0.868	D	-0.217
		PrePM	1.085	F	0.765	C	-0.320
		Sat	0.671	B	0.700	B	0.029
		Pre	0.671	B	0.810	D	0.139
		Post	0.671	B	0.745	C	0.074
18	Prairie Avenue / Manchester Boulevard	AM	0.739	C	0.839	D	0.100
		PM	0.985	E	0.889	D	-0.096
		PrePM	0.985	E	0.839	D	-0.146
		Sat	0.831	D	0.696	B	-0.135
		Pre	0.831	D	0.983	E	0.152
		Post	0.831	D	0.943	E	0.112
19	Prairie Avenue / Kelso Street - Pincay Drive	AM	0.708	C	0.665	B	-0.043
		PM	0.964	E	0.844	D	-0.120
		PrePM	0.964	E	0.591	A	-0.373
		Sat	0.931	E	0.605	B	-0.326
		Pre	0.931	E	0.473	A	-0.458
		Post	0.931	E	0.477	A	-0.454
20	Prairie Avenue / Buckthorn Street	AM	-	-	0.401	A	-
		PM	-	-	0.525	A	-
		PrePM	-	-	0.364	A	-
		Sat	-	-	0.389	A	-
		Pre	-	-	0.330	A	-
		Post	-	-	0.506	A	-

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	[1] LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	[2] LOS	CHANGE V/C [(2)-(1)]
21	Prairie Avenue / Arbor Vitae Street	AM	0.674	B	0.491	A	-0.183
		PM	0.904	E	0.643	B	-0.261
		PrePM	0.904	E	0.798	C	-0.106
		Sat	0.850	D	0.653	B	-0.197
		Pre	0.850	D	0.756	C	-0.094
		Post	0.850	D	0.853	D	0.003
22	Prairie Avenue / New Project Driveway	AM	0.453	A	0.405	A	-0.048
		PM	0.608	B	0.537	A	-0.071
		PrePM	0.608	B	0.451	A	-0.157
		Sat	0.634	B	0.515	A	-0.119
		Pre	0.634	B	0.411	A	-0.223
		Post	0.634	B	0.455	A	-0.179
23	Prairie Avenue / Hardy Street	AM	0.571	A	0.496	A	-0.075
		PM	0.724	C	0.624	B	-0.100
		PrePM	0.724	C	0.500	A	-0.224
		Sat	0.730	C	0.580	A	-0.150
		Pre	0.730	C	0.390	A	-0.340
		Post	0.730	C	0.679	B	-0.051
24	Prairie Avenue / Century Boulevard	AM	0.928	E	0.709	C	-0.219
		PM	1.365	F	0.948	E	-0.417
		PrePM	1.365	F	0.951	E	-0.414
		Sat	1.564	F	0.967	E	-0.597
		Pre	1.564	F	0.900	D	-0.664
		Post	1.564	F	0.909	E	-0.655
25	Prairie Avenue / I-105 EB/WB Off-Ramps	AM	0.819	D	0.541	A	-0.278
		PM	0.926	E	0.712	C	-0.214
		PrePM	0.926	E	0.689	B	-0.237
		Sat	0.990	E	0.627	B	-0.363
		Pre	0.990	E	0.700	B	-0.290
		Post	0.990	E	0.916	E	-0.074

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
26	Prairie Avenue / Imperial Highway	AM	0.905	E	0.832	D	-0.073
		PM	0.920	E	0.831	D	-0.089
		PrePM	0.920	E	0.727	C	-0.193
		Sat	0.885	D	0.631	B	-0.254
		Pre	0.885	D	0.602	B	-0.283
		Post	0.885	D	0.782	C	-0.103
27	Cemetery Driveway - Kareem Court / Manchester Boulevard	AM	0.670	B	0.471	A	-0.199
		PM	0.673	B	0.438	A	-0.235
		PrePM	0.673	B	0.635	B	-0.038
		Sat	0.661	B	0.311	A	-0.350
		Pre	0.661	B	0.757	C	0.096
		Post	0.661	B	0.611	B	-0.050
28	Kareem Court - Gate 8 / Pincay Drive	AM	0.386	A	0.475	A	0.089
		PM	0.854	D	0.446	A	-0.408
		PrePM	0.854	D	0.530	A	-0.324
		Sat	0.980	E	0.279	A	-0.701
		Pre	0.980	E	0.460	A	-0.520
		Post	0.980	E	0.846	D	-0.134
29	Doty Avenue - Project Driveway / Century Boulevard	AM	0.478	A	0.402	A	-0.076
		PM	0.864	D	0.521	A	-0.343
		PrePM	0.864	D	0.497	A	-0.367
		Sat	0.985	E	0.714	C	-0.271
		Pre	0.985	E	0.474	A	-0.511
		Post	0.985	E	0.664	B	-0.321
30	New Project Driveway / Pincay Drive	AM	-	-	0.398	A	-
		PM	-	-	0.517	A	-
		PrePM	-	-	0.574	A	-
		Sat	-	-	0.308	A	-
		Pre	-	-	0.443	A	-
		Post	-	-	0.562	A	-

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	[1] LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	[2] LOS	CHANGE V/C [(2)-(1)]
31	Casino Driveway / Century Boulevard	AM	0.562	A	0.458	A	-0.104
		PM	0.892	D	0.661	B	-0.231
		PrePM	0.892	D	0.490	A	-0.402
		Sat	0.980	E	0.728	C	-0.252
		Pre	0.980	E	0.443	A	-0.537
		Post	0.980	E	0.501	A	-0.479
32	Carlton Drive - Project Driveway / Pincay Drive	AM	0.507	A	0.416	A	-0.091
		PM	0.539	A	0.566	A	0.027
		PrePM	0.539	A	0.619	B	0.080
		Sat	0.562	A	0.386	A	-0.176
		Pre	0.562	A	0.477	A	-0.085
		Post	0.562	A	0.877	D	0.315
33	Yukon Avenue / Century Boulevard	AM	0.591	A	0.449	A	-0.142
		PM	0.965	E	0.730	C	-0.235
		PrePM	0.965	E	0.658	B	-0.307
		Sat	0.997	E	0.642	B	-0.355
		Pre	0.997	E	0.602	B	-0.395
		Post	0.997	E	0.951	E	-0.046
34	Crenshaw Drive - Briarwood Lane / Manchester Boulevard	AM	0.924	E	0.714	C	-0.210
		PM	0.618	B	0.472	A	-0.146
		PrePM	0.618	B	0.472	A	-0.146
		Sat	0.656	B	0.507	A	-0.149
		Pre	0.656	B	0.634	B	-0.022
		Post	0.656	B	0.463	A	-0.193
35	Club Drive / Century Boulevard	AM	0.517	A	0.476	A	-0.041
		PM	0.843	D	0.704	C	-0.139
		PrePM	0.843	D	0.695	B	-0.148
		Sat	0.932	E	0.750	C	-0.182
		Pre	0.932	E	0.825	D	-0.107
		Post	0.932	E	0.988	E	0.056

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
36	I-105 EB Ramps / 120th Street	AM	0.976	E	0.860	D	-0.116
		PM	0.730	C	0.817	D	0.087
		PrePM	0.730	C	0.761	C	0.031
		Sat	0.764	C	0.773	C	0.009
		Pre	0.764	C	0.653	B	-0.111
		Post	0.764	C	0.782	C	0.018
37	Crenshaw Boulevard / Slauson Avenue	AM	0.955	E	0.785	C	-0.170
		PM	0.958	E	0.833	D	-0.125
		PrePM	0.958	E	0.891	D	-0.067
		Sat	1.132	F	0.728	C	-0.404
		Pre	1.132	F	0.712	C	-0.420
		Post	1.132	F	0.699	B	-0.433
38	Crenshaw Boulevard / Florence Avenue	AM	0.839	D	0.787	C	-0.052
		PM	0.860	D	0.810	D	-0.050
		PrePM	0.860	D	0.836	D	-0.024
		Sat	0.951	E	0.632	B	-0.319
		Pre	0.951	E	0.665	B	-0.286
		Post	0.951	E	0.719	C	-0.232
39	Crenshaw Boulevard / Crenshaw Drive - 82nd Street	AM	0.614	B	0.420	A	-0.194
		PM	0.602	B	0.471	A	-0.131
		PrePM	0.602	B	0.523	A	-0.079
		Sat	0.666	B	0.436	A	-0.230
		Pre	0.666	B	0.464	A	-0.202
		Post	0.666	B	0.544	A	-0.122
40	Crenshaw Boulevard / Manchester Boulevard	AM	0.729	C	0.782	C	0.053
		PM	1.147	F	0.947	E	-0.200
		PrePM	1.147	F	1.007	F	-0.140
		Sat	1.231	F	0.872	D	-0.359
		Pre	1.231	F	0.854	D	-0.377
		Post	1.231	F	0.988	E	-0.243

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	LOS	CHANGE V/C [(2)-(1)]
41	Crenshaw Boulevard / Pincay Drive - 90th Street	AM	0.701	C	0.673	B	-0.028
		PM	0.901	E	0.690	B	-0.211
		PrePM	0.901	E	0.720	C	-0.181
		Sat	0.911	E	0.616	B	-0.295
		Pre	0.911	E	0.638	B	-0.273
		Post	0.911	E	0.706	C	-0.205
42	Crenshaw Boulevard / Century Boulevard	AM	0.632	B	0.749	C	0.117
		PM	0.897	D	0.884	D	-0.013
		PrePM	0.897	D	0.868	D	-0.029
		Sat	1.034	F	0.921	E	-0.113
		Pre	1.034	F	0.979	E	-0.055
		Post	1.034	F	0.953	E	-0.081
43	Crenshaw Boulevard / Imperial Highway	AM	0.813	D	0.672	B	-0.141
		PM	0.968	E	0.819	D	-0.149
		PrePM	0.968	E	0.765	C	-0.203
		Sat	0.899	D	0.696	B	-0.203
		Pre	0.899	D	0.697	B	-0.202
		Post	0.899	D	0.732	C	-0.167
44	Crenshaw Boulevard / 118th Place - I-105 WB Ramps	AM	0.823	D	0.581	A	-0.242
		PM	0.857	D	0.773	C	-0.084
		PrePM	0.857	D	0.729	C	-0.128
		Sat	0.883	D	0.840	D	-0.043
		Pre	0.883	D	0.860	D	-0.023
		Post	0.883	D	0.817	D	-0.066
45	Crenshaw Boulevard / 120th Street	AM	0.889	D	0.832	D	-0.057
		PM	0.792	C	0.892	D	0.100
		PrePM	0.792	C	0.784	C	-0.008
		Sat	0.971	E	0.914	E	-0.057
		Pre	0.971	E	0.700	B	-0.271
		Post	0.971	E	1.012	F	0.041

Table 5 (Continued)
COMPARISON OF FORECAST OPERATIONS
TO APPROVED PROJECT
APPROVED VS. PROPOSED HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

09-Feb-15

NO.	INTERSECTION	PEAK HOUR	[1] APPROVED PROJECT AT BUILD-OUT V/C	[1] LOS	[2] PROPOSED PROJECT AT BUILD-OUT V/C	[2] LOS	CHANGE V/C [(2)-(1)]
46	I-110 SB Ramps / Manchester Avenue	AM	0.699	B	0.606	B	-0.093
		PM	0.670	B	0.700	B	0.030
		PrePM	0.670	B	0.639	B	-0.031
		Sat	0.663	B	0.525	A	-0.138
		Pre	0.663	B	0.619	B	-0.044
		Post	0.663	B	0.833	D	0.170
47	I-110 NB Ramps / Manchester Avenue	AM	0.842	D	0.687	B	-0.155
		PM	0.687	B	0.578	A	-0.109
		PrePM	0.687	B	0.571	A	-0.116
		Sat	0.672	B	0.622	B	-0.050
		Pre	0.672	B	0.735	C	0.063
		Post	0.672	B	0.767	C	0.095
48	I-110 SB Off-Ramp / Century Boulevard	AM	0.561	A	0.366	A	-0.195
		PM	0.702	C	0.469	A	-0.233
		PrePM	0.702	C	0.447	A	-0.255
		Sat	0.769	C	0.443	A	-0.326
		Pre	0.769	C	0.454	A	-0.315
		Post	0.769	C	0.550	A	-0.219
49	I-110 NB On-Ramp / Century Boulevard	AM	0.688	B	0.410	A	-0.278
		PM	0.695	B	0.434	A	-0.261
		PrePM	0.695	B	0.416	A	-0.279
		Sat	0.854	D	0.489	A	-0.365
		Pre	0.854	D	0.462	A	-0.392
		Post	0.854	D	0.493	A	-0.361

- For nearly all intersections and all peak hours, the volume-to-capacity ratios for the year 2030 conditions – including traffic from the Stadium Alternative Project and associated recommended traffic improvements – are substantially improved over the previous forecast of future traffic conditions provided in the Original Traffic Study.

- Forecast of potential LOS F conditions are highly limited and are estimated to occur at the following locations in year 2030:

    - Crenshaw Boulevard/Manchester Boulevard – Weeknight pre-event peak hour

    - Crenshaw Boulevard/120th Street – Sunday post event peak hour

As previously noted, the updated traffic analysis for the Stadium Alternative Project is highly conservative as it does not include the trip credit for the prior horse racing activity which was utilized in the Original Traffic Study. Had a trip credit been applied to the three intersections listed above, the forecast level of service would have been below LOS F.

9.0 CONCLUSIONS

The purpose of this Transportation Impact Analysis is to determine if the Stadium Alternative Project would result in traffic impacts that are greater than what were anticipated in the Original EIR. The conclusion of our report is that they would not, and that the traffic from the Stadium Alternative Project would be within, or less than, the range of traffic impacts disclosed in 2009. Specifically, we find:

For all peak hours, the Stadium Alternative Project would result in fewer vehicle trips generated by the site as compared to the amount forecast in the Original Traffic Study for the approved Specific Plan in combination with the prior Home Stretch development proposal. When accounting for vehicles utilizing the off-site parking areas related to a 75,000 patron event at the Stadium, the total number of trips generated by the Stadium Alternative Project (on-site and off-site) would likely exceed the approved Specific Plan project during the Sunday post-event peak hour. However, this potential exceedance would not create new impacts, because there is sufficient excess capacity on Sundays to accommodate the increased traffic.

For nearly all intersections and all peak hours, the volume-to-capacity ratios for the year 2030 conditions – including traffic from the Stadium Alternative Project and associated recommended traffic improvements – are substantially improved over the previous forecast of future traffic conditions provided in the 2009 study. Forecast of potential LOS F conditions are highly limited and are estimated to occur at the following locations in year 2030:

- Crenshaw Boulevard / Manchester Boulevard – Weeknight pre-event peak hour; and
- Crenshaw Boulevard / 120th Street – Sunday post event peak hour.

The updated traffic analysis does not include the trip credit for the prior horse racing activity which was utilized in the 2009 Study. Had a trip credit been applied to the intersections listed above, the forecast level of service would have been better than LOS F.

There are four principal reasons that the changes in land area and proposed uses do not result in increased traffic impacts:

1. *Actual Traffic Levels Have Generally Decreased.* The traffic counts for the Original EIR were performed in 2006. Traffic counts taken in 2014 show that actual PM and weekend peak traffic in fact *decreased* by 13% and 10%, respectively during this eight year time period. Traffic counts during the AM peak increased by about 3%. In contrast, the Original EIR projected that traffic would increase by 0.65% per annum during this period, which would have resulted in a 5.2% increase in ambient traffic by 2014.

2. *The Original EIR Assumed Significant Other Development Would Occur.* The Original EIR analyzed the project together with traffic from several million square feet of "related development" (much of it highly speculative), which resulted in a substantially overstated forecast of future traffic volumes at the intersections studied in 2009. This was true even though the Original EIR included a "credit" for trips from the then-operating horsetrack. Among the related projects considered in 2009 was approximately 800,000 SF of retail development on the adjacent 60 acre parcel that is now included in the Stadium Alternative project. Thus, potential traffic from that parcel was already included in the 2009 EIR analysis and mitigation requirements.

3. *The New Land Uses Peak at Different Times.* While the land uses in the Original EIR generated peak traffic patterns that concentrated during the traditional weekday and weekend peak hours, traffic generated by large events at the stadium and performance venue (with the exception of the very rare Monday Night Football game or weeknight concert) will generally occur on weekends, when traffic demand is less.

4. *Mitigation is Included Where Needed.* The Initiative includes a total of 60 mitigation measures that together would eliminate potential impacts from the Stadium operations. These measures include funding *Traffic Signal Synchronization Program* (*TSSP*) installation at numerous intersections to ensure the full-time coordination of traffic signals on the boulevards serving the project site, site adjacent improvements to Century Boulevard and Prairie Avenue to provide separate right-turn lanes at project entrances, and targeted "off-site" street improvements for additional turn lanes at key intersections such as Prairie/Manchester, Prairie/Century, Doty/Century, and Crenshaw/Century.

APPENDIX A

EXISTING TRAFFIC VOLUMES FIGURES

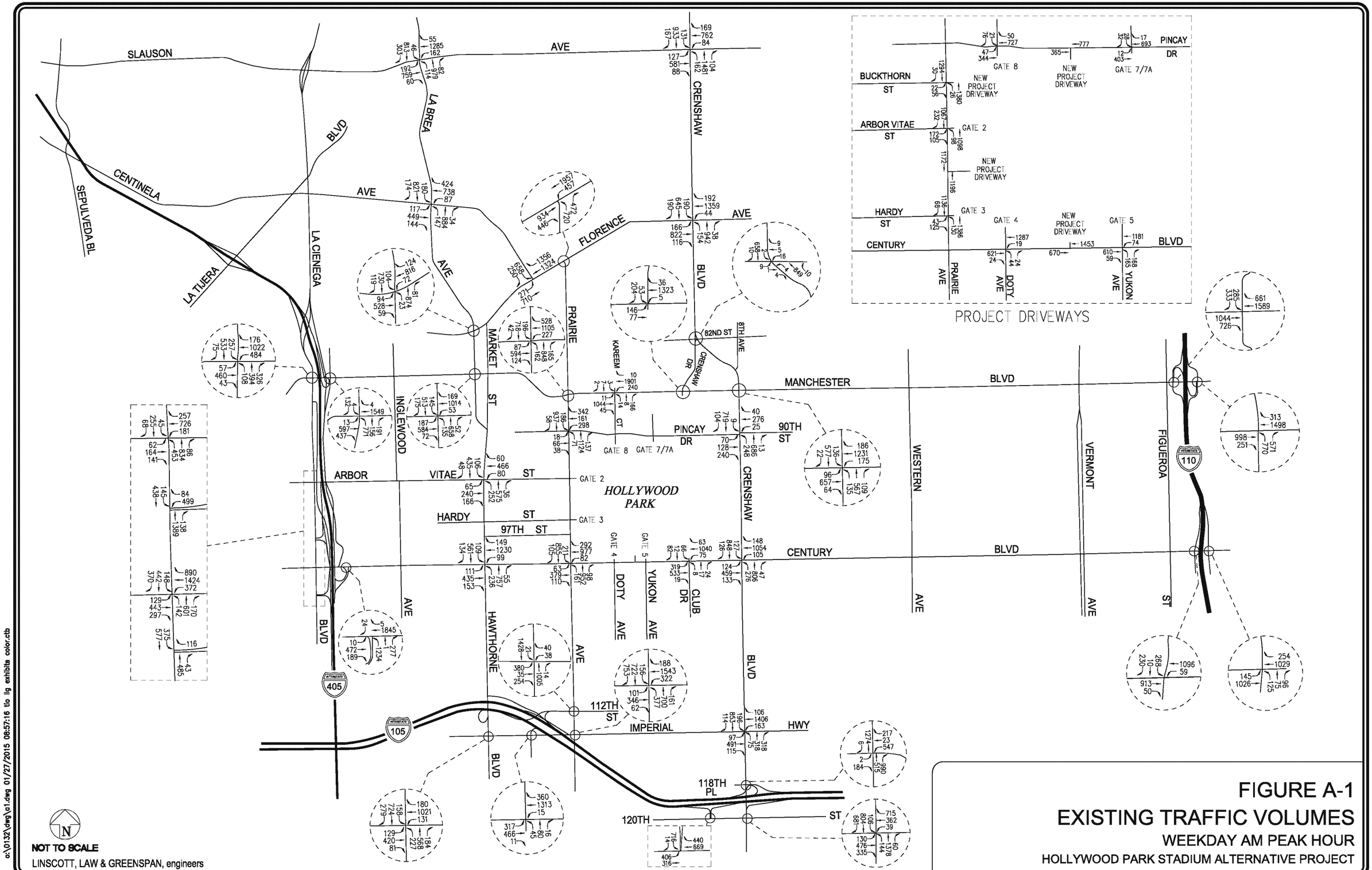

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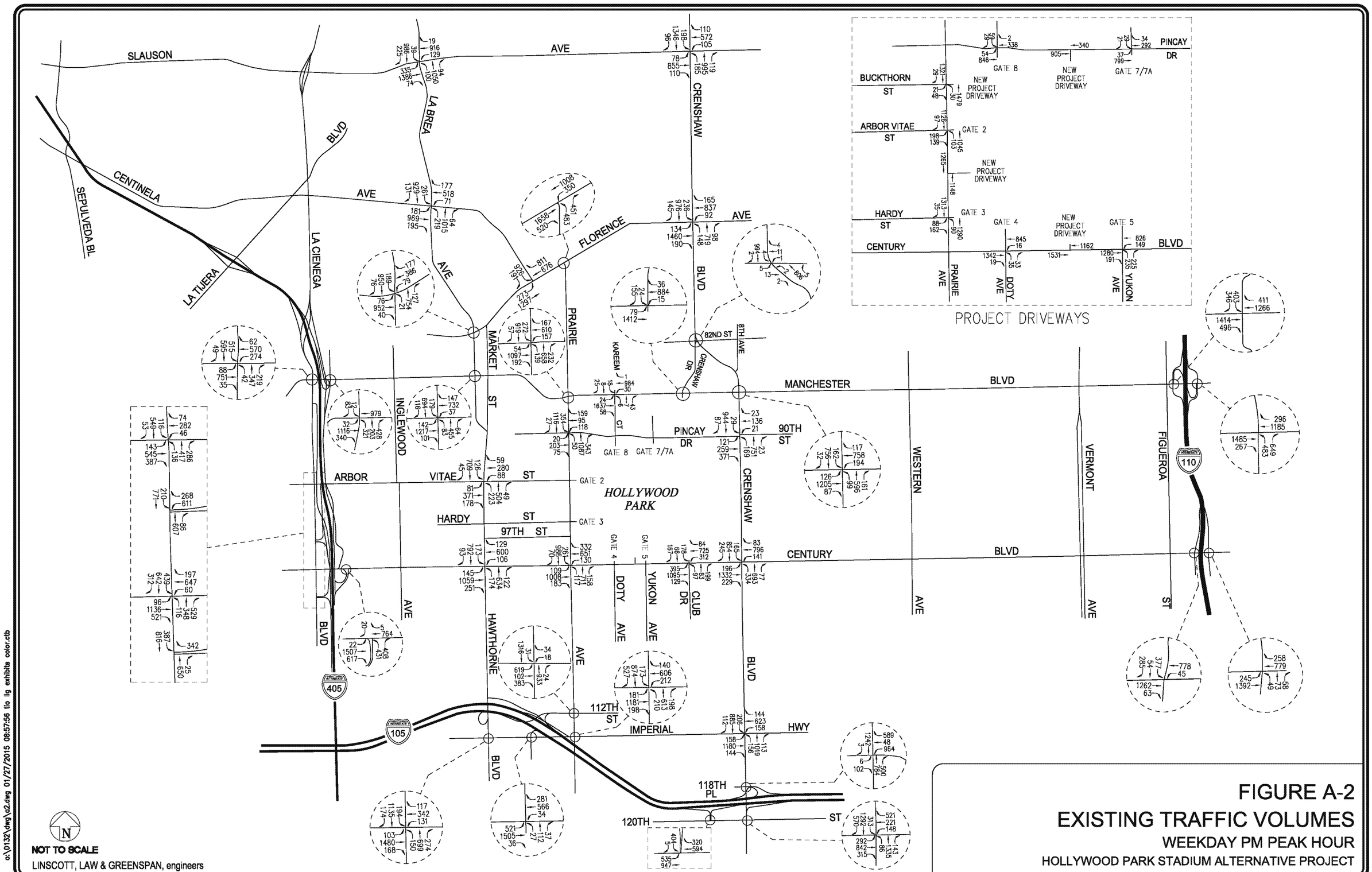
FIGURE A-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT



PROJECT DRIVEWAYS

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FIGURE A-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

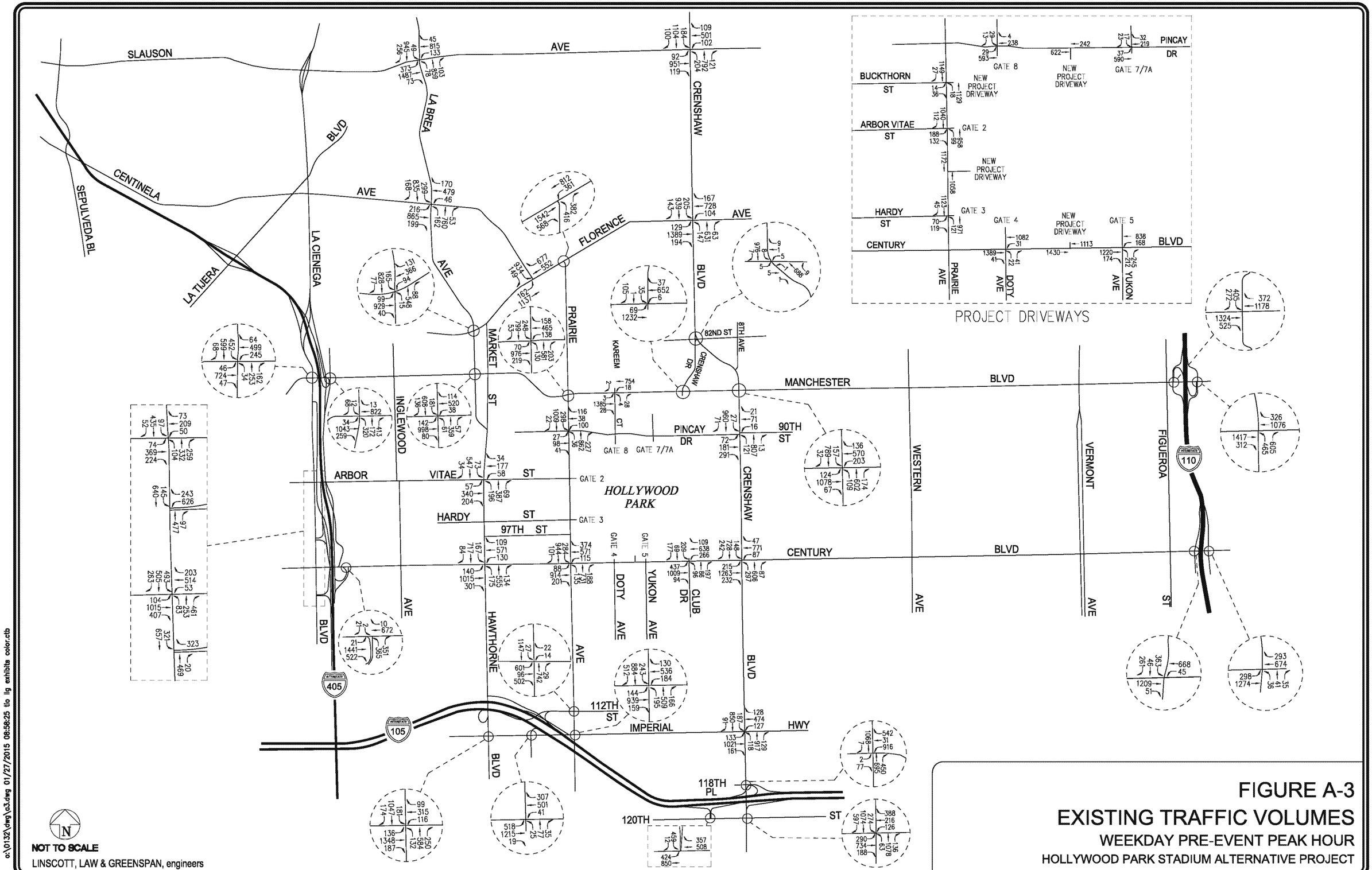

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FIGURE A-3
EXISTING TRAFFIC VOLUMES
WEEKDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

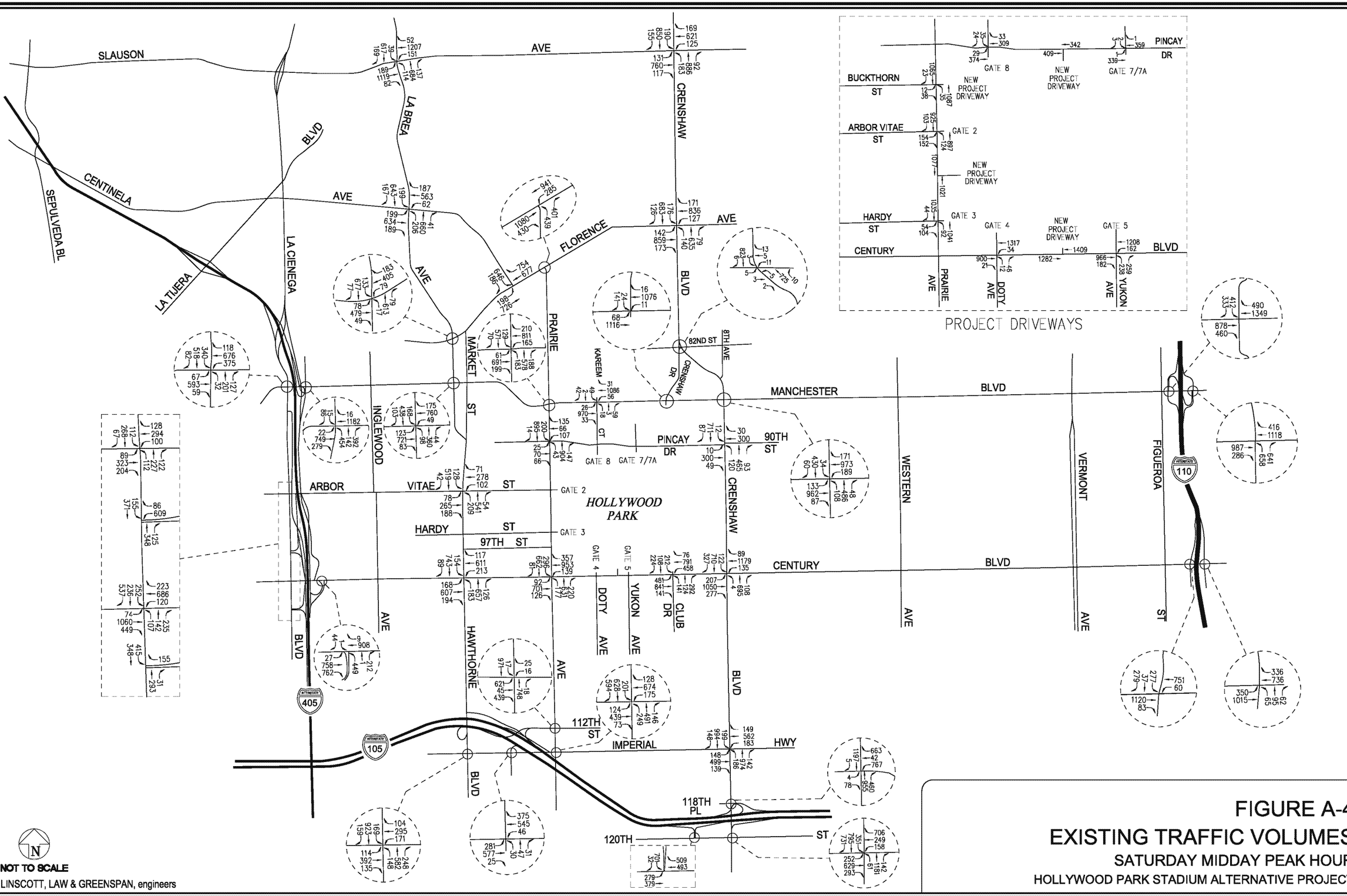

FIGURE A-4
EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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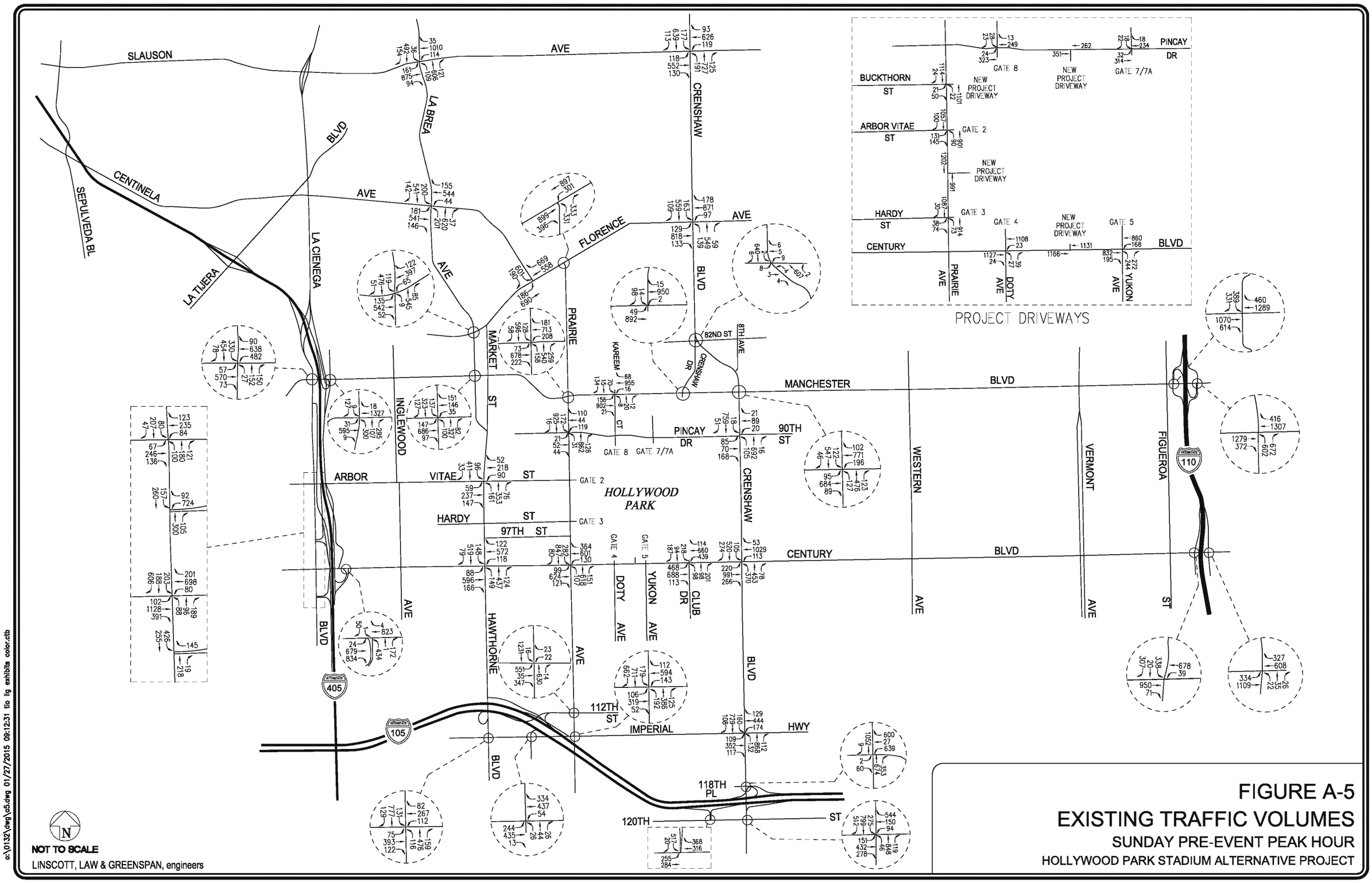

PROJECT DRIVEWAYS

FIGURE A-5
EXISTING TRAFFIC VOLUMES
SUNDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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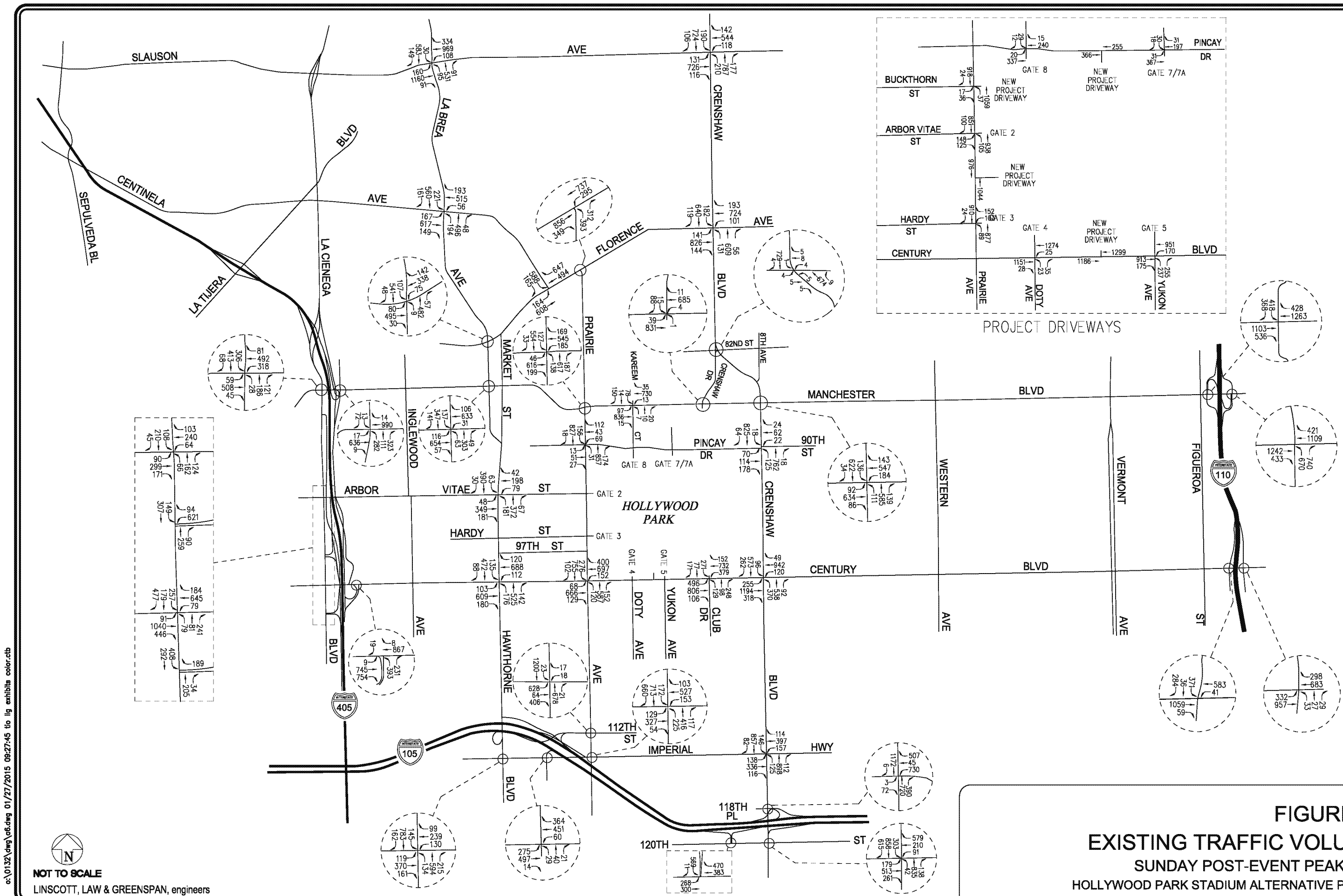

FIGURE A-6
EXISTING TRAFFIC VOLUMES
SUNDAY POST-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

APPENDIX B

PROJECT TRAFFIC VOLUMES FIGURES

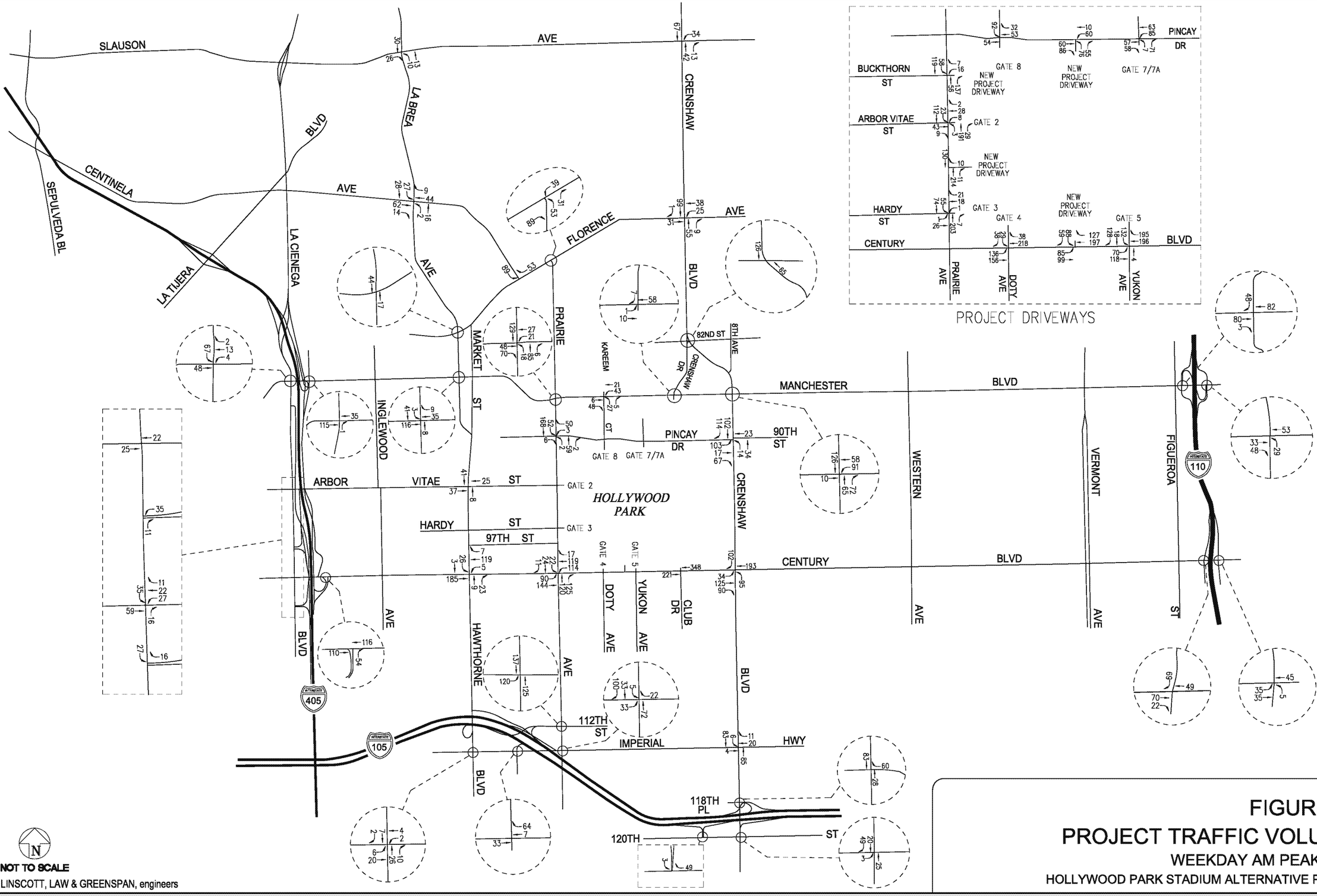

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FIGURE B-1
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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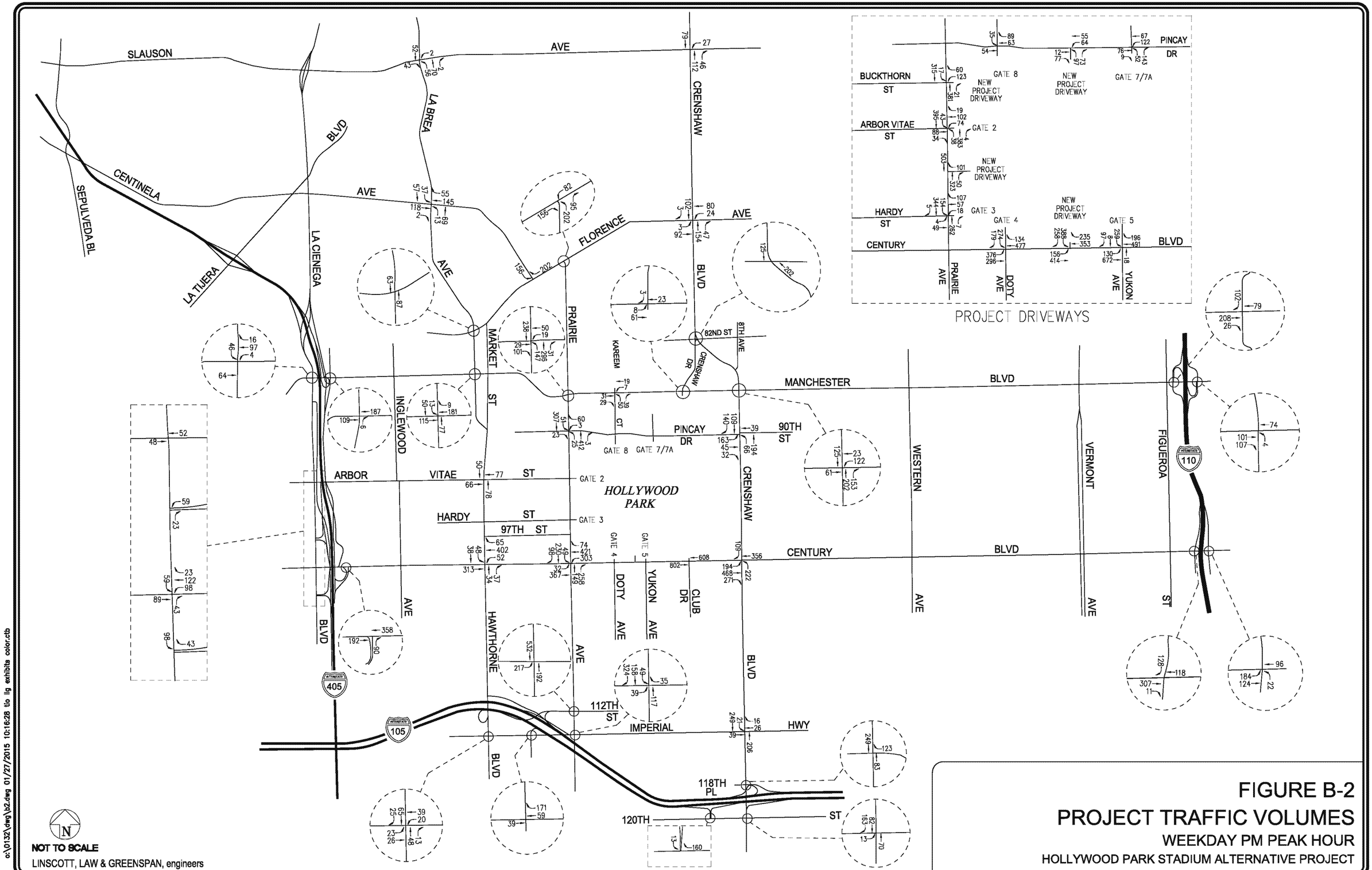

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FIGURE B-2
PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

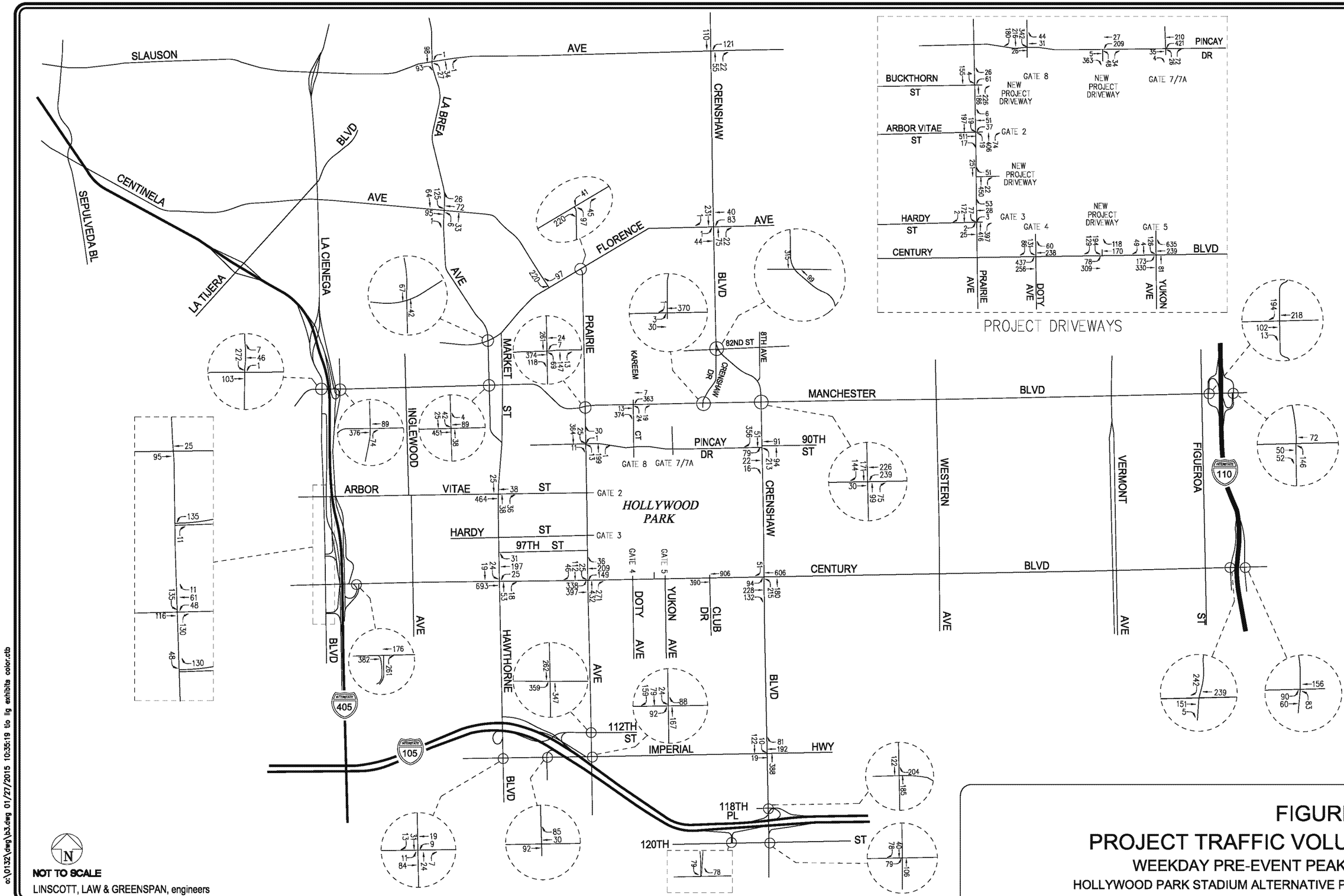

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FIGURE B-3
PROJECT TRAFFIC VOLUMES
WEEKDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

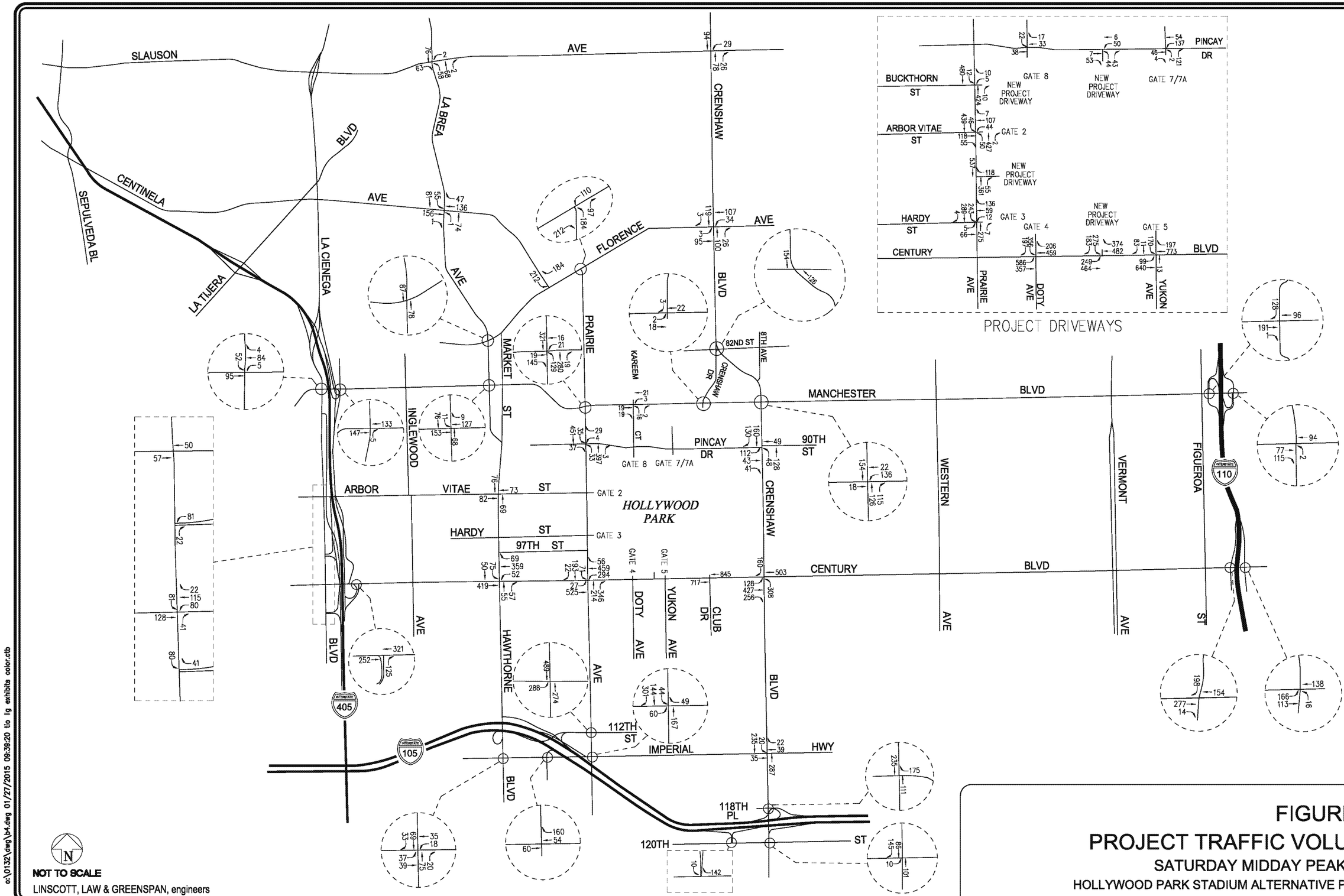

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FIGURE B-4
PROJECT TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

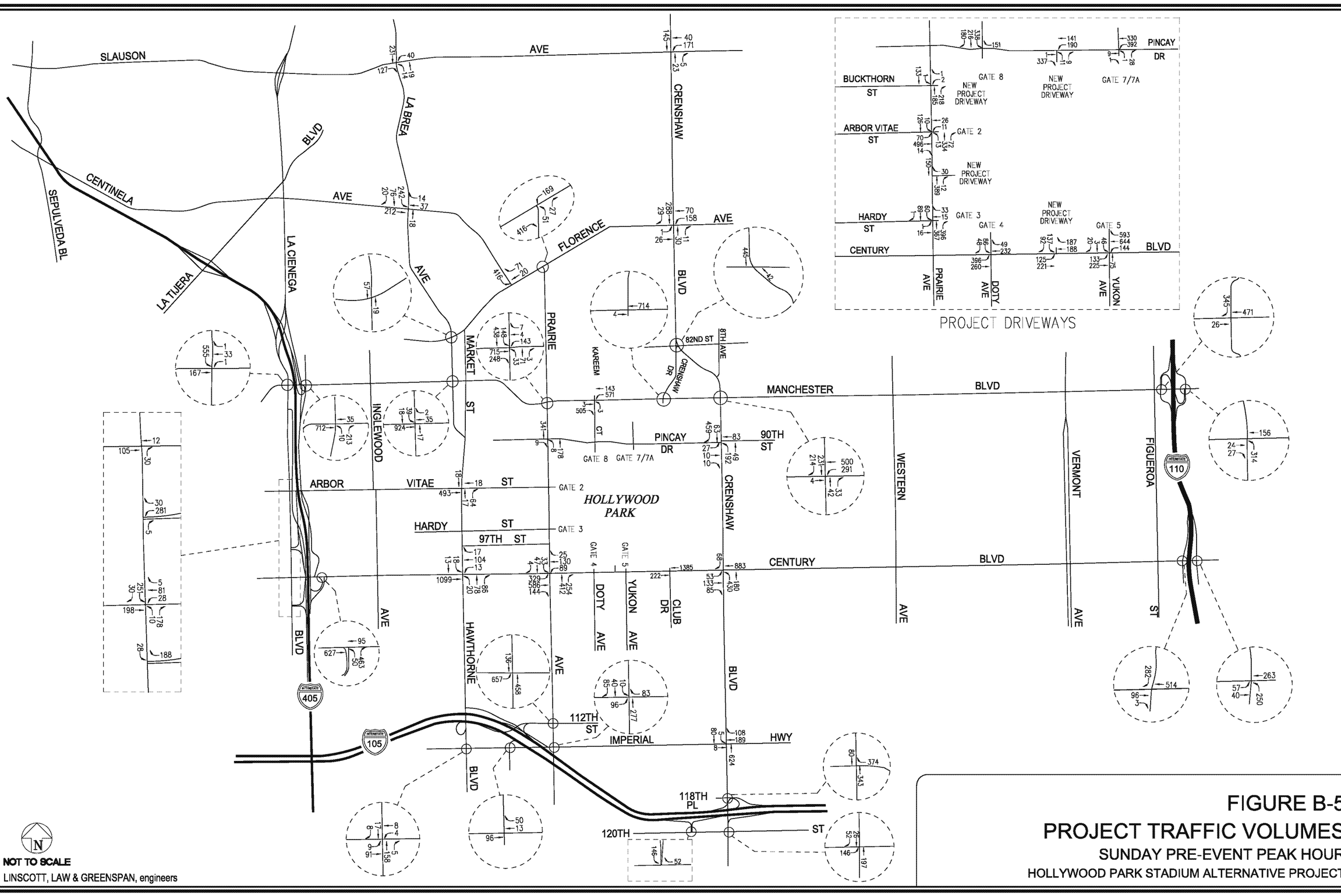

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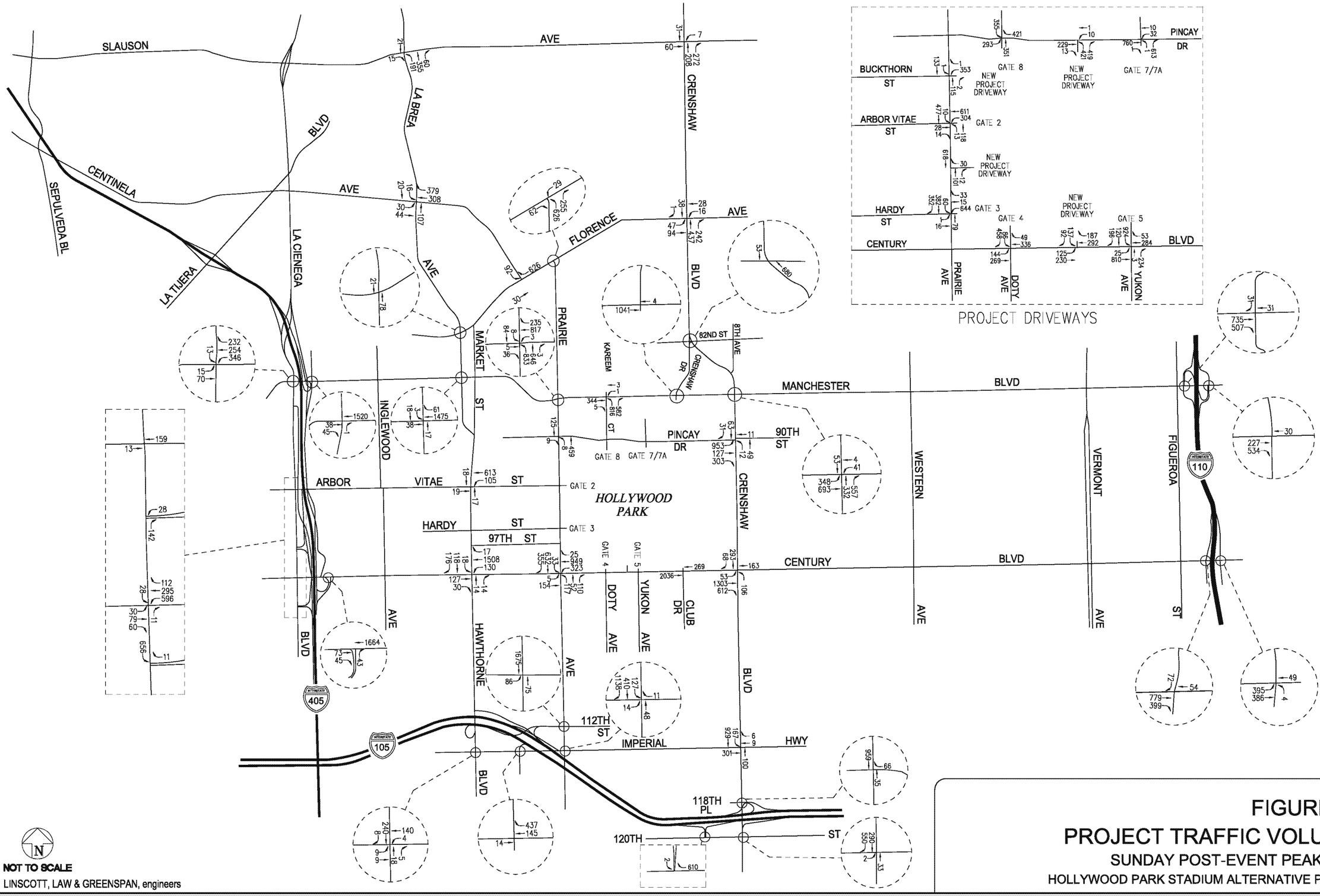
FIGURE B-5
PROJECT TRAFFIC VOLUMES
SUNDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT



PROJECT DRIVEWAYS

FIGURE B-6
PROJECT TRAFFIC VOLUMES
SUNDAY POST-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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APPENDIX C

EXISTING WITH PROJECT TRAFFIC VOLUMES FIGURES

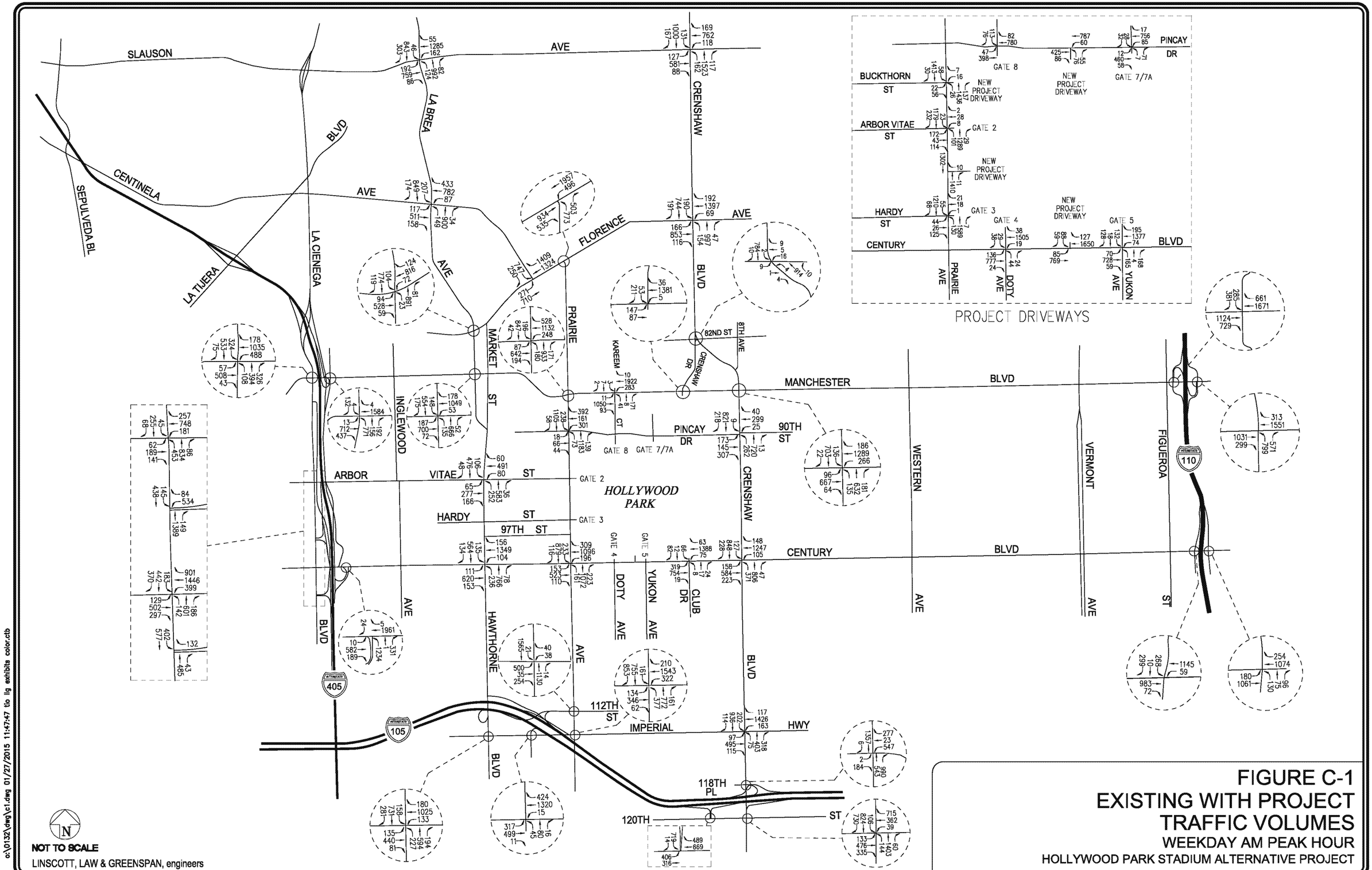

FIGURE C-1
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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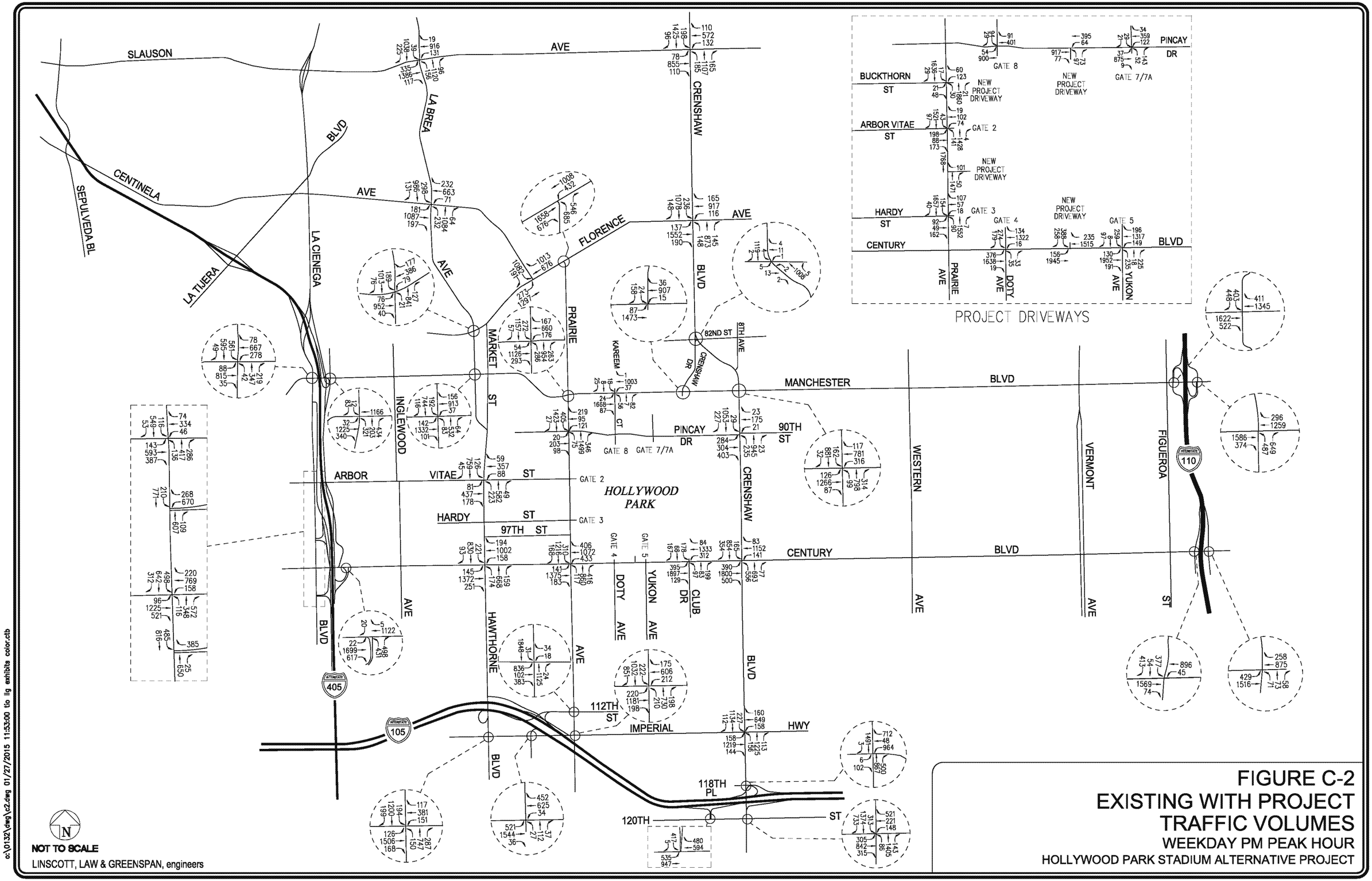

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NOT TO SCALE

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FIGURE C-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

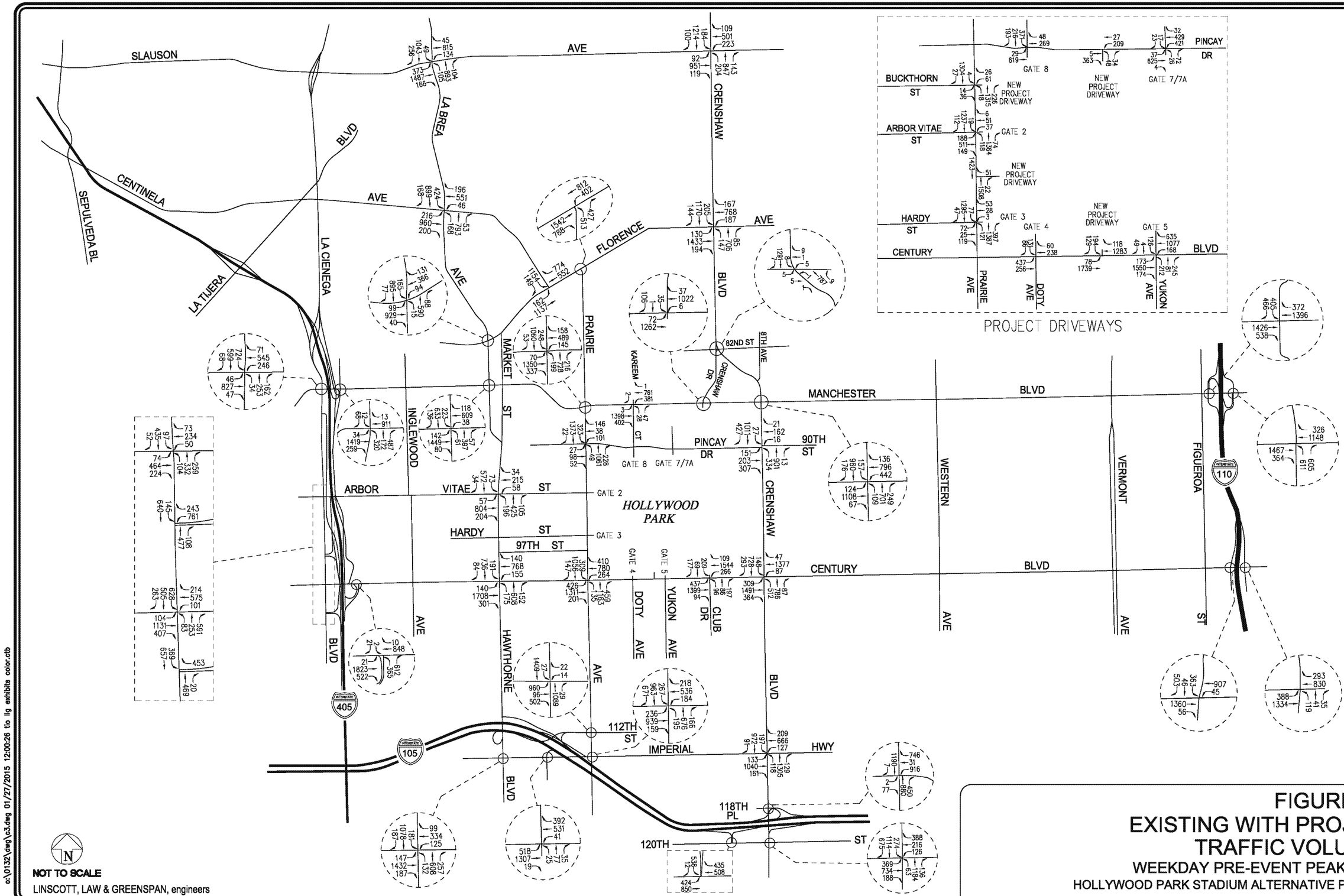

FIGURE C-3
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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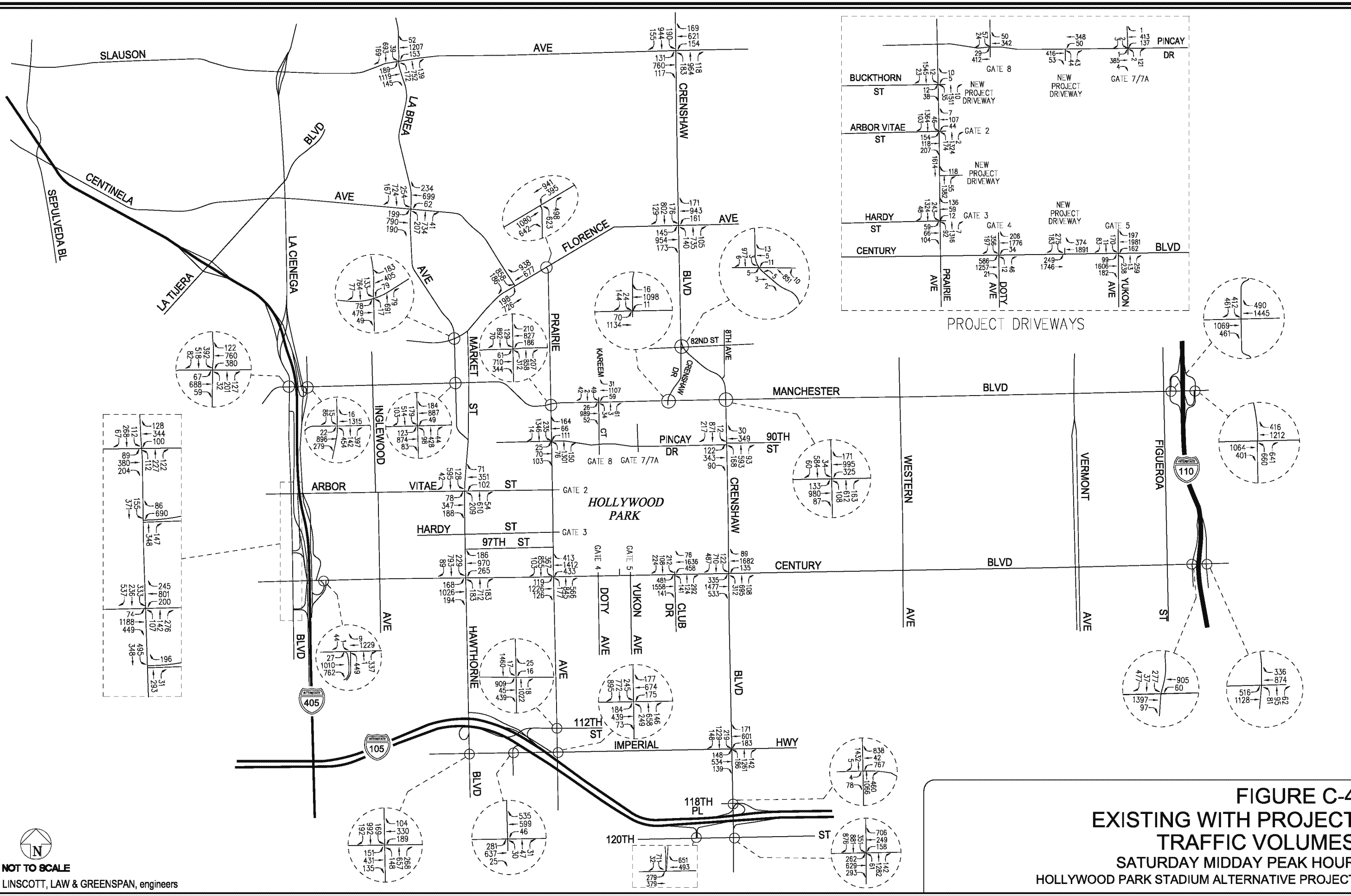

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NOT TO SCALE

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FIGURE C-4
EXISTING WITH PROJECT TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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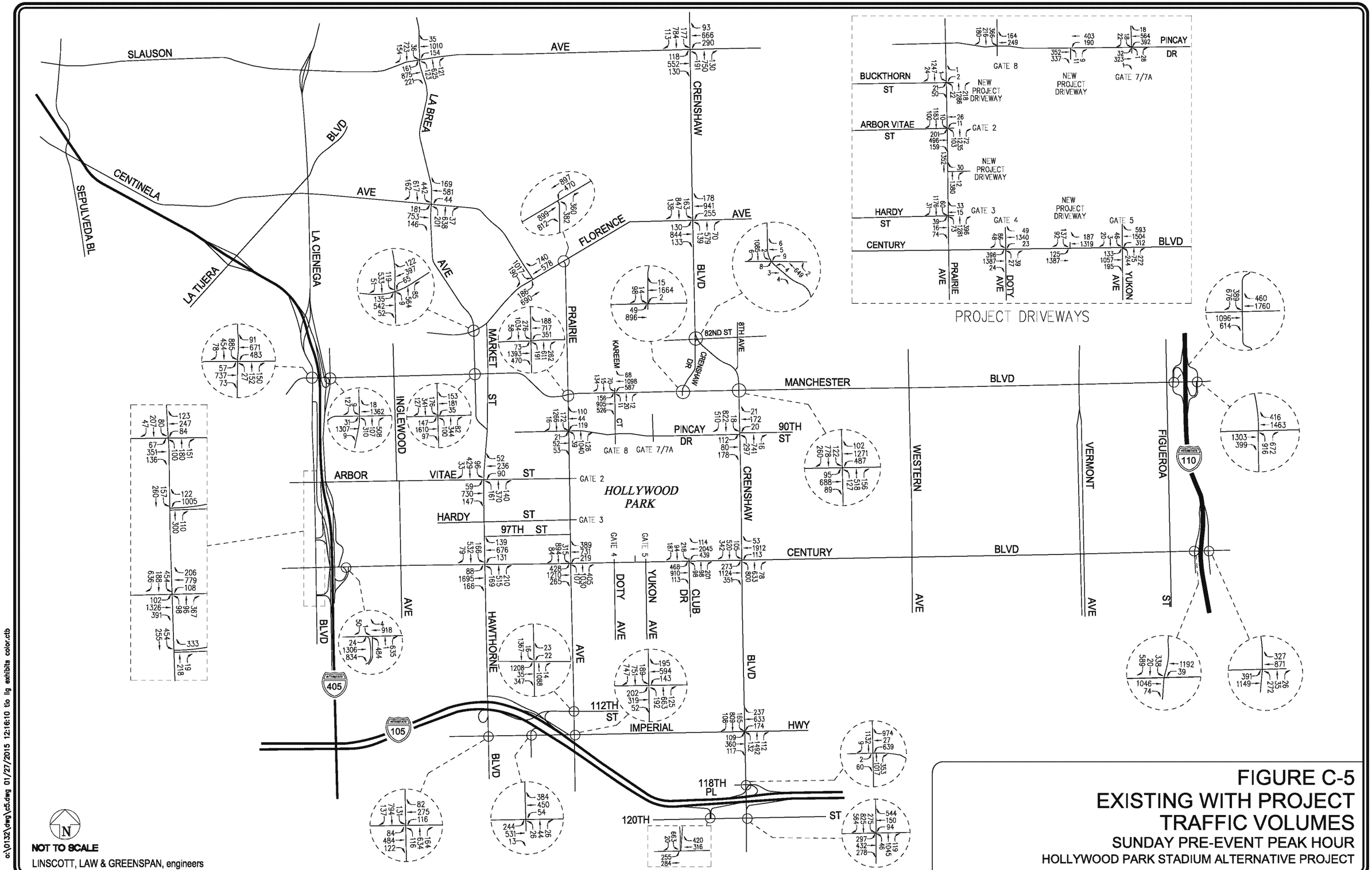

PROJECT DRIVEWAYS

FIGURE C-5
EXISTING WITH PROJECT TRAFFIC VOLUMES
SUNDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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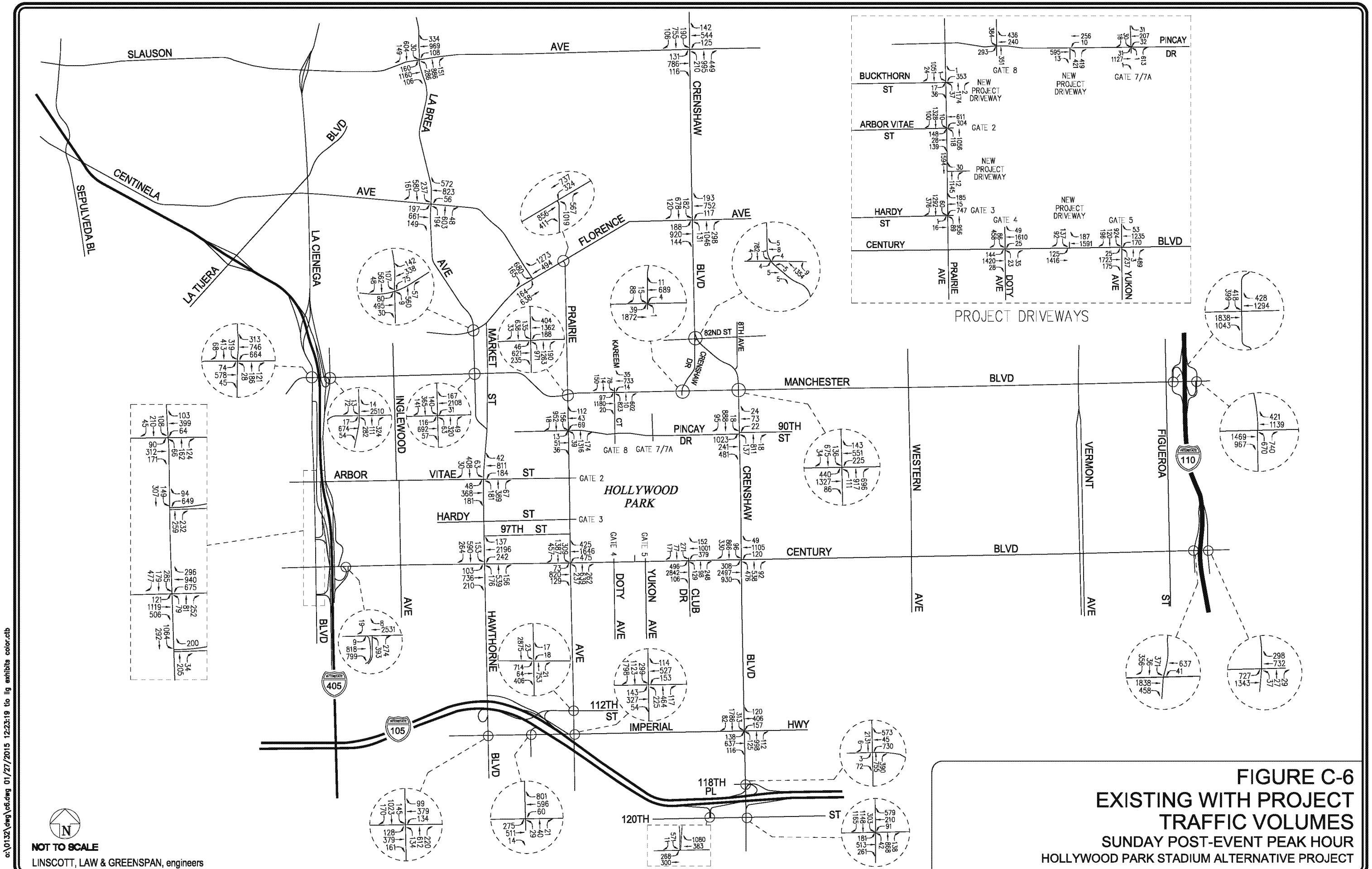

PROJECT DRIVEWAYS

FIGURE C-6
EXISTING WITH PROJECT TRAFFIC VOLUMES
SUNDAY POST-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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APPENDIX D

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES FIGURES

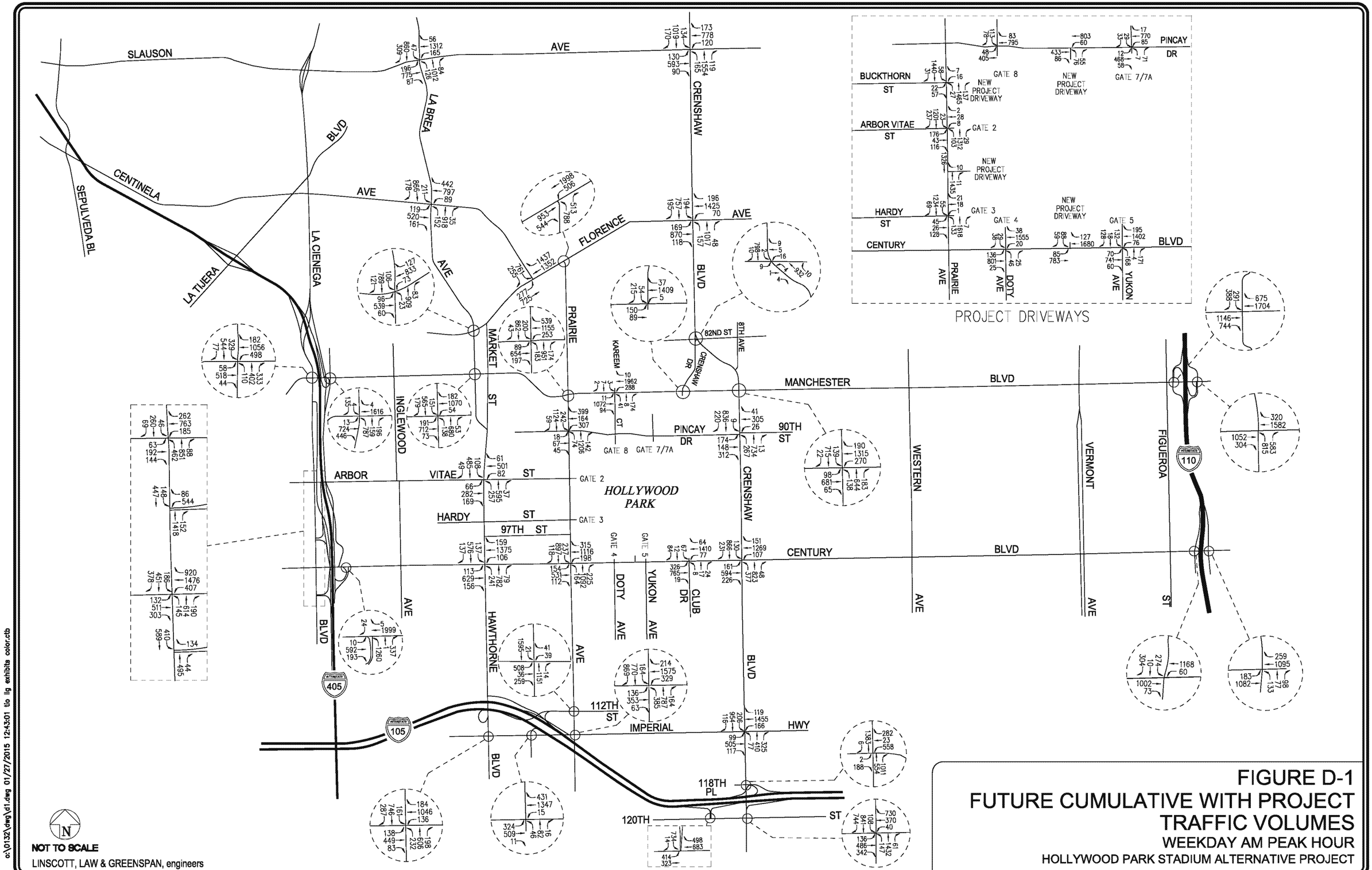

FIGURE D-1
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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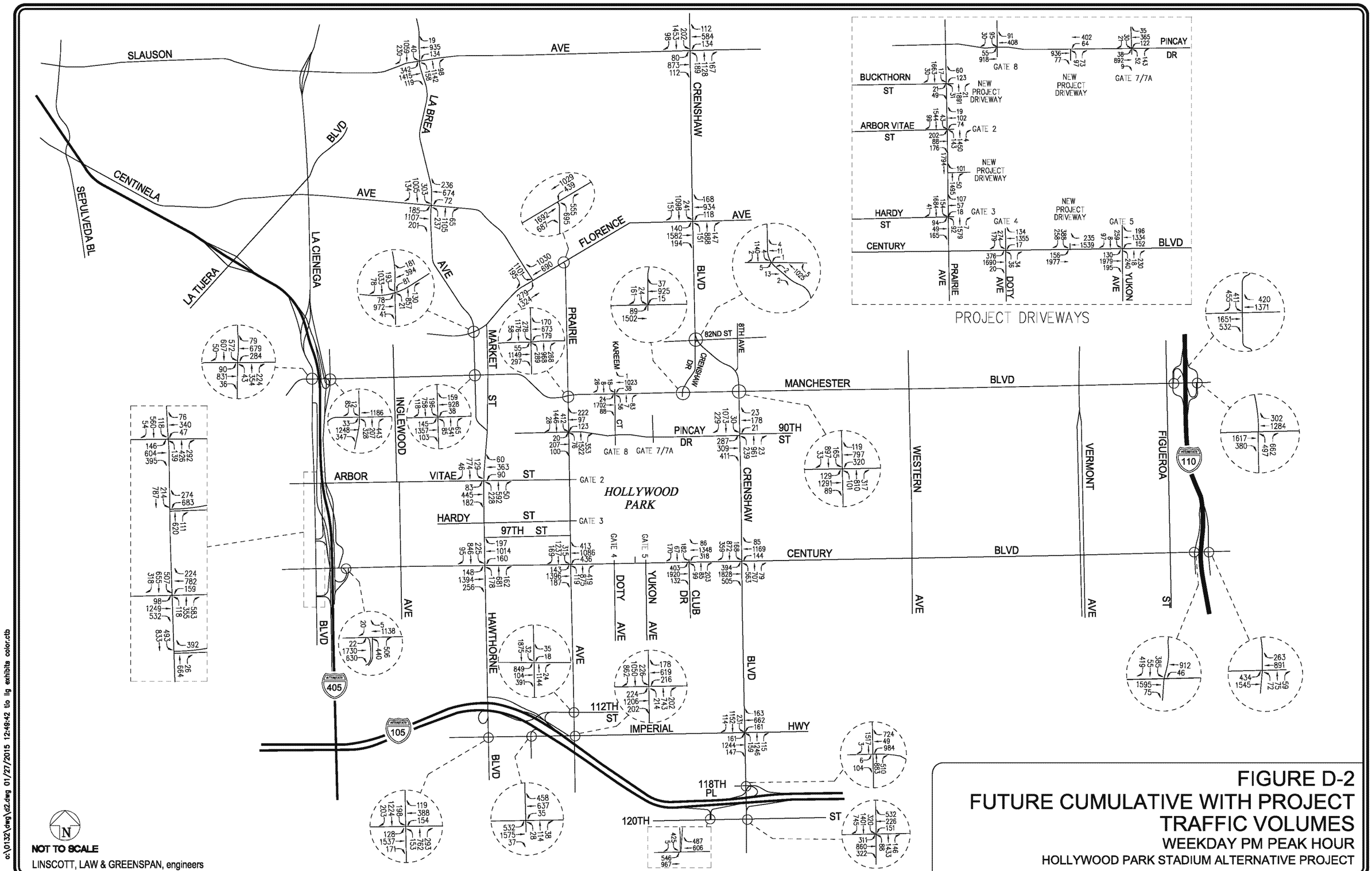

FIGURE D-2
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

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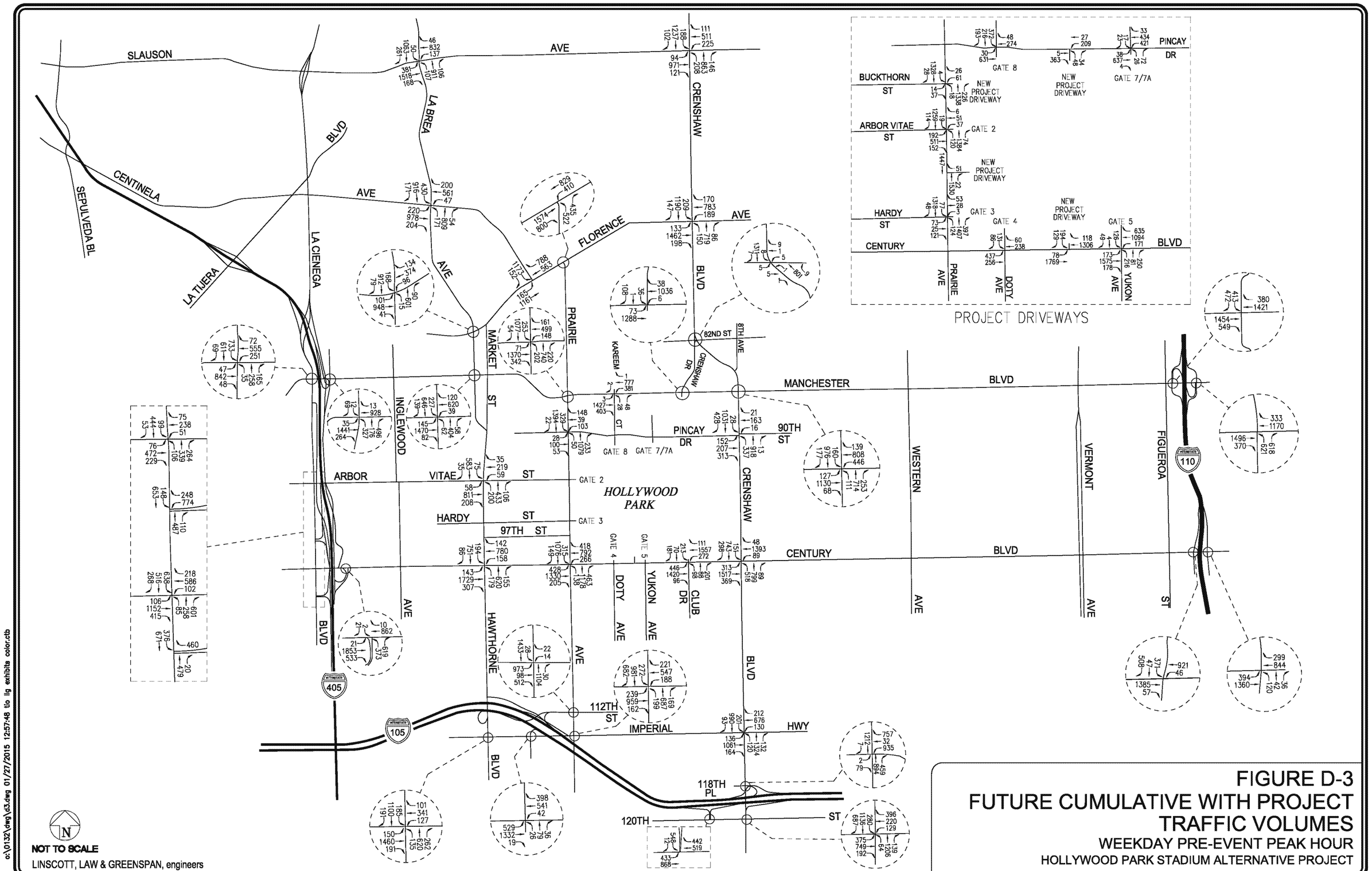

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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE D-3
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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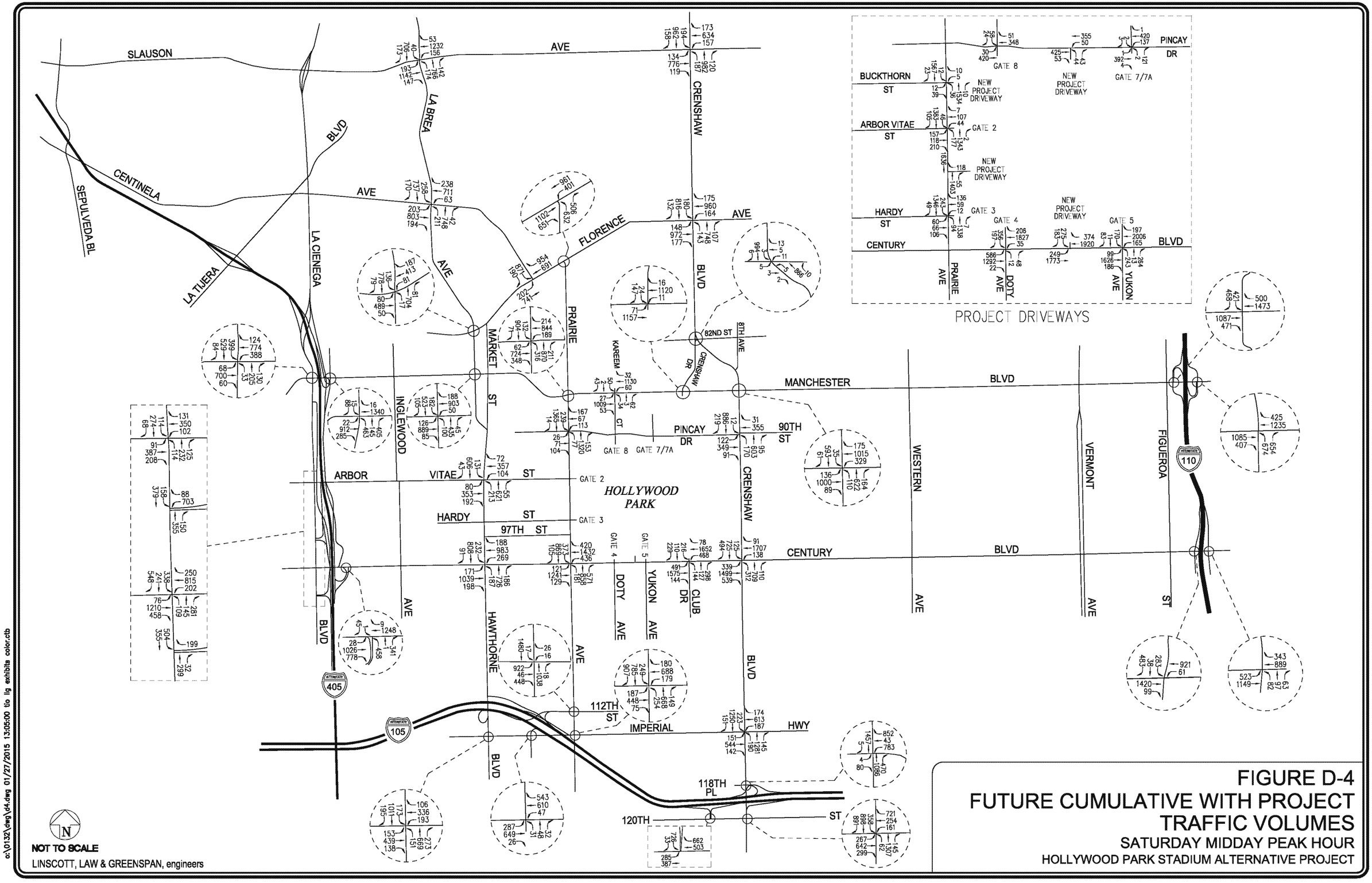

FIGURE D-4
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT

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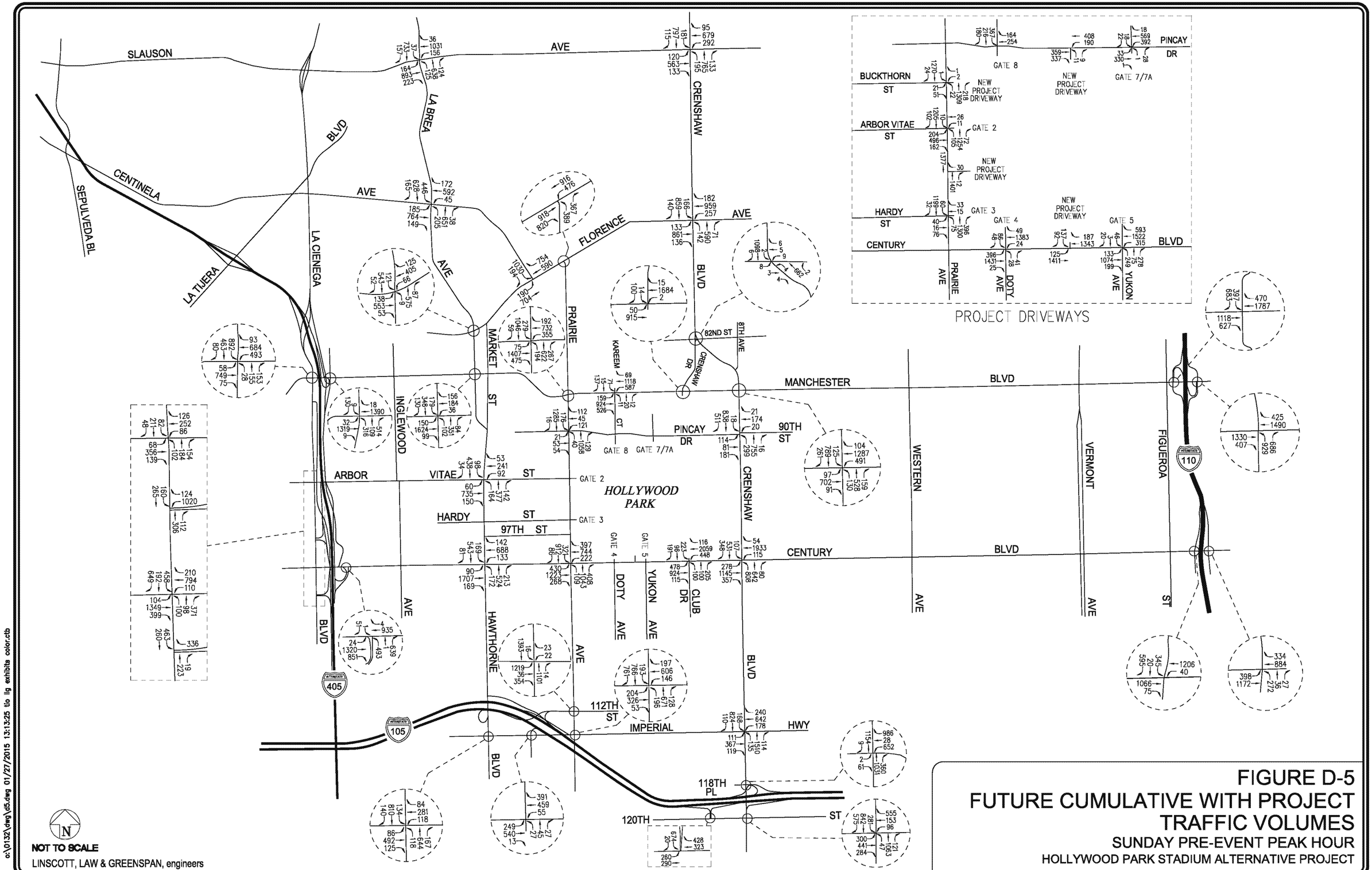
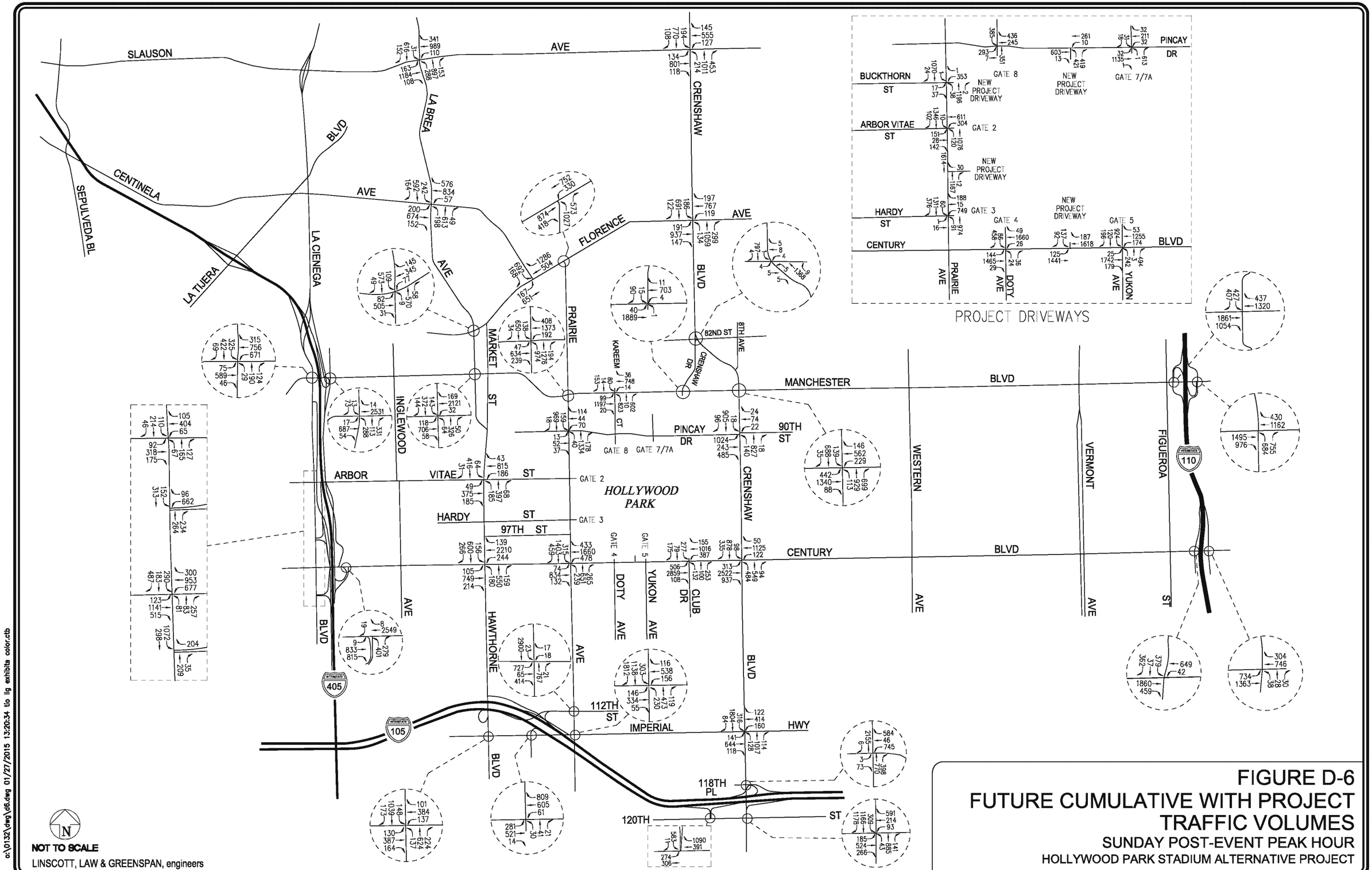


FIGURE D-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
SUNDAY PRE-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT



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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE D-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
SUNDAY POST-EVENT PEAK HOUR
HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT