3.14.5 Analysis, Impacts and Mitigation with Concurrent Events

Given the Proposed Project's proximity to The Forum and the NFL Stadium located in the Hollywood Park area, it is possible that certain events at the Proposed Project may occur simultaneously with events at The Forum and/or the NFL Stadium. Accordingly, this transportation analysis studies five concurrent or overlapping event scenarios, further described below. These five concurrent or overlapping event scenarios are studied in this section under both Adjusted Baseline (project-specific) and Cumulative conditions.

Approach to Mitigation

A variety of mitigation measures have been identified for impacts occurring under the concurrent event scenarios. The effectiveness of these mitigation measures is then tested for the following scenarios:

- Adjusted Baseline (with Major Events at The Forum) Plus Project Major Events
- Cumulative (with Major Events at The Forum) Plus Project Major Events

For purposes of this analysis, identified mitigation measures were tested against concurrent event Scenario 1 (i.e., Proposed Project Major Event and 17,500-person Concert at The Forum) under both Adjusted Baseline (project-specific) and Cumulative conditions. For several reasons, concurrent event Scenario 1 was selected as the most appropriate concurrent event scenario to present an analysis of the impacts "with mitigation". First, this scenario would likely occur with some regularity given how often events at each venue may overlap. Second, analyses indicate that the Proposed Project would generate substantially more impacts under this scenario versus if an event were not occurring at The Forum. In addition, Scenario 1 yields greater impacts than Scenario 2 (Proposed Project Major Event and Football Game at NFL Stadium) because most NFL Stadium-related traffic would have dispersed before the attendees for the Proposed Project Major Event would be arriving at IBEC. Scenario 1 generates more impacts than a concurrent scenario featuring a mid-sized event at the NFL Stadium (Scenario 3) because that scenario requires a considerable proportion of Proposed Project attendees to park at remote lots (i.e., not in HPSP lots), thereby dispersing traffic and reducing impacts. Scenarios 4 and 5, consisting of events at all three venues, was determined not to be appropriate for identifying and testing mitigation measures, particularly physical and permanent improvements, given the rarity with which those scenarios would occur. Any mitigation identified for Scenario 1 would reduce the magnitude of impacts associated with Scenarios 4 and 5.

Adjusted Baseline Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under Adjusted Baseline conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. As described in Table 3.14-3, the following five overlapping major events scenarios are analyzed:

• <u>Scenario 1 (Major Events at Proposed Project and The Forum)</u> – would consist of an 17,500person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m.,

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overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis). Additionally, a weekend scenario is studied for a 5-6 p.m. peak hour in which the Forum event begins at 7 p.m. and the basketball game begins at 6 p.m.

- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium) would consist of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.
- <u>Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)</u> would consist of a 25,000-person event at the NFL Stadium that begins on a weekday at 7 p.m. and ends at 9:15 p.m., overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium) – would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium) – would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

The analyses that follow present intersection LOS, freeway operations, and off-ramp queuing results for each scenario and their applicable hours of study. Analyses of neighborhood traffic volumes are not performed for these concurrent scenarios. The mid-sized and major events at the NFL Stadium will be supported by a transportation management and operations plan. However, it is currently unknown how manythe number of hours it would be implemented during a major event has not been finalized. Moreover, NFL Stadium events would result in fewer Proposed Project attendees parking in close proximity to the Proposed Project, as more Proposed Project parking would occur at remote lots; this would be anticipated to result in a comparable level of neighborhood street impacts resulting from NFL Stadium traffic traveling on the same neighborhood streets as would Proposed Project traffic in the Proposed Project-only scenarios. Accordingly, while it is possible to analyze conditions during the peak hours of travel associated with an event at the NFL Stadium, it would be speculative to estimate how much usage neighborhood streets would experience of stadium event-attendees over the course of a day. Neighborhood streets that could potentially be used by concert attendees at to access The Forum are farther north in the vicinity of The Forum, not in the vicinity of the Proposed Project, and therefore the Proposed Project impacts on neighborhood streets would be essentially identical in concurrent event scenarios involving The Forum.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are

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consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

The number of vehicle trips generated by The Forum, and the distribution of those trips was determined through traffic counts collected at multiple intersections in the vicinity of The Forum, both on days in which events did not occur, and on multiple days in which events did occur. The net increase in trips between the 'no event' and 'with event' counts were calculated. It was necessary to factor up the event-related volumes in proportion to the number of guests at each event to represent the 17,500-person event being studied. In simple terms, if a certain movement associated with a 15,000-person event at The Forum was measured to be 200 vehicles per hour, the 17,500-person event at The Forum only concert trips for the weekday pre-event and post-event peak hours and weekend pre-event peak hours. On a weekday, a 17,500-person event at The Forum would generate 4,739 pre-event peak hour vehicle trips and 7,992 post-event vehicle trips. On a weekend day, a 17,500-person event at The Forum would generate 2,551 vehicle trips during the weekend 5–6 p.m. study period. This hourly volume is considerably lower than the weekday pre-event peak hour volume because it represents traffic generated beginning two hours prior to the concert start.

Traffic forecasts were developed for Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project conditions by adding The Forum concert trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event) conditions.

Table 3.14-64 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project and Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

 Table 3.14-65 displays the freeway LOS results under Adjusted Baseline (with Major Event at The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-66, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

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TABLE 3.14-64

INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT
(MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project		Baselin <u>Major E</u> The Fo Plus P	Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekday Pre-Event	0.853	D	1 006	F	
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	A	0.586	A	
	horence Ave			Weekend Pre-Event	0.696	В	0.850	D	
				Weekday Pre-Event	0.693	В	0.720	С	
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	A	0.541	A	
	Fiorence Ave			Weekend Pre-Event	0.564	A	0.577	A	
				Weekday Pre-Event	258.5	F	***	F	
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	A	5.4	A	
	FIOTEIICE AVE			Weekend Pre-Event	6.5	A	6.6	A	
				Weekday Pre-Event	91.2	F	97.7	F	
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	25.3	С	25.6	С	
	FIOTEnce Ave			Weekend Pre-Event	30.6	С	30.7	С	
				Weekday Pre-Event	133.8	F	142.5	F	
5	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В	
	Florence Ave		-	Weekend Pre-Event	26.0	С	68.2	Е	
				Weekday Pre-Event	1.021	F	1.080	F	
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D	
	March Dhudi		Ū	Weekend Pre-Event	0.884	D	0.943	Е	
6	West Blvd/ Florence Ave			Weekday Pre-Event	0.883	D	0.945	Е	
		СМА	City of Los	Weekday Post-Event	0.625	- В	0.713	С	
			Angeles	Weekend Pre-Event	0.737	С	0.799	С	
				Weekday Pre-Event	133.4	F	139.0	F	
7	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	3.3	A	2.5	A	
	Grace Ave			Weekend Pre-Event	3.3	A	36.6	D	
				Weekday Pre-Event	163.6	F	80.2	 F	
8	Prairie Ave/ East Carondelet	HCM	Inglewood	Weekday Post-Event	4.8	A	28.8	c	
0	Way	11011	ingiowood	Weekend Pre-Event	4.7	A	104.9	F	
				Weekday Pre-Event	87.0	F	81.2	F	
9	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	6.0	A	67.0	E	
5	E Regent Street	1 Om	ngiewood	Weekend Pre-Event	7.6	A	68.3	E	
		ICU	Inglewood	Weekday Pre-Event	0.755	C A	0.847	D	

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				Adjusted Baseline (with <u>Major Event ar</u> The Forum) No Project						
ŧ	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS		
	Manchester Blvd			Weekday Post-Event	0.566	A	0.668	В		
				Weekend Pre-Event	0.626	В	0.719	С		
				Weekday Pre-Event	1.017	F	1 1 37	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D		
	Manonoolor Diva			Weekend Pre-Event	0.782	С	0.901	E		
				Weekday Pre-Event	150.4	F	178.8	F		
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	24.6	С		
				Weekend Pre-Event	101.0	F	131.9	F		
				Weekday Pre-Event	53.3	D	62.7	Е		
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	A	55.3	E		
	Manchester Bivu			Weekend Pre-Event	77.5	E	109.5	£		
				Weekday Pre-Event	169.0	F	128.8	F		
14	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	105.8	F	126.0	F		
	Manchester Blvd		-	Weekend Pre-Event	106.1	F	179.2	F		
				Weekday Pre-Event	155.0	F	131.2	F		
15	Kareem Ct/	HCM	Inglewood	Weekday Post-Event	42.8	D	54.0	D		
	Manchester Blvd		-	Weekend Pre-Event	53.5	D	78.9	Е		
				Weekday Pre-Event	1.346	F	1.425	F		
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	1.427	F	1 751	F		
	Manchester Blvd		-	Weekend Pre-Event	1.051	F	1 1 2 2	ч		
				Weekday Pre-Event	0.568	A	0.633	В		
17	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.271	A	0.410	A		
	Hillcrest Blvd		Ŭ	Weekend Pre-Event	0.397	A	0.460	A		
				Weekday Pre-Event	0.515	A	0.580	A		
18	Market St/La	ICU	Inglewood	Weekday Post-Event	0.350	A	0.510	A		
	Brea Ave		J	Weekend Pre-Event	0.429	A	0.493	A		
				Weekday Pre-Event	70.0	E	35.2	D		
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Post-Event	129.3	F	182.8	F		
-	Pincay Dr		- J	Weekend Pre-Event	29.1	c	26.2	С		
				Weekday Pre-Event	13.1	В	12.4	В		
20	Kareem Ct/	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	A		
	Pincay Dr			Weekend Pre-Event	13.2	B	11.7	В		
				Weekday Pre-Event	168.1	F	184.8	9 F		
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	B	19.6	В		

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					Adju Baselin Major E The Fe No Pr	e (with vent at orum)	Adju Baselin <u>Major E</u> The Fo Plus P (Major	e (with <u>vent at</u> orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	20.6	С	42.0	D
				Weekday Pre-Event	192.2	F	179.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С
				Weekend Pre-Event	29.9	С	109 6	F
				Weekday Pre-Event	138.7	F	146.1	н
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.0	С	53.0	D
	Abor Mac of			Weekend Pre-Event	49.4	D	94.9	F
				Weekday Pre-Event	126.2	F	68.4	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	A	133.1	F
	Albor vitae St			Weekend Pre-Event	94.0	F	99.3	Ą
				Weekday Pre-Event	83.4	F	60.3	E
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F
	Albor vitae St			Weekend Pre-Event	69.7	E	72.1	E
				Weekday Pre-Event	13.1	В	82.9	F
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	10.8	В	9.6	A
	Hardy St			Weekend Pre-Event	13.1	В	68.0	Е
				Weekday Pre-Event	8.2	A	7.4	A
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	6.9	A	7.0	A
	Hardy St		Ū.	Weekend Pre-Event	9.7	A	8.8	A
				Weekday Pre-Event	21.2	С	24.6	С
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	147.6	F	***	F
	Hardy St		0	Weekend Pre-Event	19.9	В	24.2	С
				Weekday Pre-Event	9.7	A	48.5	D
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	я
	Hardy St			Weekend Pre-Event	9.1	A	8.7	A
				Weekday Pre-Event	0.558	A	0.571	A
		ICU	Inglewood	Weekday Post-Event	0.329	A	0.390	A
	Van Ness Ave/	.00	giomood	Weekend Pre-Event	0.469	A	0.473	A
30	Hardy St/ 96th St			Weekday Pre-Event	0.488	A	0.502	A
	3011 01	СМА	City of Los	Weekday Post-Event	0.460	A	0.302	A
		OWA	Angeles	Weekend Pre-Event	0.393	A	0.397	A
				Weekday Pre-Event	143.7	F	0.397 ***	F
31	La Cienega Blvd/ SB 405 On/Off-		Inglewood/ City of Los			F C		D
51	Ramps (n/o Century)	HCM	Angeles/ Caltrans	Weekday Post-Event Weekend Pre-Event	25.4 17.1	В	49.5 149.7	F

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					Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project		Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event)	
¥	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	15.5	В	21.3	С
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	26.0	С	232.5	F
				Weekend Pre-Event	11.5	В	14.6	В
				Weekday Pre-Event	9.8	A	72 9	Е
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	10.7	В	11.1	В
				Weekend Pre-Event	11.6	В	10.3	В
			Inglewood/	Weekday Pre-Event	35.6	D	189.9	μ
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/	Weekday Post-Event	30.3	С	41.8	D
	Century Divu		County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D
	ND 405 0 /05			Weekday Pre-Event	19.3	В	203.5	F
35	NB 405 On/Off- Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С
	Century Blvd		Caluans	Weekend Pre-Event	13.3	В	114.1	я
				Weekday Pre-Event	14.6	В	51.7	D
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148 9	F
	Centary Diva			Weekend Pre-Event	13.2	В	19.6	В
				Weekday Pre-Event	27.4	С	220 7	P
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	45.2	D	131.0	F
	Century Diva			Weekend Pre-Event	27.4	С	121.6	F
	Fin Ar in (Weekday Pre-Event	20.8	С	234.2	F
38	Fir Ave/ Firmona Ave/	HCM	Inglewood	Weekday Post-Event	9.7	A	75.0	Е
	Century Blvd			Weekend Pre-Event	6.4	А	157 5	F
				Weekday Pre-Event	32.2	С	97.2	Я
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.4	В	63.1	Е
	contary bird			Weekend Pre-Event	5.7	A	83 5	Я
	Hawthorne Blvd/			Weekday Pre-Event	68.7	Е	131.5	F
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	म
	Century Blvd			Weekend Pre-Event	40.8	D	126.6	F
				Weekday Pre-Event	87.5	F	81.5	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	A	105.6	я
	Sontary Diva			Weekend Pre-Event	8.8	A	50.7	D
				Weekday Pre-Event	24.3	С	31.9	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	A	86 3	F
	Somary Diva			Weekend Pre-Event	9.3	A	22.1	С

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					Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project		Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
			********	Weekday Pre-Event	111.2	F	144.9	F	
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	E	259.5	F	
	,			Weekend Pre-Event	71.2	Е	94 7	F	
				Weekday Pre-Event	34.6	С	164.6	F	
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	ų	
	contary bird			Weekend Pre-Event	32.0	С	38.8	D	
				Weekday Pre-Event	47.3	D	149.0	F	
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F	
	Century Divu			Weekend Pre-Event	21.2	С	67 1	Ε	
				Weekday Pre-Event	49.3	D	159.1	F	
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	ŧ.	
	Century Biva			Weekend Pre-Event	38.8	D	72.5	E	
				Weekday Pre-Event	49.2	D	113.3	4	
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F	
	Century Blvd		Ū.	Weekend Pre-Event	27.7	С	51.6	D	
				Weekday Pre-Event	60.6	E	169.1	F	
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	76.5	E	119.7	F	
	Century Blvd			Weekend Pre-Event	39.2	D	142.0	ч	
				Weekday Pre-Event	12.1	В	123.4	F	
49	5th Ave/	HCM	Inglewood	Weekday Post-Event	13.8	В	19.1	В	
-+0	Century Blvd	TIOM .	inglewood	Weekend Pre-Event	14.1	В	108.5	F	
				Weekday Pre-Event	0.758	С	0.870	D	
		ICU	Inglewood/ Los Angeles	Weekday Post-Event	0.7568	A	0.809	D	
		100	County	Weekend Pre-Event	0.658	B	0.809	C	
50	Van Ness Ave/ Century Blvd							D	
	, <u>-</u>	~~~~	City of Los	Weekday Pre-Event	0.701	C	0.821	C	
		CMA	Angeles	Weekday Post-Event	0.499	A	0.757		
				Weekend Pre-Event	0.595	A	0.731	С	
			Los Angeles	Weekday Pre-Event	0.388	A	0.505	A	
		ICU	County	Weekday Post-Event	0.410	A	0.619	B	
51	Gramercy Pl/ Century Blvd			Weekend Pre-Event	0.362	A	0.473	A	
	Century bivd		City of Los	Weekday Pre-Event	0.207	A	0.333	A	
		CMA	Angeles	Weekday Post-Event	0.231	A	0.453	A	
				Weekend Pre-Event	0.179	Α	0.297	A	
52	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.771	С	0.973	E	

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					Adju Baselin <u>Major E</u> The Fo No Pr	e (with vent at orum)		
¢	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd		Angeles	Weekday Post-Event	0.587	A	0.910	E
				Weekend Pre-Event	0.641	В	0.842	D
			Inglewood/	Weekday Pre-Event	10.9	В	186 3	F
53	La Cienega Blvd/ SB 405 On/Off-	HCM	Los Angeles County/	Weekday Post-Event	9.2	А	10.4	В
00	Ramps (s/o Century)	now	Caltrans/City of Los Angeles	Weekend Pre-Event	9.0	A	9.4	A
				Weekday Pre-Event	94.3	F	151.0	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	6.2	A	***	F
				Weekend Pre-Event	85.6	F	23.2	С
				Weekday Pre-Event	33.0	D	10.0	В
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	A	79.3	F
				Weekend Pre-Event	10.2	В	8.2	A
				Weekday Pre-Event	91.5	F	***	F
56	Yukon Ave/102nd St		Inglewood	Weekday Post-Event	7.4	А	***	F
				Weekend Pre-Event	15.1	С	79.7	F
			Los Angeles	Weekday Pre-Event	9.9	A	99.1	F
57	La Cienega Blvd/ 104th St	HCM	County/City of Los	Weekday Post-Event	5.8	А	5.3	А
			Angeles	Weekend Pre-Event	7.4	А	7.5	А
				Weekday Pre-Event	16.0	В	18.8	В
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Post-Event	8.3	А	9.5	А
				Weekend Pre-Event	15.6	В	16.0	В
			Inglewood/	Weekday Pre-Event	23.8	С	165 1	F
59	Hawthorne Blvd/ 104th St	HCM	Los Angeles	Weekday Post-Event	15.7	В	94.6	ч
			County	Weekend Pre-Event	24.8	С	109.8	۴
				Weekday Pre-Event	141.0	F	250 7	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	А	236.8	H
				Weekend Pre-Event	143.9	F	188.8	F
		HCM (uppin)		Weekday Pre-Event	24.7	С	207.1	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.6	A	6.6	A
				Weekend Pre-Event	7.8	A	242.4	F
				Weekday Pre-Event	14.9	В	204.3	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Post-Event	8.4	А	12.3	В
	-			Weekend Pre-Event	12.9	В	135.4	F
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	28.3	C	115.5	ħ.

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					Adju Baselin <u>Major E</u> The Fe No Pr	e (with vent at orum)	Adju Baselin <u>Major E</u> The Fo Plus P (Major	e (with <u>vent al</u> orum) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	104th St			Weekday Post-Event	11.7	В	19.3	В
				Weekend Pre-Event	22.6	С	167.0	F
			Inglewood/	Weekday Pre-Event	0.525	A	0.544	A
64	Van Ness Ave/ 104th St	ICU	Los Angeles	Weekday Post-Event	0.301	A	0.327	A
			County	Weekend Pre-Event	0.430	A	0.443	А
				Weekday Pre-Event	0.704	С	0.732	С
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	A	0.662	В
			,	Weekend Pre-Event	0.612	В	0.629	В
				Weekday Pre-Event	22.7	С	265.1	Ŧ
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	5.4	A	102.2	F
			,	Weekend Pre-Event	6.5	A	204.5	ų
				Weekday Pre-Event	26.3	С	67 5	Ε
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	A	151.1	Ŀ.
				Weekend Pre-Event	32.2	С	54.9	D
				Weekday Pre-Event	64.0	E	109.7	7
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	7.3	A	66.6	Е
				Weekend Pre-Event	108.5	F	114.2	F
				Weekday Pre-Event	8.9	А	10.5	В
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.7	А	8.2	A
				Weekend Pre-Event	9.2	А	12.3	В
				Weekday Pre-Event	0.538	A	0.703	С
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Post-Event	0.425	А	0.609	В
				Weekend Pre-Event	0.450	А	0.617	В
			Hawthorne/L	Weekday Pre-Event	0.706	С	0.768	С
71	Hawthorne Blvd/ 111th St	ICU	os Angeles	Weekday Post-Event	0.405	A	0.578	A
			County	Weekend Pre-Event	0.576	A	0.649	В
				Weekday Pre-Event	31.1	С	100.9	F
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Post-Event	33.4	С	176.1	F
				Weekend Pre-Event	54.7	D	62.4	Е
				Weekday Pre-Event	7.9	A	8.5	A
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.3	A	6.4	A
				Weekend Pre-Event	8.6	A	8.4	A
74	Hawthorne Blvd/			Weekday Pre-Event	0.700	В	0.817	D
74	WB 105 Off-	ICU	Hawthorne	Weekday Post-Event	0.461	A	0.634	В

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					Adju Baselin <u>Major E</u> The Fo No Pr	e (with <u>vent at</u> orum)	Adju Baselin <u>Major E</u> The Fo Plus P (Major	e (with <u>vent a</u> orum) roject
¢	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Ramp			Weekend Pre-Event	0.582	A	0.702	С
	Prairie Ave/			Weekday Pre-Event	94.9	F	230.7	F
75	112th St/	HCM	Inglewood/ Caltrans	Weekday Post-Event	66.7	E	172.5	۴
	105 On-Ramps			Weekend Pre-Event	51.6	D	164 1	F
				Weekday Pre-Event	0.770	С	0.773	С
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.411	A	0.443	A
				Weekend Pre-Event	0.578	A	0.608	В
	Freeman Ave/			Weekday Pre-Event	25.6	С	98 1	F
77	EB 105 On- Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	Е
	Imperial Hwy		Jaiddils	Weekend Pre-Event	16.8	В	15.8	В
				Weekday Pre-Event	83.3	F	128 1	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	62.5	Е	55.1	E
	тренатнуу		riawulonie	Weekend Pre-Event	39.2	D	45.8	D
				Weekday Pre-Event	58.6	Е	117.5	F
79	Doty Ave/	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	A	7.5	A
	Imperial Hwy		riawuionie	Weekend Pre-Event	12.2	В	12.4	В
				Weekday Pre-Event	19.4	В	130.9	F
80	Yukon Ave/	HCM	Inglewood	Weekday Post-Event	8.2	A	12.0	В
	Imperial Hwy		Ū.	Weekend Pre-Event	12.6	в	11.5	В
				Weekday Pre-Event	0.888	D	1.037	F
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.570	A	0.820	D
	Imperial Hwy		J	Weekend Pre-Event	0.790	C	0.940	E
				Weekday Pre-Event	21.1	c	1120	F
82	Prairie Ave/118th	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В
-	St			Weekend Pre-Event	18.3	В	18.6	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	E
83	WB 105 Off-	ICU	Hawthorne/	Weekday Post-Event	0.693	В	0.880	D
	Ramp/ 118th Pl		Caltrans	Weekend Pre-Event	0.782	C	0.952	E
				Weekday Pre-Event	55.6	E	135.9	F
84	Prairie Ave/120th	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В
	St			Weekend Pre-Event	25.2	c	24.2	c
				Weekday Pre-Event	0.710	c	0.742	С
85	EB 105 On/Off- Ramp/	ICU	Hawthorne	Weekday Post-Event	0.721	c	0.951	E
55	120th St	100	nawulonie	Weekend Pre-Event	0.721	c	0.001	E D

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				Adju Baselin <u>Major E</u> The Fe No Pr	e (with vent at	Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event)		
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
		(Weekday Pre-Event	0.742	С	0.865	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Post-Event	0.849	D	1.293	F
				Weekend Pre-Event	0.775	С	0.898	D
				Weekday Pre-Event	0.412	А	0.424	А
		ICU	Los Angeles County	Weekday Post-Event	0.248	A	0.268	A
	La Cienega Blvd/		ooung	Weekend Pre-Event	0.284	A	0.296	A
87	Lennox Blvd			Weekday Pre-Event	0.233	А	0.246	А
		CMA	City of Los Angeles	Weekday Post-Event	0.079	A	0.089	A
			Angeles	Weekend Pre-Event	0.098	A	0.109	A
				Weekday Pre-Event	0.787	С	0.801	D
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles	Weekday Post-Event	0.444	A	0.487	А
	Leimox Biva		County	Weekend Pre-Event	0.648	В	0.662	В
	Hollywood Park			Weekday Pre-Event	14.8	В	150.8	F
89	Casino	HCM	Inglewood	Weekday Post-Event	11.2	В	166.3	u
	Driveway/ Century Blvd		Ū	Weekend Pre-Event	15.4	В	82.1	u
				Weekday Pre-Event	21.0	С	13.4	В
90	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	168.5	F	235.6	F
	Buckthorn Street		0	Weekend Pre-Event	16.5	В	16.9	В
				Weekday Pre-Event	0.967	E	1 1 4 0	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Post-Event	0.740	C	1.027	म
• •	Century Ave	100	County	Weekend Pre-Event	0.815	D	0.985	Ē
				Weekday Pre-Event	0.773	С	0.876	D
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.794	С
		100	County	Weekend Pre-Event	0.671	B	0.781	c
92	Vermont Ave/ Century Ave			Weekday Pre-Event	0.682	В	0.802	D
	-	СМА	City of Los	Weekday Post-Event	0.484	A	0.802	c
		UNIA	Angeles	Weekend Pre-Event	0.464	A	0.691	В
				Weekday Pre-Event	0.363	A	0.558	A
93	Hoover St/	СМА	City of Los	Weekday Post-Event	0.347	A	0.525	A
33	Century Ave	UNIA	Angeles	Weekend Pre-Event	0.347	A	0.525	A
0.4	Figueroa St/	C144	City of Los	Weekday Pre-Event	0.698	B	0.775	C
94	Century Ave	СМА	Angeles	Weekday Post-Event	0.455	A	0.617	В
				Weekend Pre-Event	0.602	B	0.689	B
95	Grand Ave/	CMA	City of Los	Weekday Pre-Event	0.452	A	0.558	А

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					Adju Baselin <u>Major E</u> The Fo No Pr	e (with vent at orum)	Adju Baselin <u>Major E</u> The Fo Plus P (Major	e (with <u>vent al</u> orum) roject
¥	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	110 SB Off- Ramp/		Angeles	Weekday Post-Event	0.339	A	0.461	A
	Century Ave			Weekend Pre-Event	0.371	A	0.473	A
	Olive St/			Weekday Pre-Event	0.432	A	0.461	A
96	110 NB On- Ramp/	СМА	City of Los Angeles	Weekday Post-Event	0.354	A	0.518	A
	Century Ave		, ingelee	Weekend Pre-Event	0.385	A	0.414	A
				Weekday Pre-Event	1.179	F	1.323	F
		ICU	Inglewood	Weekday Post-Event	1.054	F	1 3 1 9	ц
	Van Ness Ave/			Weekend Pre-Event	0.962	E	1 105	F
97	Manchester Blvd			Weekday Pre-Event	1.051	F	1.205	Ŧ
		СМА	City of Los Angeles	Weekday Post-Event	0.917	E	1.200	F
			Angeles	Weekend Pre-Event	0.819	D	0.971	Ε
				Weekday Pre-Event	1.104	F	1.270	я
98	Western Ave/ Manchester Blvd	СМА	City of Los	Weekday Post-Event	1.048	F	1.313	म
			Angeles	Weekend Pre-Event	0.894	D	1.058	F
				Weekday Pre-Event	0.805	D	0.897	D
99	Normandie Ave/	СМА	City of Los	Weekday Post-Event	0.711	С	0.848	D
	Manchester Blvd		Angeles	Weekend Pre-Event	0.637	В	0.721	С
				Weekday Pre-Event	0.859	D	0.952	E
100	Vermont Ave/	СМА	City of Los	Weekday Post-Event	0.795	С	0.946	E
	Manchester Blvd		Angeles	Weekend Pre-Event	0.637	B	0.728	С
				Weekday Pre-Event	0.770	С	0.855	D D
101	Hoover St/	СМА	City of Los	Weekday Post-Event	0.706	c	0.843	D
101	Manchester Blvd	Canve	Angeles	Weekend Pre-Event	0.631	В	0.715	С
				Weekday Pre-Event	0.926	E	1.019	
102	Figueroa St/	СМА	City of Los	Weekday Post-Event	0.920	E	1.134	F
102	Manchester Blvd	UMA	Angeles	Weekend Pre-Event	0.965	C	0.843	D
				Weekday Pre-Event	0.752	c	0.845	D
103	110 SB On/Off- Ramps/	СМА	City of Los	Weekday Post-Event	0.752	D	0.979	E
103	Manchester Blvd	UNA	Angeles					
				Weekend Pre-Event	0.509	A	0.660	B
10.4	110 NB On/Off-	C144	City of Los	Weekday Pre-Event	0.559	A	0.563	A
104	Ramps/ Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.760	C	1 0 9 2	F
				Weekend Pre-Event	0.539	A	0.544	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.137	F
	i incay Di			Weekday Post-Event	0.938	E	1 1 1 3	F.

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					Adjusted Baseline (with <u>Major Event at</u> The Forum) No Project		Adjusted Baseline (with <u>Major Event at</u> The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	0.776	С	0.913	E
				Weekday Pre-Event	0.778	С	0.819	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	А	0.653	В
				Weekend Pre-Event	0.622	В	0.664	В
				Weekday Pre-Event	0.937	E	0.948	E
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	A	0.562	A
	Contaneia / We			Weekend Pre-Event	0.794	С	0.806	D
				Weekday Pre-Event	1.006	F	1 0 4 4	F
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В
	La Cienega Blvd/			Weekend Pre-Event	0.993	E	1.033	F
108	Centinela Ave			Weekday Pre-Event	0.953	E	0.998	Е
		СМА	City of Los Angeles	Weekday Post-Event	0.542	A	0.552	A
			Angeles	Weekend Pre-Event	0.939	E	0.986	Е
				Weekday Pre-Event	0.723	С	0.738	С
		ICU	Inglewood	Weekday Post-Event	0.475	A	0.495	A
	La Cienega Blvd/		Ŭ	Weekend Pre-Event	0.653	В	0.669	В
109	La Tijera Blvd			Weekday Pre-Event	0.553	A	0.570	A
		CMA	City of Los	Weekday Post-Event	0.295	A	0.316	A
			Angeles	Weekend Pre-Event	0.481	A	0.499	A
				Weekday Pre-Event	0.906	E	0.913	E
110	La Brea Ave/	ICU	Los Angeles	Weekday Post-Event	0.507	A	0.507	A
	Slauson Ave		County	Weekend Pre-Event	0.754	С	0.760	С
				Weekday Pre-Event	0.930	E	0.932	E
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Post-Event	0.624	В	0.644	B
	Stocker St	100	County	Weekend Pre-Event	0.873	D	0.876	D
				Weekday Pre-Event	1.064	F	1.071	F
112	La Brea Ave/ Overhill Drive/	ICU	Los Angeles	Weekday Post-Event	0.549	A	0.549	A
112	Stocker St	100	County	Weekend Pre-Event	0.807	D	0.849	D
				Weekday Pre-Event	1.036	F	1.153	F
113	Crenshaw Dr/	ICU	Inglewood	Weekday Post-Event	0.627	В	0.666	В
115	Manchester Blvd	100	ngewood		0.779	C	0.894	D
				Weekend Pre-Event	0.931	E	0.894	E
	Manchester Blvd/		المعامر ومعا	Weekday Pre-Event				
114	Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	C
	•			Weekend Pre-Event	0.768	С	0.861	D

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					Adju Baselin <u>Major E</u> The Fo No Pr	e (with <u>vent at</u> orum)	Baselir <u>Major I</u> The F Plus F	isted ne (with <u>Event at</u> orum) Project Event)
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Delay	LOS	V/C or Delay	LOS
	Century Blvd/			Weekday Pre-Event	vent Does Not Exim rent rent vent Does Not Exim		N/A	N/A
115	West Structure	HCM	Inglewood	Weekday Post-Event		ot Exist	129.8	F
	Driveway			Weekend Pre-Event			N/A	N/A
	Prairie Ave/West			Weekday Pre-Event			109.2	F
116	Structure	HCM	Inglewood	Weekday Post-Event		ot Exist	N/A	N/A
	Driveway			Weekend Pre-Event			51.2	D

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-65 FREEWAY OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project															
					Density ¹	LOS ¹	Density ¹	LOS ¹														
		Off-Ramp at		Weekday Pre-Event	23.91	С	26.19	С														
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	19.93	В	20.30	С														
	Nonabound	Highway		Weekend Pre-Event	23.19	С	25.62	С														
				Weekday Pre-Event	19.77	в	21.44	С														
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	15.30	В	15.62	В														
	Nonabound		Diverge	Weekend Pre-Event	19.46	В	21.05	С														
		C/D Off-Ramp		Weekday Pre-Event	17.18	В	20.67	С														
3	I-405 Northbound	to Imperial Highway On-	Basic	Basic	Basic	Weekday Post-Event	11.35	В	11.63	В												
	Nottibound	Ramp													Basio	Dation .					Weekend Pre-Event	15.63
		Imperial		Weekday Pre-Event	12.48	В	14.81	В														
4	I-405 Northbound	Highway EB On-	Merge	Weekday Post-Event	8.00	А	8.18	А														
	Notabound	Ramp		Weekend Pre-Event	10.88	A	12.41	В														
		Imperial		Weekday Pre-Event	17.57	в	19.60	В														
5	I-405 Northbound	lorthbound Highway	Merge	Weekday Post-Event	12.84	В	13.00	В														
	Normbound	WB On-Ramp		Weekend Pre-Event	15.70	В	17.04	В														

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	e (with m) No	Adjusted Baseline (with the Forum) Plus Project		
					Density ¹	LOS ¹	Density ¹	LOS	
				Weekday Pre-Event	13.89	В	16.21	В	
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	8.83	А	9.02	А	
	Nottribourid	Oli-Ramp		Weekend Pre-Event	11.96	В	13.49	В	
		Century Blvd		Weekday Pre-Event	12.20	В	12.59	В	
7	1-405	Off-Ramp to	Basic	Weekday Post-Event	5.66	A	5.69	A	
	Northbound	Century Blvd On-Ramp		Weekend Pre-Event	10.81	A	10.95	A	
				Weekday Pre-Event	18.39	с	18.79	С	
8	1-405	Century Blvd	Merge	Weekday Post-Event	12.24	В	12.70	В	
0	Northbound	On-Ramp	morgo	Weekend Pre-Event	16.31	В	16.48	В	
		Century Blvd		Weekday Pre-Event	18.53	В	18.98	В	
~	1-405	WB On-Ramp to	14/2	Weekday Post-Event	21.00	C	10.00	F	
9	Northbound	I-405 Mainline	Weave				40.70	~~~~~~	
		C/D Off-ramp		Weekend Pre-Event	16.44	B	16.76	В	
	1-405	I-405 Mainline		Weekday Pre-Event	-	F	-	F	
10	Northbound	C/D On-Ramp	Merge	Weekday Post-Event	-	F	-	F	
				Weekend Pre-Event	-	F		F	
	1-405	I-405 Mainline		Weekday Pre-Event	31.34	D	31.71	D	
11	Northbound	C/D On-Ramp to Manchester	Basic	Weekday Post-Event	23.03	С	25.77	С	
	Horanboaria	Blvd.		Weekend Pre-Event	25.75	С	25.94	С	
		Manchester		Weekday Pre-Event	34.15	D	34.54	D	
12	1-405	Blvd. On-Ramp	Weave	Weekday Post-Event	26.47	С	35.33	E	
	Northbound	to La Tijera Blvd Off-Ramp		Weekend Pre-Event	28.25	D	28.50	D	
		La Tijera Blvd		Weekday Pre-Event	-	 F		F	
13	1-405	On-Ramp to	Weave	Weekday Post-Event	16.67	В	17.34	В	
	Southbound	Florence Ave Off-Ramp		Weekend Pre-Event	-	F	-	F	
		Florence Ave		Weekday Pre-Event	······	F		F	
• •	1-405	Off-Ramp to La	Decia	Weekday Post-Event	17.28	B	17.30	В	
4	Southbound	Cienega Blvd	Basic		17.20	F	17.50	F	
		On-Ramp		Weekend Pre-Event	-				
_	1-405	La Cienega Blvd		Weekday Pre-Event	-	F		F	
15	Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.40	C	22.41	С	
		C/D OII-Ramp		Weekend Pre-Event		F	-	F	
	1-405	La Cienega Blvd		Weekday Pre-Event	14.33	В	17.57	В	
6	Southbound	Off-Ramp (n/o	Diverge	Weekday Post-Event	9.94	Α	9.96	Α	
		Century Blvd.)		Weekend Pre-Event	13.27	В	16.93	В	
	1-405	La Cienega Blvd Off-Ramp to On-		Weekday Pre-Event	5.77	A	7.83	Α	
17	Southbound	Ramp (n/o	Basic	Weekday Post-Event	4.01	A	4.02	Α	
		Century Blvd)		Weekend Pre-Event	6.84	А	9.34	А	
		La Cienega Blvd		Weekday Pre-Event	-	F ²	-	F ²	
	1.405	On-Ramp (n/o		Weekday Post-Event	-	F ²	-	F ²	
18	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	-	F ²	-	F ²	
		La Cienega Blvd		Weekday Pre-Event	-	F 2	-	F ²	
	1 405	On-Ramp (s/o		Weekday Post-Event	-	F ²	-	F 2	
19	I-405 Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F ²	-	F ²	

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	e (with m) No	Adjusted Baselir (with the Forum Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
		La Cienega Blvd		Weekday Pre-Event	5.54	A	5.80	A
~~	1-405	Off-Ramp (n/o	<u> </u>	Weekday Post-Event	12.33	В	18.82	С
20	Southbound	Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	9.25	A	9.51	A
				Weekday Pre-Event	11.18	В	11.28	В
21	I-405	I-405 Mainline	Merge	Weekday Post-Event	17.23	В	19.73	С
	Southbound	C/D On-Ramp	0	Weekend Pre-Event	18.12	С	18.22	С
		La Cienega Blvd		Weekday Pre-Event	-	F 2		F
22	I-405 Southbound	On-Ramp (n/o	Merge	Weekday Post-Event	13.83	В	15.98	В
	Southbound	Imperial Hwy)	-	Weekend Pre-Event	14.48	В	14.58	В
		La Cienega Blvd		Weekday Pre-Event	-	F 2	-	F
23	I-405 Southbound	s/o Imperial Hwy	Merge	Weekday Post-Event	16.19	В	17.86	В
	Soumbound	(On-ramp)		Weekend Pre-Event	14.64	В	14.73	В
				Weekday Pre-Event	16.57	В	17.25	В
24	I-105 Footbound	1-405 SB On-	Merge	Weekday Post-Event	17.41	В	18.54	С
	Eastbound	Ramp		Weekend Pre-Event	16.91	В	18.43	С
				Weekday Pre-Event	-	F ²	-	F
25	I-105	Prairie Ave Off-	Diverge	Weekday Post-Event	23.58	С	24.99	С
	Eastbound	Ramp	-	Weekend Pre-Event	23.96	С	26.75	С
		Prairie Ave Off-		Weekday Pre-Event	13.90	в	14.46	В
26	I-105	Ramp to	Basic	Weekday Post-Event	14.81	В	16.03	В
	Eastbound	Imperial Hwy On-Ramp		Weekend Pre-Event	11.59	В	12.19	В
		Imperial Hwy		Weekday Pre-Event		F 2		- F
07	I-105	On-Ramp to	10/	Weekday Post-Event	24.62	'c		F
27	Eastbound	120th St Off-	Weave		24.02	F 2		E 3
		Ramp		Weekend Pre-Event	-			
	I-105	120th St Off-	. .	Weekday Pre-Event		F 2	-	F ²
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	21.30	C	29.96	D
				Weekend Pre-Event	-	F 2		F
~~	I-105	120th St On-		Weekday Pre-Event	16.46	B	17.38	В
29	Eastbound	Ramp	Merge	Weekday Post-Event	19.54	C	29.14	D
				Weekend Pre-Event	14.36	B	15.35	В
~~	1-105	NB Crenshaw		Weekday Pre-Event	23.30	C	24.05	C
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	24.40	C	31.37	D
				Weekend Pre-Event	21.31	C	22.11	C
31	I-105	Between Van Ness Ave and		Weekday Pre-Event	19.64	c	20.57	C
0.	Eastbound	Normandie Ave	Basic	Weekday Post-Event	21.99	С	32.88	D
		Overcrossings		Weekend Pre-Event	17.38	В	18.38	С
	I-105	Vermont Ave		Weekday Pre-Event	23.91	C	31.38	D
32	Westbound	On-Ramp	Merge	Weekday Post-Event	17.57	В	18.06	В
		······		Weekend Pre-Event	23.55	С	31.78	D
		Between		Weekday Pre-Event	26.45	D	42.26	Е
33	I-105	Normandie Ave and Van Ness	Basic	Weekday Post-Event	18.14	С	18.75	С
00	Westbound	Ave Overcrossings	Dusio	Weekend Pre-Event	23.83	С	39.14	E
0 .4	I-105	Crenshaw Blvd	Die	Weekday Pre-Event	26.45	D	42.26	Е
34	Westbound	Off-Ramp	Diverge	Weekday Post-Event	18.14	С	18.75	C

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#	Freeway/ Direction	Component	Segment Type			ited (with m) No ect	Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS 1
				Weekend Pre-Event	23.83	С	39.14	E
		Crenshaw Blvd		Weekday Pre-Event	25.53	С	37.43	Е
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd	Basic	Weekday Post-Event	17.93	В	18.33	С
	Westbound	Loop On-Ramp		Weekend Pre-Event	22.85	С	35.45	Е
		Crenshaw Blvd		Weekday Pre-Event	22.08	С	28.91	D
36	I-105 Westbound	NB Loop On-	Merge	Weekday Post-Event	14.75	В	15.21	В
	vvestbound	Ramp		Weekend Pre-Event	19.02	С	26.38	D
				Weekday Pre-Event	19.61	В	24.36	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Post-Event	14.26	В	14.73	В
	westbound	Divu Oli-Rallip		Weekend Pre-Event	17.60	В	23.21	С
		Prairie/Hawthor		Weekday Pre-Event	29.11	D	39.25	Е
38	I-105 Westbound	ne Ave Off-	Diverge	Weekday Post-Event	19.34	С	19.85	С
	vvestouriu	Ramp		Weekend Pre-Event	26.52	D	37.31	E
		Prairie/Hawthor		Weekday Pre-Event	26.04	D	28.74	D
39	I-105 Westbound	ne Ave Off- Ramp to	Basic	Weekday Post-Event	19.37	С	19.83	С
		Imperial Hwy On-Ramp		Weekend Pre-Event	25.30	С	27.59	D
	I-105	Imperial Hwy		Weekday Pre-Event	-	F		F
40	Westbound	On-Ramp to	Weave	Weekday Post-Event	-	F	-	F
		I-405 Off-Ramp		Weekend Pre-Event	-	F		P
	I-110			Weekday Pre-Event	22.12	С	22.25	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	18.36	С	20.01	С
				Weekend Pre-Event	22.46	С	22.65	С
	1.440	101st St On-		Weekday Pre-Event	28.77	D	28.98	D
42	l-110 Northbound	Ramp to n/o Century Blvd	Basic	Weekday Post-Event	23.18	С	25.48	С
		On-Ramp		Weekend Pre-Event	29.33	D	29.66	D
		Century Blvd		Weekday Pre-Event	30.08	D	30.72	D
43	I-110	On-Ramp to	Weave	Weekday Post-Event	26.21	С	32.13	D
	Northbound	Manchester Blvd Off-Ramp		Weekend Pre-Event	30.52	D	31.28	D
		Manchester		Weekday Pre-Event	25.13	с	25.59	С
	I-110	Blvd Off-Ramp		Weekday Post-Event	20.76	C	24.82	
44	Northbound	to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	25.92	С	26.50	D
	•••••••••••••••••••••••••••••••••••••••	Site on Ramp		Weekday Pre-Event	25.84	С	26.49	С
45	1-110	EB Manchester	Merge	Weekday Post-Event	29.35	D	20.40	4
.0	Northbound	Blvd On-Ramp	merge	Weekend Pre-Event	25.42	c	26.16	C
		WB Manchester		Weekday Pre-Event	27.69	Č	28.34	D
46	I-110	Blvd On-Ramp	Weave	Weekday Post-Event	27.54	c	34.50	D
40	Northbound	to 76th St Off-	weave	Weekend Pre-Event	28.54	D	29.32	D
		Ramp						
4.554	I-110	76th St On- Ramp to		Weekday Pre-Event	23.49	с с	28.48	D C
47	Southbound	Manchester	Weave	Weekday Post-Event Weekend Pre-Event	24.08 26.17	с с	24.53 31.69	D
		Blvd Off-Ramp				с		C
40	I-110	Manchester Blvd Off-Ramp	Dacio	Weekday Pre-Event Weekday Post-Event	18.75 21.48	C C	21.93 21.62	с С
48	Southbound	to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	21.85	С	26.32	D

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#	Freeway/ Direction		Segment Peak Hour Type		Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project		
					Density ¹	LOS ¹	Density ¹	LOS ¹	
				Weekday Pre-Event	20.74	С	23.29	С	
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	22.26	С	22.38	С	
	Gouinbound	bive on-reamp		Weekend Pre-Event	23.49	С	26.80	С	
				Weekday Pre-Event	23.05	С	25.84	С	
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	25.55	С	25.69	С	
	Gouinbound	bive on-reamp	werge	Weekend Pre-Event	21.75	С	25.24	С	
				Weekday Pre-Event	29.52	D	33.69	D	
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Diverge	Weekday Post-Event	30.97	D	31.24	D
	Southbound	Oll-Rallip		Weekend Pre-Event	29.46	D	32.93	D	
		Century Blvd		Weekday Pre-Event	16.78	В	17.96	В	
52	I-110	Off-Ramp to	Basic	Weekday Post-Event	19.16	С	19.17	С	
	Southbound	Imperial Hwy Off-Ramp		Weekend Pre-Event	15.78	В	17.66	В	
				Weekday Pre-Event	23.81	С	25.25		
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Post-Event	12.03	В	22.43	С	
	Soundound	On-Ramp		Weekend Pre-Event	20.79	С	23.08	С	

NOTES:

 Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
 LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-66

FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM) PLU\$ PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Baseline (with <u>Major</u> <u>Event at</u> The Forum) No Project Pre-Event Conditions					Adjusted Baseline (with <u>Maior</u> <u>Event at</u> The Forum) Plus Projec Pre-Event Conditions				
			rcentile e (ft.) ³	Avai	Exceeds lable age ⁴		ercentile e (ft.) ³	Avai	Exceeds lable age ⁴		
Off-Ramp ¹	Ramp Capacity Threshold ²	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end		
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,825	1,650	No	No	2,675	2,500	No	No		
I-405 NB Off-Ramp at Century Boulevard	3,600	3,375	2,200	No	No	>4,200	4,175	Yes	Yes		
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,850	1,675	Yes	Yes	2,700	2,525	Yes	Yes		
I-105 WB Off-Ramp at Hawthorne Boule∨ard	5,810	1,147	953	No	No	1,813	1,463	No	No		
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,250	1,375	No	No	9,175	>9,500	Yes	Yes		
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,912	3,386	No	No	6,247	5,633	Yes	Yes		

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3. Environmental Impacts, Settings, and Mitigation Measures

3.141	ransportation	and Circulation	

		Event	at The Fo	line (with rum) No F Condition	Project	Adjusted Baseline (with <u>Maior</u> <u>Event at</u> The Forum) Plus Project Pre-Event Conditions				
			rcentile e (ft.) ³	Avai	Exceeds lable age ⁴		ercentile e (ft.) ³	Avai	Exceeds lable age ⁴	
Off-Ramp ¹	Ramp Capacity Threshold ²	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	
I-105 EB Off-Ramp at 120th St	3,850	642	1,012	No	No	737	1,137	No	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	936	858	No	No	1,658	1,411	No	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,181	1,762	No	No	3,045	2,721	No	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,495	1,473	No	No	1,495	1,473	No	No	

NOTES:

Auxiliary lanes are present at each of these off-ramps.

For California letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included. 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability

If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., with some NFL Stadium departure traffic overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

The NFL Stadium site on Hollywood Park will provide parking for 9,000 vehicles. However, the stadium parking demand during football games will exceed this supply and necessitate the use of off-site parking and shuttles. The City of Inglewood, in coordination with the NFL Stadium operator and local parking suppliers, has identified up to 70 off-site parking facilities that could be available during NFL football games and other overlapping events. The following lists some of the prospective sites with larger quantities of parking supply.

- Los Angeles Southwest College ۲
- El Camino College ٠
- Playa District
- Wateridge Office Park (located northeast of the intersection of La Cienega Boulevard & Slauson Avenue)
- Pacific Concourse

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• 5200 West Century Boulevard Garage

The intent is that NFL football game attendees would pre-purchase parking at a selected off-site location and then be taken by shuttle to the stadium itself.

During the weekend 6 to 7 p.m. peak hour, 6 percent of NFL Stadium game attendees and 10 percent of employees are projected to depart. This translates into 1,836 outbound vehicle trips and 191 inbound vehicle trips. The departure percentage estimates are derived from other NFL venues (e.g., Levis Stadium in Santa Clara, which is home to the San Francisco 49ers) as well as estimates of average vehicle occupancy from the draft Transportation Management and Operations Plan (TMOP) for the Inglewood Sports & Entertainment District¹. While much of that traffic will be departing from lots surrounding the stadium within Hollywood Park, some trips will also be leaving remote lots, thereby resulting in dispersed traffic flows. A large number of shuttles will be used to transport these patrons from the stadium to these remote lots. Traffic forecasts were developed for the weekend pre-event peak for an Adjusted Baseline (with Football Game at NFL Stadium) No Project condition by adding NFL Football game trips to the Adjusted Baseline No Project forecasts.

A Transportation Management and Operations Plan will be implemented before and after football games. It will include both on-site and off-site traffic management, special event signal timings, wayfinding, and many other traffic management components. The TMOP is assumed in place for Adjusted Baseline (with Football Game at NFL Stadium) No Project conditions.

Parking demands for a weekend afternoon NFL football game would not substantively affect the ability of concertgoers to park at Hollywood Park for a weekend evening concert at the Proposed Project since the majority of fans for an afternoon football game will have departed before the majority of concertgoers arrive for the evening concert. Off-site parking for the Proposed Project event under this scenario would occur at Hollywood Park and the Hollywood Park Casino as for a standalone Proposed Project event.

Project trips were added to the Adjusted Baseline (with Football Game at NFL Stadium) No Project Conditions to yield the Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) scenario.

Table 3.14-67 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

 Table 3.14-68 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause

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City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

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degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-69**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause two freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS
PROJECT (MAJOR EVENT) CONDITIONS

					Adju Baselin Footbal at N Stadiu Pro	e (<u>With</u> II Game IFL			
:	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.625	В	0.706	С	
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.565	A	0.574	A	
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.5	А	7.2	А	
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	30.0	С	30.5	С	
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	22.6	с	30.9	С	
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.849	D	0.885	D	
6	Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.699	В	0.737	С	
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.4	А	30.3	С	
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	4.7	A	77.1	E	
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	7.8	А	67 7	E	
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.580	А	0.644	В	
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.698	В	0.740	С	
12	Hillcrest Blvd/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	12.0	В	84.3	F	
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	7.6	A	66 1	Е	
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	53.3	D	182.2	Ŧ	
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	15.5	В	75.8	Ε	
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.980	E	1.099	н	
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A	
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.402	A	0.448	А	

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					Adju Baselin Footbal at N Stadiu Proj	e (<u>With</u> I Game IFL m) No	Adjusted Baseline (<u>With</u> Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	19.5	В	211.5	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	8.6	A	50.0	D
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.8	С	21.2	С
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	26.9	С	40.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.0	С	55.4	Е
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	9.7	А	122.4	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	17.8	В	138.2	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.7	В	14.9	В
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.5	A	29.5	С
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	22.0	С	1523	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.4	A	88.4	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	15.7	В	124.5	Ħ
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.4	В	45.7	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	12.1	В	38.4	D
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	26.0	с	157 0	F
35	NB 405 On/Off- Ramp/ Century Bl∨d	HCM	Inglewood/ Caltrans	Weekend Pre-Event	15.1	в	182.8	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.8	С	40.6	D
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	27.3	С	186 4	ч
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.2	A	209.5	F

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					Adju Baselin Footbal at N Stadiu Proj	e (<u>With</u> I Game IFL m) No	Adju Baselin Footbal at N Stadiur Project Eve	e (<u>With</u> I Game IFL n) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.1	A	115.6	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	39.9	D	120.3	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.1	A	167 0	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.7	A	57 2	Е
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	70.7	E	177.4	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	63.9	E	114.2	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	74.1	E	168.0	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	42.6	D	161.6	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.4	D	1168	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	56.9	E	220 0	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.2	В	135.4	F
50	Van Ness Ave/	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.678	В	0.802	D
	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.617	В	0.749	С
51	Gramercy Pl/	ICU	Los Angeles County	Weekend Pre-Event	0.382	А	0.457	А
51	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.201	A	0.279	A
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.624	В	0.821	D
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	A	63.8	E
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	8.4	A	17.6	В
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.5	A	4.9	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	64.0	F	216.7	F
57	La Cienega Bl∨d/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.4	A	10.8	В

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					Adju Baselin Footbal at N Stadiu Proj	e (<u>With</u> I Game IFL m) No	Adju Baselin Footbal at N Stadiun Project Eve	e (Witt I Game IFL n) Plus (Major
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.9	В	13.8	В
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.7	С	27.8	С
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.9	В	107.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.5	A	26.8	D
62	Yukon Ave/104th St	НСМ	Inglewood	Weekend Pre-Event	13.4	В	78.7	Е
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	24.3	С	182.7	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	6.3	A	18.0	В
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	11.8	В	19.7	В
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.9	В	27.0	С
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	А	14.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.494	A	0.539	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.592	A
72	Prairie Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	30.3	С	27.5	С
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	8.7	A	8.8	А
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.584	A	0.632	В
75	Prairie Ave/ 112th St/105 On-Ramps	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	105.6	F	52.6	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.576	A	0.581	A
77	Freeman Ave/ EB 105 On- Ramp/Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	17.3	В	19.6	В
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	74.6	E	42.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	35.9	D	42.3	D

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						sted e (<u>With</u> I Game IFL m) No ject	Adju Baselin Footbal at N Stadiur Project Eve	e (With I Game IFL n) Plus (Major
¢	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	12.5	В	15.4	В
81	Crenshaw Bl∨d/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.787	С	0.901	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.5	В	49.0	D
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.807	D	0.940	E
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	25.4	С	24.7	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.836	D	0.855	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.913	E	0.939	Е
07	La Cienega	ICU	Los Angeles County	Weekend Pre-Event	0.330	A	0.344	A
87	Blvd/ Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.145	A	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	50.2	D	140.9	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	5.5	A	176 5	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.789	С	0.969	Е
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.677	В	0.765	С
~~	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.571	A	0.672	В
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.430	A	0.519	А
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.576	A	0.695	в
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.360	А	0.471	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.387	А	0.421	A
07	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.918	E	0.939	Е
97	Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.771	С	0.794	С
98	Western Ave/ Manchester Bl∨d	СМА	City of Los Angeles	Weekend Pre-Event	0.843	D	0.864	D

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					Adjusted Baseline (<u>With</u> Football Game at NFL Stadium) No Project V/C or Dalay LOS		Adjusted Baseline (<u>With</u> Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹ Peak Hour		V/C or Delay	LOS	V/C or Delay	LOS
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.571	A	0.614	В
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.577	A	0.602	В
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.521	A	0.601	В
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.659	В	0.720	С
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.431	A	0.505	A
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.514	A	0.530	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.758	С	0.859	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.611	В	0.643	В
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.764	С	0.789	С
108	La Cienega Blvd/	ICU	Inglewood	Weekend Pre-Event	0.951	E	0.976	E
100	Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.890	D	0.923	E
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.638	В	0.650	В
109	Blvd/ La Tijera Bl∨d	CMA	City of Los Angeles	Weekend Pre-Event	0.466	A	0.478	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.738	С	0.753	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.875	D	0.878	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.798	С	0.807	D
113	Crenshaw Dr/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.586	A	0.648	В
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.744	С	0.755	С
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	29.8	С

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					Adju Baselin Footbal at N Stadiu Proj	e (<u>With</u> I Game IFL m) No	at N Stadiur Project	ie (<u>With</u> II Game NFL m) Plus
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

NoteS.
 Shaded cells represent significant impacts.
 Analysis methods vary by jurisdiction (refer to previous pages for description).
 Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

^a Intersection Solutions and its inter-intersection S4 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-68

FREEWAY OPERATIONS - ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component S	Segment Type	Peak Hour	Adjusted I (With Fo Game a Stadiur Proje	ootball It NFL m) No	Adjusted Basel (<u>With</u> Footba Game at NFI Stadium) Plu Project	
					Density ¹	LOS ¹	Density ¹	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	22.39	С	24.45	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	18.59	В	20.12	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekend Pre- Event	13.71	В	15.99	В
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	9.59	A	11.12	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	14.58	В	15.91	в
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	10.67	A	12.20	В
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	9.64	A	9.75	A
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	15.18	В	15.29	В
9	I-405 Northbound	Century Blvd WB On- Ramp to I-405 Mainline C/D Off- ramp	Weave	Weekend Pre- Event	16.21	В	16.64	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- E∨ent	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	25.49	С	25.72	С
12	I-405	Manchester Blvd. On-	Weave	Weekend Pre-	30.36	D	30.95	D

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted (<u>With</u> Fo Game a Stadiur Proj	ootball It NFL m) No	Adjusted (<u>With</u> Fo Game a Stadiun Proj	ootball It NFL I) Plus
					Density ¹	LOS ¹	Density ¹	LOS 1
	Northbound	Ramp to La Tijera Blvd Off-Ramp		Event			***	
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F		F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F		F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	12.42	В	15.81	В
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	6.58	A	9.79	A
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	15.17	В	15.31	В
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	7.03	A	10.34	В
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	9.59	А	10.05	А
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	С	18.43	C
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	в	15.31	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	14.94	в	15.08	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	16.85	В	17.73	В
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre- Event	23.88	С	25.63	С
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	11.52	В	11.71	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off- Ramp	Weave	Weekend Pre- Event	-	F 2	-	F 2
28	l-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	15.87	В	16.15	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.53	С	22.76	С

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (<u>With</u> Fo Game a Stadiur Proje	otball t NFL n) No	Adjusted (<u>With</u> Fo Game a Stadiun Proj	ootball at NFL n) Plus
					Density ¹	LOS ¹	Density ¹	LOS ¹
31	l-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	18.91	С	19.19	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- E∨ent	21.86	С	26.07	С
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	21.66	с	27.48	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	21.66	с	27.48	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.51	С	24.54	С
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.28	В	20.23	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.20	В	18.56	В
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	24.51	С	28.04	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.77	С	26.30	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F	•	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.59	С	22.60	С
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	29.57	D	29.58	D
43	l-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.01	D	31.19	D
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.02	С	26.48	С
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	29.32	D	29.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	23.93	С	27.74	С
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	21.31	С	23.70	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	23.06	С	24.94	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	21.38	С	23.28	с
51	I-110	Century Blvd Off-	Diverge	Weekend Pre-	28.74	D	31.28	D

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (<u>With</u> Football Game at NFL Stadium) No Project		Adjusted Baseline (<u>With</u> Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS 1
	Southbound	Ramp		Event				
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.65	В	16.12	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	20.64	С	21.21	С

NOTES: ¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Fer the *HCM 6th Edition*, density is not provided for LOS F conditions. ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-69 FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Base Game) No Proj Condi	ect Pre-Event	Adjusted Base Game) Plus Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	175	No	1,975	No
I-405 NB Off-Ramp at Century Boulevard	3,600	300	No	3,050	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	175	No	2,000	Yes
I-105 WB Off-Ramp at Hawthorne Boule∨ard	5,810	936	No	1,137	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,000	No	1,450	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,136	No	4,613	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,094	No	1,137	No
I-110 SB Off-Ramp at Century Boulevard	2,430	787	No	1,424	No
l-110 SB Off-Ramp at Manchester Boulevard	3,215	1,046	No	1,518	No
-110 NB Off-Ramp at Manchester Boule∨ard	3,655	1,351	No	1,351	No

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3. Environmental Impacts, Settings, and Mitigation Measures

3.14 Transportation and Circulation

		Adjusted Base Game) No Proj Condi	ect Pre-Event	Adjusted Base Game) Plus I Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend

NOTES

IDTES: Auxiliary lanes are present at each of these off-ramps. Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included. 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue across all turn lanes on the off-ramp. If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

This scenario is analyzed for the weekday pre-event and post-event peak hours. Traffic forecasts were developed for Adjusted Baseline (with Midsize NFL Stadium Event) No Project forecasts by adding modeled traffic from Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts.

This scenario would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within Hollywood Park to be parked in various other off-site locations. The following potential off-site parking locations have been identified:

- 575 spaces at Hollywood Park Casino.
- Approximately 1,050 spaces located 1 mile or less from the Arena site (located on school campuses and office/administrative buildings). Many attendees parking in these areas would be expected to walk to/from the Arena site.
- The Los Angeles Gateway Area (located between I-405 and LAX, 1.6 miles from the Arena site) and Southwest College have ample reserve overflow parking (i.e., nearly 12,000 spaces). Attendees parking in these areas would likely take a shuttle to/from the Arena site, but may also use a TNC. The Los Angeles Gateway Area would also be used for employee parking during concurrent events.

Figure 3.14-23 illustrates the locations of these off-site parking facilities relative to the Arena site.

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[PAGE] Preliminary -- Subject to Revision

Figure 3.14-23: Potential Off-site Parking Locations near the Arena Site During Concurrent Events at the NFL Stadium

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According to the Proposed Project site plan, a 120-foot bus turnout would be created along the project frontage on South Prairie Avenue to accommodate shuttle buses to these off-site parking lots.

Trips associated with the Proposed Project were assigned to the study intersections in accordance with the trip generation and distribution patterns described previously. However, the assignment of those trips varied due to the aforementioned changes in off-site parking locations for concert attendees. A second set of shuttle buses (i.e., in addition to shuttles transporting attendees to/from light rail stations) to transport concert attendees to more remote parking areas is also included in the analysis. Additionally, trip routing to the Proposed Project would likely change in response to congested conditions in the immediate vicinity of the NFL Stadium. Project trips were added to the Adjusted Baseline (with Midsize NFL Stadium Event) No Project Conditions to yield the Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event) scenario.

Table 3.14-70 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Adjusted Baseline (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-71 displays the freeway LOS results under Adjusted Baseline (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-72, a major event (assuming a concurrent mid-sized event at NFL Stadium) would result in three freeway off-ramp experiencing maximum vehicle queues that exceed the applicable threshold.

TABLE 3.14-70 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

				Adjusted Base Baseline (with Mid Midsize NFL Stadi Stadium Event) Plu No Broixet Plu			Adju Baselin Midsiz Stadium Plus P (Major	ne (with ze NFL n Event) Project	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS		LOS	
4	La Cienega Blvd/	ICU	Inclosure ed	Weekday Pre-Event	0.954	E	1 0 4 2	F	
I	Florence Ave	100	Inglewood	Weekday Post-Event	0.625	В	0.732	С	
2	La Brea Ave/	1011	la alauna ad	Weekday Pre-Event	0.779	С	0.802	D	
Z	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.414	A	0.471	A	
3	Hillcrest Blvd/	LION		Weekday Pre-E∨ent	***	F	257.1	F	
З	Florence Ave	HCM	Inglewood	Weekday Post-Event	4.4	A	5.1	A	
4	Centinela Ave/	HCM	Inglewood	Weekday Pre-Event	78.6	E	84 0	F	

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Florence Ave			Weekday Post-Event	25.4	С	25.5	С
_	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	143.7	F	120.5	F
5				Weekday Post-Event	20.7	С	14.3	В
	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.097	F	1.139	F
				Weekday Post-Event	0.661	В	0.711	С
6		СМА	City of Los Angeles	Weekday Pre-Event	0.964	E	1.007	F
				Weekday Post-Event	0.499	А	0.552	A
_	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekday Pre-Event	128.4	F	119.6	F
7				Weekday Post-Event	3.2	А	5.6	A
-	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	118.1	F	75.8	E
8				Weekday Post-Event	4.8	A	4.2	А
	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	65.6	Е	86.3	F
9				Weekday Post-Event	6.2	A	7.8	A
	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.764	С	0.824	D
10				Weekday Post-Event	0.596	A	0.715	С
	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.911	Е	0.988	Е
11				Weekday Post-Event	0.802	D	0.893	D
40	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	123.3	F	150.2	F
12				Weekday Post-Event	13.9	В	53.5	D
	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	92.0	F	108.8	F
13				Weekday Post-Event	11.8	В	63.1	Е
	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	179.7	F	138.9	F
14				Weekday Post-Event	108.7	F	124.6	F
	Kareem Ct∕ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	127.4	F	133.6	F
15				Weekday Post-Event	47.6	D	43.1	D
40	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.247	F	1.281	F
16				Weekday Post-Event	0.920	E	1.108	F
	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.569	A	0.593	A
17				Weekday Post-Event	0.271	A	0.403	A
40	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.481	A	0.549	A
18				Weekday Post-Event	0.277	A	0.427	A
	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	74.5	E	115.7	F
19				Weekday Post-Event	140.7	F	268.2	F
20	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	7.5	А	112.1	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Pincay Dr			Weekday Post-Event	64.9	E	123.1	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.6	С	167.0	F
				Weekday Post-Event	19.5	В	17.9	В
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	94.7	F	49.4	D
				Weekday Post-Event	18.3	В	29.3	С
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	105.3	F	144.4	F
				Weekday Post-Event	21.0	С	18.5	В
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	19.5	В	48.2	D
				Weekday Post-Event	7.7	A	28.7	С
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	31.1	С	63.7	Е
				Weekday Post-Event	116.3	F	**•	F
~~	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	154.5	F	78.9	E
26				Weekday Post-Event	10.8	В	10.8	В
27	Myrtle A∨e/ Hardy St	HCM	Inglewood	Weekday Pre-Event	139.7	F	7.5	A
				Weekday Post-Event	6.7	A	8.0	A
~~	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	72.6	E	68.0	E
28				Weekday Post-Event	139.7	F	296.7	F
	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	12.8	В	9.1	A
29				Weekday Post-Event	99.7	F	239.8	F
	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.570	A	0.577	A
				Weekday Post-Event	0.349	A	0.389	A
30		СМА	City of Los Angeles	Weekday Pre-Event	0.501	A	0.509	A
				Weekday Post-Event	0.265	A	0.307	A
	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	47.4	D	295.6	F
31				Weekday Post-Event	23.8	с	15.7	в
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	32.7	С	41.4	D
				Weekday Post-Event	30.6	С	80.2	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	10.8	В	152.8	F
				Weekday Post-Event	11.1	В	65.6	E
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	80.7	F	131.7	F
34				Weekday Post-Event	28.3	С	83.8	F
35	NB 405 On/Off-	HCM	Inglewood/	Weekday Pre-Event	118.2	F	162.2	F

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					Adju Baselin Midsiz Stadiun No Pi	e (with e NFL n Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Ramp/ Century Blvd		Caltrans	Weekday Post-Event	16.7	В	17.2	В
36	Felton Ave/	HCM	Inglewood	Weekday Pre-Event	51.6	D	28.9	С
50	Century Bl∨d	TIOM	niglewood	Weekday Post-Event	89.8	F	20.3	С
37	Inglewood Ave/	HCM	Indowood	Weekday Pre-Event	243.2	F	100.6	F
51	Century Blvd	ПСМ	Inglewood	Weekday Post-Event	45.1	D	31.6	С
00	Fir Ave/	LION	la alessa e d	Weekday Pre-Event	202.4	F	113.2	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.9	A	12.3	В
	Grevillea Ave/			Weekday Pre-Event	118.3	F	85.6	F
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.1	В	20.4	С
	Hawthorne Blvd/			Weekday Pre-Event	142.8	F	123.7	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.0	D	77.7	E
	Myrtle Ave/			Weekday Pre-Event	136.6	F	103.5	F
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	А	12.2	В
	Freeman Ave/			Weekday Pre-Event	37.2	D	37.6	D
42	Century Blvd	HCM	Inglewood	Weekday Post-Event	7.4	A	16.0	В
	Prairie Ave/			Weekday Pre-Event	121.4	F	146.6	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	73.7	E	129.8	F
	Doty Ave/			Weekday Pre-Event	49.4	D	74 6	E
44	Century Blvd	HCM	Inglewood	Weekday Post-Event	23.7	С	86 1	F
	Yukon Ave/			Weekday Pre-Event	55.0	E	66.3	Е
45	Century Blvd	HCM	Inglewood	Weekday Post-Event	18.5	В	180.9	F
	Club Dr/			Weekday Pre-Event	60.2	E	68 5	E
46	Century Blvd	HCM	Inglewood	Weekday Post-Event	18.9	В	83.9	F
	11th Ave/			Weekday Pre-Event	54.0	D	82.4	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.7	В	59 5	E
	Crenshaw Blvd/			Weekday Pre-Event	105.9	F	156.4	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	76.9	Е	149.2	F
	5th Ave/			Weekday Pre-Event	96.4	F	112.7	F
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	13.7	В	30.0	С
			Inglewood/	Weekday Pre-Event	0.775	С	0.846	D
	Van Ness Ave/	ICU	Los Angeles County	Weekday Post-Event	0.536	A	0.702	С
50	Century Blvd			Weekday Pre-Event	0.720	С	0.795	С
		CMA	City of Los Angeles	Weekday Post-Event	0.465	A	0.643	В

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					Baselin Midsiz Stadiun	e NFL	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL i Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
		ICU	Los Angeles	Weekday Pre-Event	0.394	А	0.472	A
51	Gramercy Pl/	100	County	Weekday Post-Event	0.379	А	0.511	А
JI	Century Blvd	CMA	City of Los	Weekday Pre-Event	0.213	A	0.297	А
		CMA	Angeles	Weekday Post-Event	0.197	A	0.339	А
50	Western Ave/	~ ~ ~ ~	City of Los	Weekday Pre-Event	0.745	С	0.915	Е
52	Century Blvd	CMA	Angeles	Weekday Post-Event	0.511	A	0.707	С
	La Cianaga Blud/		Inglewood/	Weekday Pre-Event	14.8	В	116.6	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	9.2	A	9.6	A
	Prairie Ave/			Weekday Pre-Event	72.8	E	75.2	F
54	102nd St	HCM ³	Inglewood	Weekday Post-Event	17.8	В	***	F
	Doty Ave/	HCM (unsig.)		Weekday Pre-Event	19.0	С	9.8	А
55	102nd St		Inglewood	Weekday Post-Event	5.8	A	21.3	С
56	Yukon Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.7	С	86.3	F
00	102nd St		ngiewoou	Weekday Post-Event	7.0	А	***	F
	La Cienega Blvd/		Los Angeles County/City	Weekday Pre-Event	10.0	В	105.7	F
57	104th St	HCM	of Los Angeles	Weekday Post-Event	5.7	А	5.7	А
58	Inglewood Ave/	НСМ	Los Angeles	Weekday Pre-Event	16.9	В	25.8	С
50	104th St	TIGM	County	Weekday Post-Event	8.3	А	8.9	A
50	Hawthorne Blvd/	LIOM	Inglewood/	Weekday Pre-Event	43.8	D	98.9	F
59	104th St	HCM	Los Angeles County	Weekday Post-Event	15.3	В	98.0	F
~~~	Prairie Ave/	LION		Weekday Pre-Event	175.8	F	187.0	F
60	104th St	HCM	Inglewood	Weekday Post-Event	20.9	С	152.5	F
~ .	Dotv Ave/	HCM (unsig.)		Weekday Pre-Event	209.9	F	132.1	F
61	104th St		Inglewood	Weekday Post-Event	6.6	A	30.6	D
<u></u>	Yukon Ave/	11014		Weekday Pre-Event	126.7	F	175.3	F
62	104th St	HCM	Inglewood	Weekday Post-Event	8.6	A	88.4	F
60	Crenshaw Blvd/	11014	in place	Weekday Pre-Event	82.4	F	173.0	F
63	104th St	HCM	Inglewood	Weekday Post-Event	12.2	В	63 7	Е
<u></u>	Van Ness Ave/	1011	Inglewood/	Weekday Pre-Event	0.525	A	0.541	A
64	104th St	ICU	Los Angeles County	Weekday Post-Event	0.301	A	0.363	A
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.704	С	0.758	С

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					Adju Baselin Midsiz Stadiun No Pr	e (with e NFL i Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Lennox Blvd		County	Weekday Post-Event	0.656	В	0.838	D
~~	Freeman Ave/		Los Angeles	Weekday Pre-Event	158.1	F	173.5	F
66	Lennox Blvd	HCM	County	Weekday Post-Event	5.3	A	18.4	В
07	Prairie Ave/			Weekday Pre-Event	81.6	F	62.7	E
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	22.1	С	89.5	F
	Prairie Ave/108th			Weekday Pre-Event	137.4	F	81.3	F
68	St	HCM	Inglewood	Weekday Post-Event	8.1	A	52.9	D
~~	Yukon Ave/108th			Weekday Pre-Event	9.7	A	12.1	В
69	St	HCM	Inglewood	Weekday Post-Event	6.8	A	26.4	С
70	Crenshaw Blvd/	1011	la alerer e d	Weekday Pre-Event	0.701	С	0.868	D
70	109th St	ICU	Inglewood	Weekday Post-Event	0.630	В	0.775	С
	Hawthorne Blvd/		Hawthorne/Lo	Weekday Pre-Event	0.706	С	0.841	D
71	111th St	ICU	s Angeles County	Weekday Post-Event	0.408	A	0.607	В
	Prairie Ave/111th			Weekday Pre-Event	85.0	F	77.3	E
72	St	HCM	Inglewood	Weekday Post-Event	43.2	D	113.5	F
	Yukon Ave/111th			Weekday Pre-Event	9.4	A	8.3	A
73	St	HCM	Inglewood	Weekday Post-Event	6.7	A	5.9	A
	Hawthorne Blvd/			Weekday Pre-Event	0.711	С	0.845	D
74	WB 105 Off-Ramp	ICU	Hawthorne	Weekday Post-Event	0.483	A	0.663	В
	Prairie Ave/		Inglewood/	Weekday Pre-Event	195.3	F	198.8	F
75	112th St/ 105 On-Ramps	HCM	Caltrans	Weekday Post-Event	65.8	Е	141.2	F
	Hawthorne Blvd/			Weekday Pre-Event	0.766	С	0.832	D
76	Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.401	A	0.466	A
	Freeman Ave/		Inglewood/	Weekday Pre-Event	27.9	С	51.6	D
77	EB 105 On-Ramp/ Imperial Hwy	HCM	Caltrans	Weekday Post-Event	50.0	D	22.4	С
			In alou up o d/	Weekday Pre-Event	180.4	F	106.2	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	59.3	E	29.8	С
	Dety Avel		In glossoo d	Weekday Pre-Event	154.9	F	96.4	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.4	A	15.6	В
	Yukon Avol			Weekday Pre-Event	94.9	F	110.9	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.1	A	9.8	A
	Cronchaw Plud			Weekday Pre-Event	1.058	F	1.310	F
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.729	C	0.958	E

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/118th	LICM	l incedire and	Weekday Pre-Event	103.6	F	91.8	F
82	St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.4	В
	Crenshaw Blvd/			Weekday Pre-Event	0.967	Е	1 175	F
83	WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.841	D	0.987	E
0.4	Prairie Ave/120th	LIOM	Linuthanna	Weekday Pre-Event	58.1	Е	100.1	F
84	St	HCM	Hawthorne	Weekday Post-Event	18.8	В	18.5	В
~~	EB 105 On/Off-	1011		Weekday Pre-Event	0.750	С	0.823	D
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.004	F	1.192	F
~~	Crenshaw Blvd/	·····		Weekday Pre-Event	0.787	С	0.936	Е
86	120th Street	ICU	Hawthorne	Weekday Post-Event	1.335	F	1 696	F
			Los Angeles	Weekday Pre-Event	0.412	A	0.484	A
	7 La Cienega Blvd/ Lennox Blvd	ICU	County	Weekday Post-Event	0.446	A	0.612	В
87	Lennox Blvd	~~~~	City of Los	Weekday Pre-Event	0.233	A	0.310	A
		СМА	Angeles	Weekday Post-Event	0.268	A	0.447	A
~~	Inglewood Ave/	1011	Los Angeles	Weekday Pre-Event	0.787	С	0.853	D
88	Lennox Blvd	ICU	County	Weekday Post-Event	0.633	В	0.771	С
	Hollywood Park			Weekday Pre-Event	36.2	D	54.2	D
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.7	В	124.1	F
90	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	15.3	В	43.3	D
	Buckthorn Street		-	Weekday Post-Event	149.2	F	184.6	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Pre-Event	0.943	E	1.083	F
	Century Ave		County	Weekday Post-Event	0.673	В	0.844	D
		ICU	Los Angeles	Weekday Pre-Event	0.814	D	0.843	D
92	Vermont Ave/		County	Weekday Post-Event	0.551	А	0.665	В
~~	Century Ave	СМА	City of Los	Weekday Pre-Event	0.729	С	0.762	С
			Angeles	Weekday Post-Event	0.424	A	0.557	A
93	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.497	А	0.525	A
	Century Ave		Angeles	Weekday Post-Event	0.271	A	0.388	A
94	Figueroa St/	СМА	City of Los	Weekday Pre-Event	0.706	С	0.739	С
~	Century Ave		Angeles	Weekday Post-Event	0.355	A	0.471	А
95	Grand Ave/ 110 SB Off-Ramp/	СМА	City of Los	Weekday Pre-Event	0.416	А	0.509	A
90	110 SB Off-Ramp/ Century Ave	UMA	Angeles	Weekday Post-Event	0.260	А	0.348	А
96	Olive St/110 NB	СМА	City of Los	Weekday Pre-E∨ent	0.451	A	0.478	А

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					Adju Baselin Midsiz Stadiun No Pr	e (with e NFL n Event)	Adjusted Baseline (with Midsize NFL Stadium Even Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	On-Ramp/ Century Ave		Angeles	Weekday Post-Event	0.248	A	0.367	A
				Weekday Pre-Event	1.038	F	1.136	F
07	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.777	С	0.933	E
97	Manchester Blvd	0144	City of Los	Weekday Pre-Event	0.900	D	1.005	F
		CMA	Angeles	Weekday Post-Event	0.621	В	0.787	С
~~	Western Ave/	~~~	City of Los	Weekday Pre-Event	0.940	E	1.052	F
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.723	С	0.872	D
	Normandie Ave/		City of Los	Weekday Pre-Event	0.713	С	0.778	С
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.471	A	0.553	A
	Vermont Ave/		City of Los	Weekday Pre-Event	0.732	С	0.801	D
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.537	A	0.627	В
	Hoover St/		City of Los	Weekday Pre-Event	0.653	В	0.716	С
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.469	A	0.552	A
	Figueroa St/		City of Los	Weekday Pre-Event	0.816	D	0.867	D
102	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.725	С	0.815	D
	110 SB On/Off-		City of Los	Weekday Pre-Event	0.560	A	0.676	В
103	Ramps/ Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.592	A	0.690	В
	110 NB On/Off-		City of Los	Weekday Pre-Event	0.541	A	0.541	A
104	Ramps/ Manchester Blvd	СМА	Angeles	Weekday Post-Event	0.475	A	0.677	В
	Crenshaw Blvd/			Weekday Pre-Event	1.214	F	1 2 5 2	F
105	Pincay Dr	ICU	Inglewood	Weekday Post-Event	1.067	F	1 162	F
	Crenshaw Blvd/		City of Los	Weekday Pre-Event	0.806	D	0.854	D
106	Florence Ave	CMA	Angeles	Weekday Post-Event	0.429	A	0.503	A
	La Brea Ave/			Weekday Pre-Event	0.951	E	0.961	E
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.473	A	0.523	A
		······		Weekday Pre-Event	0.951	E	0.987	Е
	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.678	в	0.740	С
108	Centinela Ave		City of Los	Weekday Pre-Event	0.889	D	0.933	E
		СМА	Angeles	Weekday Post-Event	0.573	A	0.645	В
				Weekday Pre-Event	0.722	С	0.746	С
	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.467	A	0.541	A
109	La Tijera Blvd		City of Los	Weekday Pre-Event	0.552	A	0.578	А
		CMA	Angeles	Weekday Post-Event	0.287	A	0.365	A

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					Adju Baselin Midsiz Stadiun No Pi	e (with e NFL i Event)	Adjusted Baseline (with Midsize NFL Stadium Event Plus Project (Major Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.904	E	0.916	Е
110	Slauson Ave	100	County	Weekday Post-Event	0.508	А	0.508	А
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.928	Е	0.931	Е
	Stocker St	100	County	Weekday Post-Event	0.617	В	0.690	В
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.063	F	1.074	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.549	A	0.549	A
440	Crenshaw Dr/	1011		Weekday Pre-Event	0.798	С	0.881	D
113	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.517	A	0.527	А
	Manchester Blvd/	1011		Weekday Pre-Event	0.896	D	0.946	Е
114	Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.768	С	0.822	D
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist	ot Exist	31.2	С
	Prairie Ave/West			Weekday Pre-Event		. =	62.8	E
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

NOTES:

NUTES: Shaded cells represent significant impacts. Analysis methods vary by jurisdiction (refer to previous pages for description). Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met. Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

 
 TABLE 3.14-71

 FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT
 (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Baseline Midsize Stadium	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		sted e (with e NFL Event) roject Event)
					Density ¹	LOS ¹	Density ¹	LOS ¹
	1-405	Off-Ramp at		Weekday Pre-Event	25.08	С	27.25	С
1	Northbound	Imperial Highway	Diverge	Weekday Post-Event	20.38 C		20.76	С
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#	Freeway/ Direction		Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	e (with NFL Event)	Adjus Baseline Midsize Stadium Plus Pr (Major E	e (with NFL Event) <b>oject</b>
					Density ¹	LOS ¹	Density ¹	LOS	
~~~~	1-405	0/D 0# D		Weekday Pre-Event	18.90	В	20.48	С	
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	15.77	В	16.10	В	
		C/D Off-Ramp to		Weekday Pre-Event	14.21	В	16.72	В	
3	I-405 Northbound	Imperial Highway On- Ramp	Basic	Weekday Post-Event	12.01	В	12.30	В	
	1-405	Imperial		Weekday Pre-Event	10.50	А	12.18	В	
4	Northbound	Highway EB On- Ramp	Merge	Weekday Post-Event	8.44	А	8.63	А	
	1-405	Imperial		Weekday Pre-Event	15.84	В	17.30	B	
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post-Event	13.22	В	13.39	В	
 c	I-405	Century Blvd	Diverse	Weekday Pre-Event	11.91	В	13.58	В	
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	9.27	А	9.46	А	
	1 405	Century Blvd		Weekday Pre-Event	10.63	А	10.67	А	
7	l-405 Northbound	Off-Ramp to Century Bl∨d On-Ramp	Basic	Weekday Post-Event	6.34	A	6.37	A	
8	1-405	Century Blvd	Merce	Weekday Pre-Event	16.81	В	16.94	В	
	Northbound	On-Ramp	Merge	Weekday Post-Event	12.92	В	15.19	В	
9	l-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event Weekday Post-Event	17.97 16.89	B	18.34 24.04	B C	
	I-405	I-405 Mainline		Weekday Pre-Event	-	 F		F	
10	Northbound	C/D On-Ramp	Merge	Weekday Post-Event		F	-	F	
		I-405 Mainline		Weekday Pre-Event	30.69	D	30.94	D	
11	I-405 Northbound	C/D On-Ramp to Manchester Bl∨d.	Basic	Weekday Post-Event	21.28	С	24.65	С	
		Manchester		Weekday Pre-Event	33.52	D	33.92	D	
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	28.71	D	35.23	E	
	1 405	La Tijera Blvd		Weekday Pre-Event	-	F	-	F	
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	16.75	В	17.42	В	
		Florence Ave		Weekday Pre-E∨ent	-	F	-	F	
14	I-405 Southbound	Off-Ramp to La Cienega Bl∨d On-Ramp	Basic	Weekday Post-Event	17.36	В	17.37	В	
	1-405	La Cienega Blvd		Weekday Pre-E∨ent	-	F	-	F	
5	Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.48	С	22.49	С	
	1-405	La Cienega Blvd		Weekday Pre-Event	11.99	В	15.57	В	
16	Southbound	Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	10.10	A	10.13	A	
		La Cienega Blvd		Weekday Pre-Event	5.30	A	7.31	A	
17	I-405 Southbound	Off-Ramp to On- Ramp (n/o Century Bl∨d)	Basic	Weekday Post-Event	4.01	A	4.02	A	
18	1-405	La Cienega Blvd	Weave	Weekday Pre-Event	5.97	А	7.74	A	

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	e (with NFL E∨ent)	Adjus Baseline Midsize Stadium Plus Pr (Major E	e (with NFL Event) oject
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)		Weekday Post-Event	5.70	A	6.42	A
		La Cienega Blvd		Weekday Pre-Event	5.43	A	5.91	А
19	I-405 Southbound	On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post-Event	7.39	A	10.11	A
		La Cienega Blvd		Weekday Pre-Event	5.39	А	5.60	А
20	I-405 Southbound	Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	9.27	A	12.40	В
~1	I-405	I-405 Mainline		Weekday Pre-Event	11.13	В	11.21	В
21	Southbound	C/D On-Ramp	Merge	Weekday Post-Event	16.05	В	17.25	В
	1-405	La Cienega Blvd		Weekday Pre-Event	-	F 2	-	F 2
22	Southbound	On-Ramp (n/o Imperial Hwy)	Merge	Weekday Post-Event	15.76	В	16.63	В
23	1-405	La Cienega Blvd s/o Imperial Hwy	Merge	Weekday Pre-Event	-	F 2		F 2
25	Southbound	(On-ramp)	merge	Weekday Post-Event	16.10	В	17.13	В
~ 4	I-105	I-405 SB On-		Weekday Pre-Event	17.97	в	19.73	С
24	Eastbound	Ramp	Merge	Weekday Post-Event	18.23	С	19.85	С
25	I-105	Prairie Ave Off-	Divorgo	Weekday Pre-Event	-	F 2	-	F2
20	Eastbound	Ramp	Diverge	Weekday Post-Event	24.74	С	26.58	С
		Prairie Ave Off-		Weekday Pre-Event	13.63	В	15.21	В
26	I-105 Eastbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post-Event	15.54	В	17.39	В
		Imperial Hwy		Weekday Pre-Event		F 2	2	F 2
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	23.64	С	-	F
	I-105	120th St Off-		Weekday Pre-Event	-	F 2	-	F ²
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	20.81	С	32.09	D
29	I-105	120th St On-	Marga	Weekday Pre-Event	17.23	В	18.09	С
23	Eastbound	Ramp	Merge	Weekday Post-Event	-	F	-	F
30	I-105	NB Crenshaw	Merge	Weekday Pre-Event	23.92	С	24.62	С
	Eastbound	Blvd On-Ramp		Weekday Post-Event	27.03	С	35.21	E
31	l-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event Weekday Post-Event	20.42 25.49	c c	21.29 41.56	C E
	I-105	Vermont Ave		Weekday Pre-Event	25.80	С	-	F
32	Westbound	On-Ramp	Merge	Weekday Post-Event	18.01	В	20.37	С
33	I-105	Between	Basic	Weekday Pre-Event	29.49	D	2	F

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	e (with NFL E∨ent)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS 1
	Westbound	Normandie Ave and Van Ness Ave Overcrossings		Weekday Post-Event	18.69	С	20.31	с
34	I-105	Crenshaw Blvd	Diverge	Weekday Pre-Event	29.49	D	-	F
	Westbound	Off-Ramp		Weekday Post-Event	18.69	С	20.31	С
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	25.05 18.23	c c	37.46 19.98	E C
	I-105	Crenshaw Blvd		Weekday Pre-Event	21.77	С	28.93	D
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post-Event	14.97	В	16.41	В
	I-105	SB Crenshaw		Weekday Pre-Event	19.36	В	24.37	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post-Event	13.48	в	14.75	В
		Prairie/		Weekday Pre-Event	28.69	D	39.27	E
38	I-105 Westbound	Hawthorne Ave Off-Ramp	Diverge	Weekday Post-Event	19.04	С	20.54	С
39	I-105 Westbound	Prairie/ Hawthorne Ave Off-Ramp to	Basic	Weekday Pre-Event Weekday Post-Event	27.88 18.57	D	32.75 20.34	D
40	I-105 Westbound	Imperial Hwy On-Ramp Imperial Hwy On-Ramp to	Weave	Weekday Pre-Event	-	F		F
		I-405 Off-Ramp		Weekday Post-Event	-	F	-	F
41	I-110	I-105 On-Ramp	Merge	Weekday Pre-Event	22.00	С	22.20	C
	Northbound			Weekday Post-Event	20.79	C	23.97	<u> </u>
42	l-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	28.56 26.65	D	28.90 32.12	D
		Century Blvd		Weekday Pre-Event	30.31	D	31.02	D
43	I-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	27.55	С	34.70	D
		Manchester Blvd		Weekday Pre-Event	25.59	С	26.14	D
44	I-110 Northbound	Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	22.57	С	28.70	D
45	I-110	EB Manchester	Ma	Weekday Pre-Event	25.62	С	26.18	С
45	Northbound	Blvd On-Ramp	Merge	Weekday Post-Event	27.56	С	34.21	D
		WB Manchester		Weekday Pre-Event	27.81	С	28.45	D
46	l-110 Northbound	Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Post-Event	27.61	С	35,19	E
		76th St On-		Weekday Pre-Event	21.90	С	27.24	С
47	I-110 Southbound	Ramp to Manchester Bl∨d Off-Ramp	Weave	Weekday Post-Event	24.03	С	24.48	С
48	I-110	Manchester Blvd	Basic	Weekday Pre-Event	19.07	С	22.95	С
	1-110	manonester DIVU	00010		10.07	~		·····

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	e (with NFL Event)	Adjus Baseline Midsize Stadium Plus Pr (Major E	e (with NFL Event) oject
					Density ¹	LOS ¹	21.51 24.09 22.28 26.72	LOS ¹
	Southbound	Off-Ramp to WB Manchester Bl∨d On-Ramp		Weekday Post-Event	21.36	С		С
49	I-110	WB Manchester	Merge	Weekday Pre-Event	20.99	C		С
	Southbound	Blvd On-Ramp	werge	Weekday Post-Event	22.17	С	22.28	С
50	I-110	EB Manchester	Merge	Weekday Pre-E∨ent	23.23	С	26.72	D
50	Southbound	Blvd On-Ramp	weige	Weekday Post-Event	23.33	С	23.45	С
51	I-110	Century Blvd	Diverse	Weekday Pre-Event	28.74	D	33.59	D
51	Southbound	Off-Ramp	Diverge	Weekday Post-Event	28.85	D	29.12	D
		Century Blvd		Weekday Pre-Event	17.45	В	19.01	С
52	l-110 Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	17.52	в	17.53	В
50	I-110 Imperial Hwy	Diserer	Weekday Pre-Event	24.62	С	25.22	С	
53	Southbound	Off-Ramp D	Diverge	Weekday Post-Event	20.04	С	20.06	С

NOTES:

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity* Manual, 6th Edition (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
 LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-72

FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Ba Midsize NF Event) No F Event Co	L Stadium Project Pre-	Adjusted Baseline (Midsize NFL Stadio Event) Plus Project Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	250	No	1,900	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	4,150	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	250	No	1,925	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,307	No	2,033	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,225	No	1,650	No	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,695	Yes	8,206	Yes	

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		Adjusted Ba Midsize NF Event) No F Event Co	L Stadium Project Pre-	Adjusted Ba Midsize NF Event) Plus Event Co	L Stadium Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-105 EB Off-Ramp at 120th St	3,850	634	No	1,038	No
I-110 SB Off-Ramp at Century Boulevard	2,430	772	No	1,235	No
I-110 SB Off-Ramp at Manchester Boule∨ard	3,215	1,157	No	1,781	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,369	No	1,369	No

NOTES:

Auxiliary lanes are present at each of these off-ramps. Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-73 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project and Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-74 displays the freeway LOS results under Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown,

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a major event would cause degraded operations at several facilities, many of which are considered significant. As shown in **Table 3.14-75**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to exceed their applicable threshold or further exacerbate an already unacceptable queuing condition.

 TABLE 3.14-73

 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE NFL Stadium Event) Plus Project (Major Event) Conditions

#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adju Baselin <u>Maior E</u> The F and M NFL St Even Proj	e (with <u>vent at</u> orum idsize adium t) No	Adju Baselin <u>Major E</u> The F and M NFL St Event Project Eve	e (with <u>vent a</u> orum idsize adium) Plus (Majo
					V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.053	F	1.082	F
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.772	С	0.879	D
2	La Brea Ave/	ICU	Indowood	Weekday Pre-Event	0.804	D	0.829	D
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.487	А	0.544	А
3	Hillcrest Blvd/	HCM	Inglewood	Weekday Pre-Event	318.4	F	284.9	F
5	Florence Ave	HCM	Inglewood	Weekday Post-Event	4.4	А	5.4	А
4	Centinela Ave/	HCM	Inglewood	Weekday Pre-Event	87.8	F	92.3	F
4	Florence Ave	HCIVI	mglewood	Weekday Post-Event	25.5	С	25.6	С
5	Prairie Ave/	нем	Ingloused	Weekday Pre-E∨ent	146.4	F	149.0	F
0	Florence Ave	HCM	Inglewood	Weekday Post-Event	14.4	В	13.4	В
		ICU	In glowoo d	Weekday Pre-Event	1.147	F	1.189	F
6	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.769	С	0.820	D
b	Florence Ave	CMA	City of Los	Weekday Pre-Event	1.017	F	1.061	F
		UMA	Angeles	Weekday Post-Event	0.614	В	0.667	В
7	Prairie Ave/	цем	Indowood	Weekday Pre-Event	132.7	F	140.8	F
/	Grace Ave	HCM	Inglewood	Weekday Post-Event	2.0	A	15.9	В
	Prairie Ave/			Weekday Pre-Event	142.7	F	84.5	F
8	East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.0	A	52.2	D
9	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	81.3	F	71.9	Е
	E Regent Street		inglewood	Weekday Post-Event	4.4	A	60.7	Ε
	La Cienega			Weekday Pre-Event	0.818	D	0.877	D
10	Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.799	С	0.920	E
11	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	1.042	F	1,119	F
	Manchester Blvd		mgiewood	Weekday Post-Event	0.945	E	1.043	F
12	Hillcrest Blvd/	НСМ	Inglewood	Weekday Pre-Event	123.3	F	135.1	F
	Manchester Blvd		ingiewood	Weekday Post-Event	110.1	F	128.8	F
13	Spruce Ave/	НСМ	Inglewood	Weekday Pre-Event	91.3	F	69.5	E
	Manchester Blvd		ingiowood	Weekday Post-Event	103.9	F	99.4	F
14	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	180.0	F	128.2	F
	Manchester Blvd		mgiewood	Weekday Post-Event	148.5	F	181.0	F
15	Kareem Ct/	НСМ	Inalewood	Weekday Pre-Event	103.4	F	95.9	F
10	Manchester Blvd		ngewood	Weekday Post-Event	175.5	F	78.9	Е

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#	Intersection	Methodology ¹ Jurisdiction		Peak Hour	Event) No Project		Adju Baselin <u>Major E</u> The F and M NFL St Event Project Eve	e (with <u>vent at</u> orum idsize adium) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.285 1.238	F	1.334	н म
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.580 0.314	A A	0.604 0.411	B A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.561 0.412	A A	0.630 0.501	B A
19	Prairie Ave/ Kelso St/	НСМ	Inglewood	Weekday Pre-Event	128.5	F	105.6	F
	Pincay Dr Kareem Ct/			Weekday Post-Event Weekday Pre-Event	200.6 28.7	F C	*** 84.5	н
20	Pincay Dr La Cienega	HCM	Inglewood	Weekday Post-Event Weekday Pre-Event	197.1 92.2	F	*** 150.6	нл
21	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	20.0	В	53.6	D
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	184.1 27.7	F C	216.7 160.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	128.9 54.8	F D	159.6 93.3	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	101.6 103.7	F	94.0 210.5	٦ ٦
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	222.5 217.5	F	127.6 ***	F
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	193.7 11.0	F B	122.1 10.1	F B
27	Myrtle Ave/ Hardy St	НСМ	Inglewood	Weekday Pre-Event	121.7	F	8.3	А
28	Prairie Ave/	НСМ	Inglewood	Weekday Post-Event Weekday Pre-Event	6.3 115.9	A F	6.4 139.3	A F
29	Hardy St Crenshaw Blvd/	НСМ	Inglewood	Weekday Post-Event Weekday Pre-Event	124.7 12.1	F B	25.2	F C
	Hardy St	ICU	Inglewood	Weekday Post-Event Weekday Pre-Event	97.1 0.570	F A	177 7 0.577	F A
30	Van Ness Ave/ Hardy St/ 96th St	CMA	City of Los	Weekday Post-Event Weekday Pre-Event	0.349 0.501	A A	0.389 0.509	A A
	La Cienega		Angeles Inglewood/	Weekday Post-Event Weekday Pre-Event	0.265 53.5	A D	0.307 143.6	A F
31	Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	20.7	С	18.4	В
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	79.7 107.1	E F	100.3 230.8	F
33	Concourse Way/ Century Blvd	НСМ	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	13.5 69.4	B E	91.1 105.2	F
34	La Cienega	HCM	Inglewood/	Weekday Post-Event	76.6	E	124.5	F

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#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adjusted Baseline (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with <u>Major Event</u> The Forum and Midsize NFL Stadiun Event) Plus Project (Majo Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Blvd/ Century Blvd	'	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	60.0	E	87.6	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	85.6 15.4	F B	212.4 26.2	F C
	Felton Ave/			Weekday Pre-Event	44.5	D	43.3	D
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	24.2	C	38.5	D
	Inglewood Ave/			Weekday Pre-Event	223.6	F	153.3	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	17.4	B	45.6	D
	Fir Ave/			Weekday Pre-Event	191.0	F	175.1	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.0	A	20.9	С
39	Grevillea Ave/	HCM	Inglewood	Weekday Pre-Event	96.5	F	123.7	F
	Century Blvd	HOW	nglewood	Weekday Post-Event	11.3	В	12.8	В
40	Hawthorne Blvd/ La Brea Blvd/	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	172.5 28.4	F	196.5 70.4	F
	Century Blvd			Weekday Pre-Event	145.9	F	139.0	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	27.1	C F	7.9	Г А
				Weekday Pre-Event	41.2	D	57.8	Ē
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	23.8	c	12.9	B
	Prairie Ave/			Weekday Pre-Event	147.4	F	221.4	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	185.9	F	205.6	F
	Doty Ave/			Weekday Pre-Event	46.4	D	153.6	F
44	Century Blvd	HCM	Inglewood	Weekday Post-Event	163.7	F	172.3	F
	Yukon Ave/			Weekday Pre-Event	57.2	E	123.3	F
45	Century Blvd	HCM	Inglewood	Weekday Post-Event	133.2	F	192.4	F
40	Club Dr/	LION		Weekday Pre-Event	64.2	Е	128.4	F
46	Century Blvd	HCM	Inglewood	Weekday Post-Event	52.9	D	114.9	F
	11th Ave/			Weekday Pre-Event	51.4	D	113.3	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	30.6	С	93.0	F
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	107.3	F	200.1	F
	Century Blvd		ingionoou	Weekday Post-Event	84.0	F	201.8	F
49	5th Ave/	HCM	Inglewood	Weekday Pre-Event	97.2	F	125.1	٦ -
	Century Blvd			Weekday Post-Event	13.5	В	38.0	D
50	Van Ness Ave/	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event Weekday Post-Event	0.780 0.587	C A	0.873 0.754	D C
50	Century Blvd		·····	Weekday Pre-Event	0.725	С	0.824	D
		CMA	City of Los Angeles	Weekday Post-Event	0.520	A	0.697	В
			Los Angeles	Weekday Pre-Event	0.402	A	0.499	A
51	Gramercy PI/	ICU	County	Weekday Post-Event	0.430	A	0.563	A
	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.222	A	0.327	

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#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adjusted Baseline (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with <u>Major Event a</u> The Forum and Midsize NFL Stadium Event) Plus Project (Majo Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
			Angeles	Weekday Post-Event	0.253	A	0.394	A
52	Western Ave/	СМА	City of Los	Weekday Pre-Event	0.791	С	0.961	Ε
υz	Century Blvd	CIVIA	Angeles	Weekday Post-Event	0.598	A	0.793	С
	La Cienega Blvd/SB 405		Inglewood/ Los Angeles County/	Weekday Pre-Event	69.4	E	165.9	F
53	On/Off-Ramps (s/o Century)	HCM	Caltrans/City of Los Angeles	Weekday Post-Event	8.8	A	8.9	A
54	Prairie	HCM ³	Inglewood	Weekday Pre-Event	96.5	F	197.5	F
<u> </u>	Ave/102nd St		ingiewood	Weekday Post-Event	123.0	F	***	F
55	Doty Ave/102nd	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.7	В	9.7	Α
	St		ingioneea	Weekday Post-Event	5.8	A	59.1	F
56	Yukon	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.2	С	108.2	F
	Ave/102nd St			Weekday Post-Event	8.4	A	***	F
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event Weekday Post-Event	73.5 5.6	E A	146.4 5.5	F A
	Inglewood Ave/		Los Angeles	Weekday Pre-Event	110.5	F	126.4	F
58	104th St	HCM	County	Weekday Post-Event	9.3	Å	13.0	В
			Inglewood/	Weekday Pre-Event	68.1	E	125.1	F
59	Hawthorne Blvd/ 104th St	HCM	Los Angeles County	Weekday Post-Event	16.2	В	102.5	F
60	Prairie	HCM	Inglewood	Weekday Pre-Event	207.3	F	269.3	F
00	Ave/104th St	I ICIVI	inglewood	Weekday Post-Event	145.5	F	235.7	F
61	Doty Ave/104th	HCM (unsig.)	Inglewood	Weekday Pre-Event	197.5	F	180.1	F
01	St			Weekday Post-Event	7.1	A	28.2	D
62	Yukon	НСМ	Inglewood	Weekday Pre-E∨ent	82.7	F	206.3	F
52	Ave/104th St		mgiewood	Weekday Post-Event	9.7	А	40.1	D
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	84.8	F	163.1	F
	104th St		-	Weekday Post-Event	14.4	В	73.6	Е
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event Weekday Post-Event	0.525 0.301	A A	0.541 0.363	A A
	Laudaama Di P			Weekday Pre-Event	0.766	С	0.902	E
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	1.106	F	1.415	F
				Weekday Post-Event	188.5	F	266.6	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	21.9	Ċ	58.7	E
	Prairie Ave/			Weekday Pre-Event	92.9	F	90.9	F
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	195.5	F	153.0	 F
	Prairie			Weekday Pre-Event	169.3	F	115.5	 F
68	Ave/108th St	HCM	Inglewood	Weekday Post-Event	34.9	c	121.2	- F
	Yukon			Weekday Pre-Event	9.4	A	10.7	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.1	A	7.8	A

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#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adju Baselin <u>Major E</u> The F and M NFL St Event Project Eve	e (with <u>vent al</u> orum idsize adium) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.717 0.656	C B	0.884	D
			Hawthorne/	Weekday Pre-Event	0.844	D	0.985	E
71	Hawthorne Blvd/ 111th St	ICU	Los Angeles County	Weekday Post-Event	0.650	В	0.849	D
70	Prairie			Weekday Pre-Event	113.1	F	126.8	F
72	Ave/111th St	HCM	Inglewood	Weekday Post-Event	167.1	F	248.6	F
70	Yukon			Weekday Pre-Event	11.4	В	12.8	В
73	Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.5	A	5.7	A
	Hawthorne Blvd/			Weekday Pre-Event	0.889	D	1.053	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.725	С	0.905	Е
	Prairie Ave/		Inglewood/	Weekday Pre-Event	217.9	F	244.2	귀
75	112th St/ 105 On-Ramps	HCM	Caltrans	Weekday Post-Event	120.2	F	243.3	F
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.767	С	0.798	С
	Imperial Hwy	100	nawmonie	Weekday Post-Event	0.451	А	0.507	A
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	61.6 26.7	E C	123.0 39.5	F D
	Prairie Ave/		Inglewood/	Weekday Pre-Event	222.7	F	137.7	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	70.3	E	44.1	D
	Doty Ave/		Inglewood/	Weekday Pre-Event	197.6	F	140.9	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	10.5	В	8.9	A
	Yukon Ave/			Weekday Pre-Event	121.5	F	152.0	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	9.0	A	10.0	A
	Crenshaw Blvd/			Weekday Pre-Event	1.033	F	1.367	F
81	Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.791	С	0.945	Ε
00	Prairie			Weekday Pre-Event	179.4	F	163.5	F
82	Ave/118th St	HCM	Hawthorne	Weekday Post-Event	12.9	В	10.3	В
83	Crenshaw Blvd/ WB 105 Off-	ICU	Hawthorne/	Weekday Pre-Event	0.987	E	1.199	F
00	Ramp/ 118th Pl	ICU	Caltrans	Weekday Post-Event	0.876	D	1.022	F
84	Prairie	НСМ	Hawthorne	Weekday Pre-Event	103.6	F	128.9	F
04	Ave/120th St		nawulonie	Weekday Post-Event	19.4	В	18.2	В
85	EB 105 On/Off-	ICU	Hawthorne	Weekday Pre-Event	0.756	С	0.823	D
55	Ramp/120th St		nawalonie	Weekday Post-Event	1.032	F	1.220	F
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.806	D	0.955	E
	120th Street		- idealonie	Weekday Post-Event	1.390	F	1.752	F
	La Cianana	ICU	Los Angeles	Weekday Pre-Event	0.612	В	0.684	В
87	La Cienega Blvd/		County	Weekday Post-Event	1.034	F	1.201	F
2.	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.447	А	0.524	A F

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#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	The F and M NFL St Even	ie (with <u>ivent at</u> orum lidsize tadium	Adju Baselin <u>Major E</u> The F and M NFL St Event Project	e (with <u>vent at</u> orum idsize adium) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.919	E	0.985	E
	Lennox Blvd		County	Weekday Post-Event	1.182	F	1.489	F
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	37.0 153.0	D	115.5 189.5	F
~~~	Prairie Ave/	LION		Weekday Pre-Event	67.8	Е	92.0	F
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	103.2	F	272.1	F
04	Normandie Ave/		Los Angeles	Weekday Pre-Event	0.984	E	1.124	F
91	Century Ave	ICU	County	Weekday Post-Event	0.750	С	0.921	Е
			Los Angeles	Weekday Pre-Event	0.833	D	0.867	D
92	Vermont Ave/	ICU	County	Weekday Post-Event	0.609	В	0.724	С
92	Century Ave	CM4	City of Los	Weekday Pre-E∨ent	0.750	С	0.790	С
		CMA	Angeles	Weekday Post-Event	0.492	A	0.624	В
93	Hoover St/	CMA	City of Los	Weekday Pre-Event	0.500	A	0.545	A
93	Century Ave	CMA	Angeles	Weekday Post-Event	0.326	A	0.443	A
<u>04</u>	Figueroa St/		City of Los	Weekday Pre-Event	0.709	С	0.761	С
94	Century Ave	CMA	Angeles	Weekday Post-Event	0.402	A	0.517	A
	Grand Ave/			Weekday Pre-Event	0.431	A	0.532	A
95	110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.300	A	0.388	A
	Olive St/			Weekday Pre-E∨ent	0.459	A	0.485	A
96	110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekday Post-Event	0.291	A	0.409	A
				Weekday Pre-Event	1.164	F	1.262	F
97	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.016	F	1.172	F
31	Manchester Blvd	СМА	City of Los	Weekday Pre-Event	1.034	F	1.139	F
		CIVIA	Angeles	Weekday Post-Event	0.876	D	1.043	F
98	Western Ave/	СМА	City of Los	Weekday Pre-Event	1.086	F	1,198	F
50	Manchester Blvd		Angeles	Weekday Post-Event	1.002	F	1.151	F
99	Normandie Ave/	CMA	City of Los	Weekday Pre-Event	0.803	D	0.867	D
	Manchester Blvd		Angeles	Weekday Post-Event	0.641	В	0.723	С
100	Vermont Ave/	СМА	City of Los	Weekday Pre-Event	0.828	D	0.896	D
	Manchester Blvd		Angeles	Weekday Post-Event	0.720	С	0.810	D
101	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.741	С	0.804	D
	Manchester Blvd		Angeles	Weekday Post-Event	0.636	В	0.719	С
102	Figueroa St/	CMA	City of Los	Weekday Pre-Event	0.894	D	0.963	Е
	Manchester Blvd		Angeles	Weekday Post-Event	0.907	E	0.997	Е
103	110 SB On/Off- Pamps/	СМА	City of Los	Weekday Pre-Event	0.705	С	0.814	D
105	Ramps/ Manchester Bl∨d	UMA	Angeles	Weekday Post-Event	0.789	С	0.887	D
40.5	110 NB On/Off-	~ ~ ~	City of Los	Weekday Pre-Event	0.559	A	0.559	А
104	Ramps/ Manchester Bl∨d	CMA	Angeles	Weekday Post-Event	0.785	С	0.987	Е

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#	Intersection	Methodology ¹	Jurisdiction	Peak Hour	Adju Baselin Major E The F and M NFL SI Even Pro	e (with <u>ivent at</u> orum idsize adium t) No	Adju Baselin Major E The F and M NFL St Event Project Eve	e (with <u>vent at</u> orum idsize adium ) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.254 1.144	F	1.292 1.239	म म
			0000	Weekday Pre-Event	0.856	D	0.905	E
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.533	A	0.607	B
• • • • • • • • • • • • • • • • • • • •	La Brea Ave/		g	Weekday Pre-Event	0.970	Ē	0.979	E
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.489	A	0.540	
				Weekday Pre-Event	0.981	E	1.018	F
	La Cienega	ICU	Inglewood	Weekday Post-Event	0.755	C	0.817	D
108	Blvd/ Centinela Ave	~ • • •	City of Los	Weekday Pre-Event	0.925	Е	0.968	Е
	Centineia Ave	CMA	Angeles	Weekday Post-Event	0.663	В	0.735	С
		1011		Weekday Pre-Event	0.777	С	0.802	D
109	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.562	A	0.635	В
109	La Tijera Blvd	СМА	City of Los	Weekday Pre-Event	0.611	В	0.637	В
	,	CIVIA	Angeles	Weekday Post-Event	0.387	A	0.466	A
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-E∨ent	0.922	Е	0.934	E
110	Slauson Ave	100	County	Weekday Post-Event	0.512	А	0.512	А
	La Cienega	1011	Los Angeles	Weekday Pre-Event	0.930	E	0.934	E
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.711	С	0.785	С
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.092	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.549	A	0.549	A
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.971	E	1.054	F
115	Manchester Blvd	100	ngiewoou	Weekday Post-Event	0.607	В	0.617	В
	Manchester			Weekday Pre-Event	0.984	E	1.033	F
114	Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.871	D	0.926	E
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	42.6	D
	Prairie Ave/West			Weekday Pre-Event			125.8	F
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Inglewood Basketball and Entertainment Center Environmental Impact Report

[PAGE] Preliminary – Subject to Revision

#	Freeway/ Direction	Component	Segment Type			Adjusted Baseline (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) No Project		sted ivent at rum and re NFL n Event) Project Event)
					Densit y ¹	LOS ¹	Densit y ¹	LOS
1	1-405	Off-Ramp at Imperial	Diverse	Weekday Pre- Event	25.99	С	28.16	D
1	Northbound	Highway	Diverge	Weekday Post- Event	20.48	С	20.86	С
 -	1-405		Diverse	Weekday Pre- Event	19.90	В	21.47	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post- Event	15.87	В	16.20	В
	1-405	C/D Off-Ramp to Imperial	Deeie	Weekday Pre- Event	16.14	в	18.64	С
3	Northbound	Highway On- Ramp	Basic	Weekday Post- Event	12.04	В	12.32	В
	1-405	Imperial	Marga	Weekday Pre- Event	-	F 2	-	F ²
4	Northbound	Highway EB On-Ramp	Merge	Weekday Post- Event	-	F ²	-	F ²
5	I-405	Imperial Highway	Marga	Weekday Pre- Event	16.96	В	18.42	В
5	Northbound	WB On-Ramp	Merge	Weekday Post- Event	13.23	В	13.40	В
3	1-405	Century Blvd	Diverge	Weekday Pre- Event	13.19	В	14.86	В
J	Northbound	Off-Ramp	Diverge	Weekday Post- Event	9.29	A	9.48	A
7	1-405	Century Blvd Off-Ramp to	Basic	Weekday Pre- Event	11.80	В	11.84	В
	Northbound	Century Blvd On-Ramp	Dasic	Weekday Post- Event	6.34	А	6.37	A
3	1-405	Century Blvd	Merge	Weekday Pre- Event	17.98	В	18.11	С
	Northbound	On-Ramp	Inter Ge	Weekday Post- Event	18.55	С	20.81	С
~	1-405	Century Blvd WB On-Ramp		Weekday Pre- Event	18.97	В	19.34	В
9	Northbound	to I-405 Mainline C/D Off-ramp	Weave	Weekday Post- Event	24.38	С	32.60	D
0	1-405	I-405 Mainline	Merge	Weekday Pre- Event	-	F	-	F
J.	Northbound	C/D On-Ramp	Merge	Weekday Post- Event	-	F		F
	1-405	I-405 Mainline C/D On-Ramp	Basic	Weekday Pre- Event	31.54	D	31.80	D
1	Northbound	to Manchester Blvd.	Dasic	Weekday Post- Event	25.25	С	29.09	D

# TABLE 3.14-74 FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adju: Baselin <u>Major E</u> The For Midsiz Stadium No Pr	e (with <u>vent at</u> um and e NFL Event)	<u>Major E</u> The For Midsiz Stadiun Plus F	Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS	
	Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp		Event Weekday Post- Event	37.41	Ε		F	
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Wea∨ e	Weekday Pre- Event Weekday Post-	- 16.75	F 	17.42	F	
	1-405	Florence Ave Off-Ramp to La		Event Weekday Pre- Event	-	Б F	17.42	F	
14	Southbound	Cienega Blvd On-Ramp	Basic	Weekday Post- Event	17.36	В	17.37	В	
 15	1-405	La Cienega Blvd On-Ramp	Weave	Weekday Pre- Event	-	F		F	
	Southbound	to C/D Off- Ramp		Weekday Post- Event	22.48	С	22.49	C	
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century	Diverge	Weekday Pre- Event Weekday Post-	13.30	В	16.88	В	
		Blvd.) La Cienega		Event Weekday Pre-	10.10 5.56	A	10.13 7.56	A	
17	I-405 Southbound	Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Event Weekday Post- Event	4.01	Α	4.02	A	
	1-405	La Cienega Blvd On-Ramp (n/o Century		Weekday Pre- Event	-	F ²	-	F ²	
18	Southbound	Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post- Event	-	F ²	-	F ²	
		La Cienega Blvd On-Ramp (s/o Century		Weekday Pre- Event	-	F ²	-	F ²	
19	I-405 Southbound	Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post- Event	-	F ²	-	F ²	
	1-405	La Cienega Blvd Off-Ramp (n/o Imperial	Decis	Weekday Pre- Event	5.47	Α	5.68	A	
20	Southbound	Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post- Event	15.50	В	18.63	С	
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre- Event	11.16	В	11.24	В	
	Soundound	······		Weekday Post- Event Weekday Pre-	18.45	С	19.65	С	
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre- Event Weekday Post- Event	- 17.27	F ² B	18.46	F B	

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adju Baselin Major E The For Midsiz Stadium No Pr	e (with went at um and e NFL n Event)	Baselir <u>Major B</u> The For Midsiz Stadiun	sted te (with <u>Event at</u> rum and te NFL n Event) Project Event)
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
23	1-405	La Cienega Blvd s/o	Merge	Weekday Pre- Event	-	F ²		È :
20	Southbound	Imperial Hwy (On-ramp)	werge	Weekday Post- Event	17.62	В	18.63	В
24	I-105	I-405 SB On-	Morgo	Weekday Pre- Event	18.25	с	20.02	С
24	Eastbound	Ramp	Merge	Weekday Post- Event	22.93	С	24.66	С
	I-105	Prairie Ave Off-	0	Weekday Pre- Event	-	F ²	-	F
25	Eastbound	Ramp	Diverge	Weekday Post- Event	29.42	D	31.26	D
	I-105	Prairie Ave Off- Ramp to	D '	Weekday Pre- Event	13.77	В	15.35	В
26	Eastbound	Imperial Hwy On-Ramp	Basic	Weekday Post- Event	21.61	С	23.49	С
	I-105	Imperial Hwy On-Ramp to		Weekday Pre- Event	-	F ²		F ?
27	Eastbound	120th St Off- Ramp	Weave	Weekday Post- Event	-	F	-	F
28	I-105	120th St Off- Ramp to 120th	Basic	Weekday Pre- Event	-	F ²	-	F ²
20	Eastbound	St On-Ramp	Dasic	Weekday Post- Event	41.61	E	-	F
29	I-105	120th St On-	Morgo	Weekday Pre- Event	17.36	В	18.22	С
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F	-	F
20	I-105	NB Crenshaw		Weekday Pre- Event	24.03	С	24.73	С
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post- Event	35.94	E		F
31	I-105	Between Van Ness Ave and	Decit	Weekday Pre- Event	20.55	С	21.43	С
	Eastbound	Normandie Ave Overcrossings	Basic	Weekday Post- Event	44.81	E	•	F
20	I-105	Vermont Ave	Maree	Weekday Pre- Event	27.71	С	-	F
32	Westbound	On-Ramp	Merge	Weekday Post- Event	18.34	В	20.70	С
	I-105	Between Normandie Ave		Weekday Pre- Event	33.09	D	-	F
33	Westbound	and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.10	С	20.72	С
	I-105	Crenshaw Blvd		Weekday Pre- Event	33.09	D	•	F
34	Westbound	Off-Ramp	Diverge	Weekday Post- Event	19.10	С	20.72	С
35	l-105 Westbound	Crenshaw Bl∨d Off-Ramp to	Basic	Weekday Pre- Event	28.00	D	42.91	Е

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adju Baselin <u>Maior E</u> The For Midsiz Stadiun No Pr	e (with <u>vent at</u> um and e NFL n Event)	The For Midsiz Stadiun	e (with <u>ivent at</u> um and e NFL n Event) roject
					Densit y ¹	LOS ¹	Densit y ¹	LOS
		Crenshaw Blvd Loop On-Ramp	•	Weekday Post- Event	18.50	С	20.25	С
36	I-105 Westbound	Crenshaw Blvd NB Loop On-	Merge	Weekday Pre- Event Weekday Post-	23.64	С	31.56	D
	westbound	Ramp		Event Weekday Pre-	15.18	В	16.61	В
37	l-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Event Weekday Post-	20.83	C	25.84	С
				Event Weekday Pre-	13.64	B	14.91	В
38	l-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Event Weekday Post-	31.29	D	43.58	E
		Prairie/Hawthor		Event Weekday Pre-	19.25 28.49	C	20.75 33.52	C D
39	l-105 Westbound	ne Ave Off- Ramp to Imperial Hwy	Basic	Event Weekday Post- Event	18.69	С	20.45	с
40	I-105	On-Ramp Imperial Hwy On-Ramp to	Weavo	Weekday Pre- Event	-	F		F
40	Westbound	I-405 Off-Ramp	Weave	Weekday Post- Event	-	F	-	F
41	l-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre- Event Weekday Post-	22.25	с	22.45	С
		101st St On-		Event Weekday Pre-	24.19	C		F
42	I-110 Northbound	Ramp to n/o Century Blvd On-Ramp	Basic	Event Weekday Post- Event	28.97 	D D	29.33 40.03	D
	I-110	Century Blvd On-Ramp to		Weekday Pre- Event	30.64	D	31.36	D
43	Northbound	Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	33.20	D	40.89	E
4.4	I-110	Manchester Blvd Off-Ramp	Deele	Weekday Pre- Event	25.59	С	26.14	D
44	Northbound	to EB Manchester Bl∨d On-Ramp	Basic	Weekday Post- Event	27.70	D	35.83	E
45	I-110	EB Manchester	Merge	Weekday Pre- Event	25.91	С	26.47	С
	Northbound	Blvd On-Ramp		Weekday Post- Event	34.88	D		F
46	l-110 Northbound	WB Mancheste r Blvd On- Ramp to 76th	Weave	Weekday Pre- Event	27.98	С	28.62	D
	Northbound	St Off-Ramp 76th St On-		Weekday Post- Event Weekday Pre-	35.11	E		F
47	l-110 Southbound	Ramp to Manchester	Weave	Event	24.24	c	29.66	D
		Blvd Off-Ramp		Weekday Post-	24.74	С	25.19	С

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#	Freeway/ Direction			Peak Hour	Adju Baselin <u>Maior E</u> The For Midsiz Stadiun No Pr	e (with <u>ivent at</u> um and e NFL n Event)	<u>Major E</u> The For Midsiz Stadiun Plus F	ne (with Event at
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
			-	Event		*****	****	
		Manchester Blvd Off-Ramp		Weekday Pre- Event	19.75	с	23.66	С
48	I-110 Southbound	to WB Mancheste r Blvd On- Ramp	Basic	Weekday Post- Event	21.48	С	21.62	С
49	I-110	WB Mancheste r Blvd On-	Marga	Weekday Pre- Event	21.53	С	24.63	С
49	Southbound	Ramp	Merge	Weekday Post- Event	22.26	С	22.38	С
50	I-110	EB Manchester	Marga	Weekday Pre- Event	23.85	С	27.44	D
50	Southbound	Blvd On-Ramp	Merge	Weekday Post- Event	24.27	С	24.40	С
	I-110	Century Blvd	Diverse	Weekday Pre- Event	29.81	D	34.66	D
51	Southbound	Off-Ramp	Diverge	Weekday Post- Event	29.85	D	30.12	D
52	I-110	Century Blvd Off-Ramp to	Denie	Weekday Pre- Event	17.66	В	19.21	С
52	Southbound	Imperial Hwy Off-Ramp	Basic	Weekday Post- Event	18.19	С	18.20	С
53	I-110	Imperial Hwy	Diverge	Weekday Pre- Event	24.87	С	25.45	С
55	Southbound	Off-Ramp	Divelge	Weekday Post- Event	21.02	С	21.58	С

NOTES: ¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

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#### TABLE 3.14-75

FREEWAY OFF-RAMP QUEUING ANALYSIS - ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) WEEKDAY PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Ba <u>Major Event a</u> and Midsize I Event) No F Event Co	t The Forum NFL Stadium Project Pre-	Adjusted Baseline (w <u>Major Event at</u> The For and Midsize NFL Stadi Event) Plus Project Po Event Conditions		
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,925	No	3,100	Yes	
I-405 NB Off-Ramp at Century Boule∨ard	3,600	3,975	Yes	>4,200	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,950	Yes	3,100	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,463	No	4,173	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,475	No	>9,500	Yes	
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,871	Yes	8,403	Yes	
I-105 EB Off-Ramp at 120th St	3,850	650	No	1,043	No	
I-110 SB Off-Ramp at Century Boulevard	2,430	842	No	1,454	No	
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,868	No	2,545	No	
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,433	No	1,433	No	

NOTES

Auxiliary lanes are present at each of these off-ramps.

Auxiliary lanes are present at each of these off-ramps. Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is o included. 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

#### Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour of Proposed Project Major Event traffic.

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Traffic forecasts were developed for Adjusted Baseline (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

 Table 3.14-76 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with <u>Major Event at</u> The Forum and Football Game at NFI Stadium Events) No Project and Adjusted Baseline (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

 Table 3.14-77 displays the freeway LOS results under Adjusted Baseline (with Major Event at |

 The Forum and Football Game at NFL Stadium Events) conditions, without and with the project.

 As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-78, a major event (assuming both other concurrent events) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-76	
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND FOOTBALL	
GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS	

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir <u>Maior</u> <u>at</u> The and Fo Game Stadiu	sted e (with <u>Event</u> Forum potball at NFL im) No ject	Adju Baselin <u>Major</u> at The and Fo Game Stadiur Project Eve	e (with <u>Event</u> Forum ootball at NFL m) Plus : (Major
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.770	С	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.576	A	0.601	В
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	229.8	F	83.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	31.4	С	32.1	С
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	147.3	F	138.8	F
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.908	E	0 944	Е
6	Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.763	С	0.801	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	159.7	F	142.2	F

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#	Intersection	Intersection Methodology Jurisdiction	Peak Hour	Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> <u>at The Forum</u> and Football Game at NFL Stadium) Plus Project (Major Event)		
					V/C or Delay	LOS	V/C or Delay	LOS
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	214.6	F	167.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	142.5	F	95.1	F
10	La Cienega Bl∨d/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.730	С	0.808	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.905	E	0.991	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	149.0	F	145.8	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	133.0	F	119.0	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	216.5	F	222.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	101.2	F	122.1	F
16	Crenshaw Bl∨d/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	1.231	F	1 349	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.423	A	0.470	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	226.0	F	196.7	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	126.8	F	62.9	E
21	La Cienega Bl∨d/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.3	с	29.0	С
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	54.1	D	54.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	57.1	Е	35.8	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	111.2	F	50.6	D
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	225.0	F	146.0	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.4	В	121.8	F

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#	Intersection	Intersection Methodology Jurisdiction	Peak Hour	Adjusted Baseline (with <u>Major Event</u> at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) Plus Project (Major Event)		
					V/C or Delay	LOS	V/C or Delay	LOS
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.6	A	283.9	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	67.6	E	46.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.7	В	47.8	D
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
30	Hardy St/ 96th St	CMA	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	26.9	С	***	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	93.8	F	37.0	D
33	Concourse Way/ Century Bl∨d	HCM	City of Los Angeles	Weekend Pre-Event	13.9	В	212.3	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	24.3	С	297.2	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	232.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	17.9	В	65.8	E
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	28.2	с	275.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	А	240.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	A	139.3	F
40	Hawthorne Bl∨d/ La Brea Bl∨d/ Century Bl∨d	HCM	Inglewood	Weekend Pre-Event	38.6	D	178.3	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	53.9	D	157.8	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.6	С	34.2	С
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.0	F	152.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	104.2	F	82.1	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	165.3	F	139.4	F

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#	Intersection	Intersection Methodology J	Methodology 1,2	y Jurisdiction	Nethodology Jurisdiction Peak Hour		Baselin <u>Major</u> at The and Fo Game Stadiu	Event Forum ootball	Adju Baselin <u>Major</u> at The and Fo Game Stadiur Project Eve	e (with Event Forum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS		
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.9	F	143.0	F		
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	127.3	F	101.7	F		
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	187.6	F	197.5	F		
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	118.3	F	126.7	F		
50	Van Ness Ave/	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.691	в	0.887	D		
	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.630	В	0.839	D		
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.398	А	0.541	A		
51	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.217	А	0.370	A		
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.727	С	0.963	E		
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	A	224.2	F		
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	116.5	F	29.4	D		
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	224.2	F	5.0	A		
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	154.8	F	32.5	D		
57	La Cienega Bl∨d/104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.8	A	175.5	F		
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.7	В	28.7	С		
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.1	С	147.5	F		
60	Prairie Ave/ 104th St	HCM	Inglewood	Weekend Pre-Event	170.9	F	216.5	F		
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	14.3	В	211.5	F		
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.8	В	96.3	F		
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	90.8	F	191.5	F		

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#	Intersection	Intersection Methodology Jurisdiction	Peak Hour	Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> <u>at The Forum</u> and Football Game at NFL Stadium) Plus Project (Major Event)		
					V/C or Delay	LOS	V/C or Delay	LOS
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	5.7	A	89.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	21.4	С	64.0	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	134.2	F	144.3	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.9	А	10.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.498	А	0.593	A
71	Hawthorne Bl∨d/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.608	В
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	81.3	F	82.2	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.3	A	8.5	А
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.592	A	0.643	В
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	170.6	F	171.3	F
76	Hawthorne Bl∨d/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.579	А	0.593	А
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.8	В	17.4	В
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	41.4	D	51.3	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	11.8	В	12.6	В
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	11.9	В	11.9	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.841	D	0.955	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.2	В	19.1	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.860	D	0.993	E

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#	Intersection	Intersection Methodology Jurisdict	Jurisdiction	diction Peak Hour	Adjusted Baseline (with <u>Major Event</u> at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> <u>at The Forum</u> and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
84	Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	25.7	С	23.6	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.839	D	0.858	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.923	E	0.949	E
	La Cienega	ICU	Los Angeles County	Weekend Pre-Event	0.330	А	0.344	A
87	Blvd/ Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.145	А	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	110.5	F	134.5	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	72.8	E	89.3	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.884	D	1.086	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.726	С	0.867	D
32	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.627	В	0.791	С
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.467	А	0.580	А
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.643	в	0.762	С
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.407	A	0.540	A
96	Olive St/ 110 NB On- Ramp/Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.407	A	0.441	A
07	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.209	F
97	Manchester Bl∨d	СМА	City of Los Angeles	Weekend Pre-Event	0.956	E	1.083	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.043	F	1 177	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.733	С	0.813	D
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.732	С	0.819	D

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#	Intersection	Methodology	Jurisdiction	diction Peak Hour G		ted (with vent orum tball NFL NFL ) No ct	Adju Baselin <u>Major</u> <u>at</u> The and Fo Game a Stadiun Project Eve	e (with Event Forum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.720	с	0.799	С
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.850	D	0.936	E
103	110 SB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.645	в	0.761	с
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.573	A	0.589	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.969	Е	1.108	F
106	Crenshaw Blvd/ Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.676	В	0.709	С
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.846	D	0.885	D
108	La Cienega Blvd/	ICU	Inglewood City of Los	Weekend Pre-Event	1.042	F	1.069	F
100	Centinela Ave	СМА	Angeles	Weekend Pre-Event	0.996	E	1.029	F
109	La Cienega Blvd/	ICU	Inglewood City of Los	Weekend Pre-Event	0.669	В	0.680	В
100	La Tijera Bl∨d	CMA	Angeles	Weekend Pre-Event	0.499	A	0.511	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.765	С	0.780	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.882	D	0.885	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.819	D	0.834	D
113	Crenshaw Dr/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.960	Е	1.022	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.829	D	0.901	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not	Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not	Exist	61.3	E

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselin <u>Major</u> at The and Fo Game Stadiu	<u>Event</u> Forum potball	Adju Baselin <u>Major</u> <u>at</u> The and Fo Game Stadiur Project Eve	e (with Event Forum ootball at NFL m) Plus : (Major
					V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

#### TABLE 3.14-77

FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH <u>MAJOR EVENT AT</u> THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with <u>Major Event</u> at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	l-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	23.82	С	25.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	20.16	С	21.69	С
3	l-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	16.69	В	18.98	С
4	l-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.58	В	13.11	В
5	l-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.32	В	17.65	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.66	В	14.19	В
7	l-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.45	В	11.56	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.00	В	17.11	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	17.72	В	18.17	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F		F

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Density 1       11     I-405 Northbound     I-405 C/D On-Ramp to Manchester Blvd.     Basic     Weekend Pre- Event     26.49       12     I-405 Northbound     On-Ramp to Tijera Blvd Off- Ramp     Weave     Weekend Pre- Event     32.18       13     I-405 Southbound     On-Ramp to Florence Ave     Weave     Weekend Pre- Event     32.18       14     I-405 Southbound     Off-Ramp to Ciferamp to La     Weave     Weekend Pre- Event     -	LOS ¹ D F F	Density ¹ 26.74 32.80	D D F
11     I-405 Northbound     C/D On-Ramp to Manchester Blvd.     Basic     Weekend Pre- Event     26.49       12     I-405 Northbound     On-Ramp to La Tijera Blvd Off- Ramp     Weave     Weekend Pre- Event     32.18       13     I-405 Southbound     On-Ramp to Tijera Blvd Off- Ramp     Weave     Weekend Pre- Event     32.18       13     I-405 Southbound     On-Ramp to Florence Ave     Weave     Weekend Pre- Event     -       14     I-405     Off-Ramp to La     Basin     Weekend Pre- Event     -	D 		D
Manchester Blvd. 12 I-405 On-Ramp to La Weave Weekend Pre- Event 32.18 I-405 On-Ramp to La Tijera Blvd Off- Ramp La Tijera Blvd 13 I-405 On-Ramp to Weave Weekend Pre- Event - Off-Ramp Florence Ave Florence Ave Veekend Pre- Off-Ramp to La Basin Weekend Pre-		32.80 - -	_
13     I-405     On-Ramp to Florence Ave     Weave     Weekend Pre- Event       Off-Ramp       Florence Ave       14     I-405		-	F
14 I-405 Off-Ramp to La Basic Weekend Pre-	F	-	
On-Ramp			F
La Cienega Blvd Weekend Pre- 15 Southbound On-Ramp to C/D Weave Event - Off-Ramp	F	-	F
La Cienega Blvd I-405 Off-Ramp (n/o Diverge Event 14.45 Southbound Century Blvd.)	В	17.85	В
La Cienega Blvd 17 I-405 Off-Ramp to On- Southbound Ramp (n/o Basic Event 7.03 Century Blvd)	A	10.23	A
La Cienega Blvd On-Ramp (n/o 18 I-405 Century Blvd) to Weave Weekend Pre- Southbound La Cienega Blvd Event - Off-Ramp (s/o Century Blvd)	F ²	-	F ²
La Cienega Blvd On-Ramp (s/o 19 ^I -405 Century Blvd) to Weave Weekend Pre- Southbound La Cienega Blvd Event - Off-Ramp (n/o Imperial Hwy)	F ²	-	F ²
La Cienega Blvd Off-Ramp (n/o 20 Southbound I-405 Imperial Hwy) to Basic Weekend Pre- 9.59 Southbound I-405 Mainline C/D On-Ramp	A	10.05	A
21 I-405 I-405 Mainline Merge Weekend Pre- Southbound C/D On-Ramp Merge Event 18.25	С	18.43	С
22 I-405 La Cienega Blvd On-Ramp (n/o Merge Event 15.17 Imperial Hwy)	В	15.31	В
23 I-405 La Cienega Blvd Weekend Pre- 23 Southbound s/o Imperial Hwy Merge Event 14.94 (On-ramp)	В	15.08	В
24 I-105 I-405 SB On- Eastbound Ramp Merge Weekend Pre- Event 17.32	В	18.19	С
25 I-105 Prairie Ave Off- Eastbound Ramp Diverge Weekend Pre- Event 24.67	С	26.43	С

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
26	l-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	11.77	В	11.96	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F ²		F :
28	l-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekend Pre- Event	15.96	В	16.24	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.60	С	22.83	С
31	l-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	19.00	С	19.28	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	24.97	С	29.19	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	25.81	С	33.08	D
34	l-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre- Event	25.81	С	33.08	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	24.57	с	29.42	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekend Pre- Event	20.24	С	23.21	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	18.57	В	20.94	С
38	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp	Diverge	Weekend Pre- Event	28.05	D	32.29	D
39	l-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	25.62	С	27.21	D
40	l-105 Westbound	Imperial Hwy On- Ramp to I-405 Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	l-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.96	С	22.97	С
42	l-110 Northbound	101st St On- Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	30.21	D	30.23	D
43	l-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.50	D	31.68	D

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with <u>Major Event</u> <u>at</u> The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with <u>Major Event</u> at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	l-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.25	С	26.70	С
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekend Pre- Event	29.45	D	29.80	D
47	l-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	28.06	D	31.97	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	22.58	С	25.09	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.07	С	25.95	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.39	С	24.36	С
51	l-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.41	D	33.24	D
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.96	В	16.43	В
53	l-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.02	С	21.58	С

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity* Manual, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions.
 ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

 
 TABLE 3.14-78

 FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND
 FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Baseline (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium) No Project Pre-Event Conditions		Adjusted Baseline (with <u>Maior Event at</u> The Forum and Football Game at NFL Stadium) Plus Project ( <u>Maior</u> <u>Event</u> ) Pre-Event Conditions	
	Ramp	95th Percentile Queue (ft.) 3	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend

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I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,750	No	2,700	No
I-405 NB Off-Ramp at Century Boulevard	3,600	2,325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,775	Yes	2,725	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	973	No	1,168	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,675	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,739	No	5,295	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,119	No	1,154	No
I-110 SB Off-Ramp at Century Boulevard	2,430	978	No	1,954	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,448	No	3,169	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,594	No	1,594	No

NOTES:

 ¹ Auxiliary lanes are present at each of these off-ramps.
 ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway) off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of The ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp fermini intersection is also included. ³95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic).

queues across all turn lanes on the off-ramp. ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-79 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Adjusted Baseline Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of overlapping events in the study area influences the magnitude of impacts.

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	W	eekday Pre	-Event Peak	Hour	We	ekday Pos	t-Event Peal	Hour	N	/eekend Pr	e-Event Peal	Hour
					ŀ	Range of A	nalysis Scen	arios				
Facility Type	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	4042	60	48	60	11	45	33	48	26	41	41	43
Freeway Facility Components	6	10	11	12	3	6	8	14	5	9	6	5
Freeway Off- Ramp Queuing	3	4	3	5		Not /	Applicable		2	4	2	4

#### TABLE 3.14-79

### SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

Impacts of "Proposed Project" are judged directly against the Adjusted Baseline No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

### TABLE 3.14-80

SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

	w	eekday Pre	e-Event Peak	Hour	We	ekday Pos	t-Event Peal	Hour	N N	/eekend Pr	e-Event Peal	Hour
					i	Range of A	nalysis Scen	arios				
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	5	31	42	55	0	11	10	31	0	7	2	35
With Project	28	63	55	75	9	39	27	44	14	30	28	52

SOURCE: Fehr & Peers, 2019.

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NOTE:

Key findings from this table include the following:

- With respect to intersections:
  - <u>Under the applicable scenarios</u>, Proposed Project intersection impacts are more frequent during the weekday pre-event peak hour than during the other two study periods (weekday post-event peak hour and weekend pre-event peak hour) regardless of which background concurrent event condition is being studied.
  - The number of intersections impacted by the Proposed Project increases substantially (from 40 to 60 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the <u>background-concurrent event</u> condition includes an event at The Forum.
  - The number of intersections impacted by the Proposed Project during the weekday preevent and post-event peak hours is less when the background condition consists of a midsized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium occupies all of its surrounding parking, thereby requiring a greater number of Proposed Project attendees to park remotely and be shuttled to the Proposed Project. As a result, fewer trips are added, and - thereby adding less trips and eausingtherefore fewer impacts occur in the immediate vicinity of the Project Site and the NFL Stadium.
  - The overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on Table 3.14-80.
- With respect to freeway facilities:
  - Proposed Project impacts on freeway segments would be generally more extensive during the weekday pre-event peak hour than during the other two study periods regardless of which background condition is being studied (the exception being the weekday postevent hour with concurrent events at both The Forum and the N FL Stadium).
- With respect to freeway off-ramp queuing:
  - Off-ramp queues longer than the applicable standard would be expected at three offramps during the weekday pre-event hour and at two off-ramps during the weekend preevent hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

### Cumulative Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under cumulative conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. The same five overlapping major events scenarios analyzed under Adjusted Baseline conditions are also analyzed under cumulative conditions.

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### Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

 Table 3.14-81 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with <u>Major Event at</u> The Forum) No Project and Cumulative (with <u>Major Event at</u> The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

 Table 3.14-82 displays the freeway LOS results under Cumulative (with Major Event at The

 Forum) conditions, without and with the project. As shown, a major event would cause degraded

 operations at several facilities, some of which are considered significant. As shown in Table

 3.14-83, a major event (assuming a concurrent Major Event atevent at The Forum) would cause

 four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-81
INTERSECTION OPERATIONS - CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR
EVENT) CONDITIONS

					Cumu (with Event Forun Proj	Major at The n) No	Cumulative (with <u>Major</u> <u>Event at</u> The Forum) Plus Project (Majo Event)	
#	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.189	F	1.343	4
1	Blvd/Florence	ICU	Inglewood	Weekday Post-Event	0.739	С	0.771	С
	Ave			Weekend Pre-Event	1.065	F	1.220	4
				Weekday Pre-Event	0.833	D	0.848	D
2	2 La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.520	A	0.592	А
				Weekend Pre-Event	0.748	С	0.757	С
			Inglewood	Weekday Pre-Event	27.7	С	9.6	А
3	Hillcrest Blvd/ Florence Ave			Weekday Post-Event	4.7	А	4.9	А
	Tiorence Ave			Weekend Pre-Event	6.9	А	7.5	А
				Weekday Pre-Event	105.3	F	112.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	26.4	С	26.8	С
	I lotence Ave			Weekend Pre-Event	32.9	С	33.1	С
				Weekday Pre-Event	97.9	F	87.8	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	24.4	С	30.6	С
	i lotence Ave			Weekend Pre-Event	30.7	С	89.1	F
				Weekday Pre-Event	1.104	F	1.163	F
		ICU	Inglewood	Weekday Post-Event	0.810	D	0.893	D
6	West Blvd/ Florence Ave	3lvd/		Weekend Pre-Event	0.982	E	1 041	F
	FIOTETICE AVE	0144	City of Los	Weekday Pre-Event	0.971	E	1 032	F
		CMA	Angeles	Weekday Post-Event	0.658	В	0.746	С

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					Cumulative (with <u>Major</u> <u>Event at</u> The Forum) No Project			lative <u>Major</u> at The ) Plus (Majo nt)
ŧ	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	0.841	D	0.901	E
				Weekday Pre-Event	117.2	F	106.2	F
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Post-Event	4.1	А	92.5	F
	010007100			Weekend Pre-Event	3.6	А	173.0	F
	Prairie Ave/			Weekday Pre-Event	117.9	F	110.1	F
8	East Carondelet	HCM	Inglewood	Weekday Post-Event	5.3	А	156.5	F
	Way			Weekend Pre-Event	5.3	A	130.2	F
				Weekday Pre-Event	94.5	F	81.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	7.5	A	119.2	F
	L Regent Outeet			Weekend Pre-Event	10.6	В	87.4	۴
	La Cienega			Weekday Pre-Event	1.296	F	1.389	F
10	Blvd/	ICU	Inglewood	Weekday Post-Event	0.721	С	0.782	С
	Manchester Blvd			Weekend Pre-Event	0.943	E	1.019	F
				Weekday Pre-Event	1.186	F	1 306	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.694	В	0.914	Ε
	Waltchester bivu			Weekend Pre-Event	0.936	E	1.056	۴
				Weekday Pre-Event	78.2	E	89.1	F
12	Hillcrest Blvd/	HCM	Inglewood	Weekday Post-Event	10.8	В	95.2	F
	Manchester Blvd		-	Weekend Pre-Event	80.2	F	97.0	P
				Weekday Pre-Event	46.4	D	38.5	D
13	Spruce Ave/	HCM	Inglewood	Weekday Post-Event	8.3	А	104.8	F
	Manchester Blvd		-	Weekend Pre-Event	51.2	D	44.9	D
				Weekday Pre-Event	190.4	F	171.7	F
14	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	62.2	E	124.1	ㅋ
	Manchester Blvd		0	Weekend Pre-Event	134.8	F	214.5	F
				Weekday Pre-Event	56.2	E	60.8	E
15	Kareem Ct/	HCM	Inglewood	Weekday Post-Event	13.4	В	81.9	F
	Manchester Blvd		0	Weekend Pre-Event	54.4	D	81.2	F
				Weekday Pre-Event	1.638	F	1.710	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	1.577	F	2.014	F
	Manchester Blvd		0	Weekend Pre-Event	1.447	F	1.517	P
				Weekday Pre-Event	0.614	В	0.679	В
17	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.295	- A	0.444	Ā
	Hillcrest Blvd		•	Weekend Pre-Event	0.440	A	0.502	A
				Weekday Pre-Event	0.571	A	0.637	В
18	Market St/La	ICU	Inglewood	Weekday Post-Event	0.384	A	0.554	Ā
	Brea Ave			Weekend Pre-Event	0.493	A	0.556	A
	Prairie Ave/			Weekday Pre-Event	43.5	D	38.5	D
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Post-Event	61.6	E	130.3	F
	Pincay Dr			Weekend Pre-Event	21.9	C	86.8	F
				Weekday Pre-Event	14.9	В	13.6	В
20	Kareem Ct/	HCM	Inglewood	Weekday Post-Event	9.3	A	7.6	A
20	Pincay Dr	11000	ingiowood	Weekend Pre-Event	11.7	В	11.5	B
21	La Cienega	HCM	Inglewood	Weekday Pre-Event	78.7	E	155.2	F

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					Cumu (with) Event Forur Proj	<u>Major</u> at The n) No	Cumulative (with <u>Maior</u> <u>Event at</u> The Forum) Plus Project (Major Event)	
¥	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Blvd/			Weekday Post-Event	19.3	В	35.7	D
	Arbor Vitae St			Weekend Pre-Event	32.6	С	137 3	F
				Weekday Pre-Event	123.2	F	136.4	Ŗ
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.2	В	49.8	D
	AIDUI VILAE SL			Weekend Pre-Event	119.8	F	164.7	4
				Weekday Pre-Event	66.5	E	140.9	F
23	La Brea Ave/	HCM	Inclusional	Weekday Post-Event	21.2	С	133 1	F
23	Arbor Vitae St	HCIM	Inglewood	Weekend Pre-Event	32.8	С	152.2	F
				Weekday Pre-Event	66.1	Е	75.6	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	9.0	A	257.9	F
	Albor vitae St			Weekend Pre-Event	37.3	D	116.2	4
				Weekday Pre-Event	153.7	F	160.6	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F
	AIDOI VILLAU SI			Weekend Pre-Event	79.4	E	97.1	F
				Weekday Pre-Event	17.4	В	86.4	F
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	A	9.2	A
	Hardy St			Weekend Pre-Event	14.1	В	15.1	В
				Weekday Pre-Event	10.1	В	17.5	В
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	A	11.0	В
	Hardy St			Weekend Pre-Event	9.6	А	9.4	A
				Weekday Pre-Event	53.6	D	61.3	E
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	143.0	F	254.4	F
	Hardy St		-	Weekend Pre-Event	23.6	С	26.6	С
				Weekday Pre-Event	17.7	В	106.8	F
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F
	Hardy St		5	Weekend Pre-Event	9.6	A	55.6	E
				Weekday Pre-Event	0.595	А	0.608	В
		ICU	Inglewood	Weekday Post-Event	0.341	A	0.402	A
~~	Van Ness Ave/		-	Weekend Pre-Event	0.503	A	0.507	А
30	Hardy St/ 96th St			Weekday Pre-Event	0.428	A	0.442	А
	000100	CMA	City of Los	Weekday Post-Event	0.157	A	0.221	A
			Angeles	Weekend Pre-Event	0.330	A	0.334	A
	La Cienega		Inglewood/	Weekday Pre-Event	43.7	D	225.0	F
31	Blvd/ SB 405 On/Off-	HCM	City of Los Angeles/	Weekday Post-Event	49.3	D	82.2	F
	Ramps (n/o Century)		Caltrans	Weekend Pre-Event	27.1	С	88.2	F
	Drairie Aurol			Weekday Pre-Event	91.1	F	62.5	E
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	29.0	С	99.2	F
				Weekend Pre-Event	13.2	В	12.2	В
	O		Oibi af Liz-	Weekday Pre-Event	28.4	С	179.8	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	9.9	А	88.5	F
				Weekend Pre-Event	15.0	В	17.4	В
34	La Cienega	HCM	Inglewood/	Weekday Pre-Event	76.5	E	249.1	F

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	Methodology ^{1,} Ju			Cumu (with) Event Forur Proj	<u>Major</u> at The n) No	Cumu (with) Event Forum Project Eve	<u>Major</u> at The ) Plus (Majo	
:	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay LOS		V/C or Delay	LOS
	Blvd/ Century Blvd		City of Los Angeles/ County of	Weekday Post-Event	49.1	D	135.5	A
			Los Angeles	Weekend Pre-Event	33.5	С	118.0	F
	NB 405 On/Off-		1	Weekday Pre-Event	100.5	F	183.6	F
35	Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	28.0	С	32.0	С
	Century Blvd		Califans	Weekend Pre-Event	17.1	В	124.9	F
				Weekday Pre-Event	37.3	D	62.4	Е
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	111.0	F	126.8	7
	Sontary Diva			Weekend Pre-Event	15.5	В	29.4	С
				Weekday Pre-Event	130.1	F	203.1	P
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F
	Contary Divd			Weekend Pre-Event	35.7	D	127 0	F
	Fir Ave/			Weekday Pre-Event	167.2	F	194.9	F
38	Firmona Ave/	HCM	Inglewood	Weekday Post-Event	8.3	A	95.8	F
	Century Blvd			Weekend Pre-Event	10.8	В	144.5	R
				Weekday Pre-Event	81.1	F	113.8	P
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	В	108 7	F
	Century Divu			Weekend Pre-Event	10.7	В	73.0	E
	Hawthorne Blvd/			Weekday Pre-Event	85.6	F	136.8	F
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F
	Century Blvd			Weekend Pre-Event	52.5	D	104.3	F
				Weekday Pre-Event	66.8	E	96.2	4
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	A	97.5	F
	Century bivo			Weekend Pre-Event	7.7	A	14.3	В
				Weekday Pre-Event	23.7	С	39.1	D
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.3	A	119.0	F
	Century Divu			Weekend Pre-Event	9.5	A	11.4	В
				Weekday Pre-Event	124.7	F	169.6	4
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	96.4	F	188.8	Я
	Century Divu			Weekend Pre-Event	71.0	E	94.4	F
				Weekday Pre-Event	59.0	Е	117.5	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.4	В	147 7	F
	Sentary Divu			Weekend Pre-Event	49.4	D	82.1	4
				Weekday Pre-Event	71.3	Е	109.2	4
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.1	В	135.5	F
	Contury Divu			Weekend Pre-Event	33.2	С	75.4	Е
				Weekday Pre-Event	91.7	F	119.3	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.8	В	107.2	F
	Century Divu			Weekend Pre-Event	30.7	С	105.3	Ą
	11th Ave/			Weekday Pre-Event	78.7	Е	118.8	A
47	Village Ave/	HCM	Inglewood	Weekday Post-Event	19.4	В	81.5	4
	Century Blvd			Weekend Pre-Event	42.1	D	87.3	F
10	Crenshaw Blvd/			Weekday Pre-Event	133.8	F	220.4	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	68.0	E	93.8	F

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					Cumu (with Event Forur Pro	<u>Major</u> at The	Cumulative (with <u>Major</u> <u>Event at</u> The Forum) Plus Project (Majo Event)	
#	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	89.8	F	192.3	F
				Weekday Pre-Event	30.9	С	144 5	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.7	В	17.9	В
	Century bivu			Weekend Pre-Event	14.5	В	148.0	F
			Inglewood/Lo	Weekday Pre-Event	0.845	D	0.957	E
		ICU	s Angeles	Weekday Post-Event	0.603	В	0.844	D
	Van Ness Ave/		County	Weekend Pre-Event	0.745	С	0.869	D
50	Century Blvd			Weekday Pre-Event	0.695	В	0.813	D
		CMA	City of Los	Weekday Post-Event	0.435	Ā	0.693	В
			Angeles	Weekend Pre-Event	0.589	A	0.719	- C
				Weekday Pre-Event	0.460	A	0.575	Ă
		ICU	Los Angeles	Weekday Post-Event	0.437	A	0.645	B
	Common DI	100	County	Weekend Pre-Event	0.437	A	0.543	A
51	Gramercy Pl/ Century Blvd			Weekday Pre-Event	0.284	Ā	0.343	A
	Sontary Bria	СМА	City of Los	Weekday Post-Event	0.259	A	0.481	A
		OWA	Angeles	Weekend Pre-Event	0.259	Â	0.401	A
							~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
50	Western Ave/	0144	City of Los	Weekday Pre-Event	0.916	E	1.120	P
52	Century Blvd	CMA	Angeles	Weekday Post-Event	0.642	B	0.965	E
				Weekend Pre-Event	0.788	С	0.991	E
	La Cienega		Inglewood/ Los Angeles	Weekday Pre-Event	26.1	С	147.8	F
53	Blvd/ SB 405 On/Off-	HCM	County/ Caltrans/City	Weekday Post-Event	12.2	В	12.4	В
	Ramps (s/o Century)		of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D
	Prairie			Weekday Pre-Event	104.5	F	182.6	F
54	Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	15.5	В	***	F
				Weekend Pre-Event	78.5	E	69.2	F
	D.1. A. (400-1	HCM (unsign)		Weekday Pre-Event	6.9	А	7.7	A
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	А	9.4	A
	01			Weekend Pre-Event	7.1	А	7.9	А
				Weekday Pre-Event	16.7	С	58.9	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	8.6	А	***	F
	Aver tozila ot			Weekend Pre-Event	13.5	В	21.0	С
	La Cienega		Los Angeles	Weekday Pre-Event	18.8	В	121.0	F
57	Blvd/	HCM	County/City	Weekday Post-Event	7.3	A	7.1	A
	104th St		of Los Angeles	Weekend Pre-Event	5.4	A	25.3	С
			, ingeles	Weekday Pre-Event	21.5	С	27.1	C
58	Inglewood Ave/	HCM	Los Angeles	Weekday Post-Event	8.1	A	9.3	A
00	104th St	100	County	Weekend Pre-Event	15.1	B	14.7	B
				Weekday Pre-Event	25.9	C	91.9	D H
59	Hawthorne Blvd/	НСМ	Inglewood/Lo		25.9	В	101.2	7 7
09	104th St		s Angeles County	Weekday Post-Event Weekend Pre-Event	23.8	С	33333333333333333333	F F
			,				82.9	
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	190.4	F	232.7	F
	AVE/TU4ULOL			Weekday Post-Event	13.0	В		F

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					(with Event Forur	Cumulative (with <u>Major</u> <u>Event at</u> The Forum) No Project		Cumulative (with <u>Major</u> <u>Event at</u> The Forum) Plus Project (Major Event)	
	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekend Pre-Event	147.6	F	160.6	F	
				Weekday Pre-Event	76.8	F	140 7	F	
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.9	А	108.8	F	
	01			Weekend Pre-Event	7.7	A	10.2	В	
				Weekday Pre-Event	24.1	С	45.5	D	
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	А	12.5	В	
	Ave/104th St			Weekend Pre-Event	13.6	В	21.3	С	
				Weekday Pre-Event	105.2	F	132.0	F	
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Post-Event	13.5	В	25.0	С	
	10401-01			Weekend Pre-Event	58.8	E	140.2	F	
			Inglewood/Lo	Weekday Pre-Event	0.544	А	0.562	A	
64	Van Ness Ave/	ICU	s Angeles	Weekday Post-Event	0.308	А	0.334	А	
	104th St		County	Weekend Pre-Event	0.447	A	0.460	A	
				Weekday Pre-Event	0.749	С	0.769	С	
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Post-Event	0.494	A	0.686	В	
	Lennox Blvd		County	Weekend Pre-Event	0.660	В	0.676	В	
	Eastern A. 101			Weekday Pre-Event	12.4	В	211.8	F	
66	Freeman Ave/	HCM	Los Angeles	Weekday Post-Event	7.4	- A	120.4	P	
	Lennox Blvd		County	Weekend Pre-Event	10.7	В	178 1	F	
				Weekday Pre-Event	47.0	 D	80.3	F	
67	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	67.6	E	201.4	F	
	Lennox Blvd			Weekend Pre-Event	38.0	D	56.8	Е	
				Weekday Pre-Event	128.8	F	166.7	- F	
68	Prairie	HCM	Inglewood	Weekday Post-Event	19.4	B	82.8	Я	
00	Ave/108th St	TION .	nigioneou	Weekend Pre-Event	109.3	F	118.3	Ę.	
				Weekday Pre-Event	10.7	B	12.4	В	
69	Yukon	HCM	Inglewood	Weekday Post-Event	6.9	A	9.3	A	
00	Ave/108th St	Hour	ingionod	Weekend Pre-Event	9.6	A	11.8	В	
				Weekday Pre-Event	0.584	A	0.750	C	
70	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.445	A	0.630	B	
10	109th St	.00	mgiowood	Weekend Pre-Event	0.507	A	0.675	B	
				Weekday Pre-Event	0.307	c	0.811	D	
71	Hawthorne Blvd/	ICU	Hawthorne/L os Angeles	Weekday Post-Event	0.426	A	0.599	A	
	111th St	.00	County	Weekend Pre-Event	0.420	В	0.699	B	
				Weekday Pre-Event	88.5	F	112.5	E F	
72	Prairie	HCM	Inglewood	Weekday Post-Event	116.0	F	91.5	F	
12	Ave/111th St		inglewood	Weekend Pre-Event	77.7	Ē	80.3	F	
				Weekday Pre-Event	9.9	A	9.5	۲ A	
73	Yukon	НСМ	Inglewood	Weekday Post-Event	9.9 6.7	A	9.5 8.0	A	
15	Ave/111th St	TOW .	ingiewood	Weekend Pre-Event	9.2	A	8.0 9.4	A	
					9.2 0.748	C	9.4 0.860	D	
74	Hawthorne Blvd/ WB 105 Off-	ICU	Hawthorne	Weekday Pre-Event	0.748	A	0.661	B	
14	Ramp	100	rawmorne	Weekday Post-Event	0.488	B		ь С	
				Weekend Pre-Event	0.034	D	0.745	U	

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					Cumu (with) Event Forun Proj	<u>Major</u> at The n) No	Cumu (with) <u>Event</u> Forum Project Eve	<u>Major</u> at The) Plus (Major
#	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	112th St/		Caltrans	Weekday Post-Event	56.3	E	59.0	E
	105 On-Ramps			Weekend Pre-Event	161.8	F	201 7	F
				Weekday Pre-Event	0.844	D	0.848	D
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Post-Event	0.453	А	0.485	A
	Imperial Hwy			Weekend Pre-Event	0.660	В	0.664	В
	Freeman Ave/			Weekday Pre-Event	70.0	Е	117.7	F
77	EB 105 On-	НСМ	Inglewood/	Weekday Post-Event	69.6	E	72.7	E
	Ramp/ Imperial Hwy	110M	Caltrans	Weekend Pre-Event	19.2	В	20.3	С
	ппрепаг пуу			Weekday Pre-Event	167.9	F	243.0	- F
78	Prairie Ave/	HCM	Inglewood/	Weekday Post-Event	58.3	F E	243 U 78.5	E
10	Imperial Hwy	TOW.	Hawthorne	Weekend Pre-Event	08.3 48.5	D	76.8	E
				Weekday Pre-Event	46.5	F	188.3	F
79	Doty Ave/	HCM	Inglewood/		102.7		68.1	Ë
19	Imperial Hwy	HCIVI	Hawthorne	Weekday Post-Event Weekend Pre-Event	14.5	B B	97.1	н Ц
				Weekday Pre-Event	76.6	E	169.9	F
80	Yukon Ave/	HCM	Inglewood		76.6	E A	17.2	В
80	Imperial Hwy	HCIVI	inglewood	Weekday Post-Event	7.5 10.1			С
				Weekend Pre-Event		B	27.6	F
~ 1	Crenshaw Blvd/	1011		Weekday Pre-Event	0.994	E	1 144	
81	Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.622	B	0.880	D
				Weekend Pre-Event	0.916	E	1.067	F
~~	Prairie			Weekday Pre-Event	48.7	D	225.0	F
82	Ave/118th St	HCM	Hawthorne	Weekday Post-Event	9.9	Α	11.6	В
				Weekend Pre-Event	17.6	В	18.5	В
	Crenshaw Blvd/ WB 105 Off-		Hawthorne/	Weekday Pre-Event	0.896	D	1.062	F
83	Ramp/	ICU	Caltrans	Weekday Post-Event	0.732	С	0.920	Е
	118th PI			Weekend Pre-Event	0.878	D	1.050	F
	Prairie			Weekday Pre-Event	53.2	D	83.6	F
84	Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.3	В	18.8	В
				Weekend Pre-Event	25.4	С	24.1	С
	EB 105 On/Off-			Weekday Pre-Event	0.787	С	0.833	D
85	Ramp/	ICU	Hawthorne	Weekday Post-Event	0.761	С	0.991	Ε
	120th St			Weekend Pre-Event	0.882	D	0 929	Е
	Orana have Dhadi			Weekday Pre-Event	0.831	D	0.964	Е
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Post-Event	0.897	D	1 341	F
	120th Otioot			Weekend Pre-Event	0.876	D	1.000	E
				Weekday Pre-Event	0.440	A	0.451	A
		ICU	Los Angeles County	Weekday Post-Event	0.310	А	0.329	А
87	La Cienega Blvd/		County	Weekend Pre-Event	0.372	А	0.375	А
0/	Biva/ Lennox Bivd			Weekday Pre-Event	0.262	A	0.274	А
		CMA	City of Los Angeles	Weekday Post-Event	0.119	A	0.139	A
			Angeles	Weekend Pre-Event	0.188	А	0.191	А
				Weekday Pre-Event	0.841	D	0.855	D
88	Inglewood Ave/	ICU	Los Angeles	Weekday Post-Event	0.464	A	0.513	A
	Lennox Blvd		County	Weekend Pre-Event	0.704	С	0.717	С

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					Cumu (with) Event Forun Proj	<u>Major</u> at The n) No	(with <u>Event</u> Forum Project	ulative <u>Major</u> t at The n) Plus t (Major rent)	
¥	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
	Hollywood Park			Weekday Pre-Event	37.3	D	108.4	F	
89	Casino	HCM	Inglewood	Weekday Post-Event	12.0	В	143.4	F	
	Driveway/ Century Blvd		0	Weekend Pre-Event	20.2	С	67.7	Е	
				Weekday Pre-Event	30.9	С	21.4	C	
90	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	177.1	F	190.6	F	
	Buckthorn Street			Weekend Pre-Event	17.7	В	34.7	С	
				Weekday Pre-Event	1.086		1,259	F	
91	Normandie Ave/	ICU	Los Angeles	Weekday Post-Event	0.784	С	1.071	F	
	Century Ave		County	Weekend Pre-Event	0.932	Ē	1.102	F	
				Weekday Pre-Event	0.872	D	0.970	Е	
		ICU	Los Angeles	Weekday Post-Event	0.650	B	0.842	D	
	Vermont Ave/		County	Weekend Pre-Event	0.801	D	0.901	E	
92	Century Ave			Weekday Pre-Event	0.797	С	0.911	E	
		CMA	City of Los	Weekday Post-Event	0.539	Α	0.762	С	
			Angeles	Weekend Pre-Event	0.714	С	0.831	D	
				Weekday Pre-Event	0.585	A	0.653	В	
93	Hoover St/	СМА	City of Los	Weekday Post-Event	0.383	A	0.561	A	
	Century Ave		Angeles	Weekend Pre-Event	0.537	A	0.619	В	
				Weekday Pre-Event	0.791	С	0.865	D	
94	Figueroa St/	СМА	City of Los	Weekday Post-Event	0.496	A	0.658	В	
	Century Ave		Angeles	Weekend Pre-Event	0.706	С	0.793	С	
	Grand Ave/			Weekday Pre-Event	0.524	Α	0.638	В	
95	110 SB Off-	СМА	City of Los	Weekday Post-Event	0.372	А	0.494	A	
•••	Ramp/ Century Ave		Angeles	Weekend Pre-Event	0.449	A	0.563	A	
	Olive St/			Weekday Pre-Event	0.545	A	0.574	A	
96	110 NB On-	СМА	City of Los	Weekday Post-Event	0.395	A	0.562	A	
90	Ramp/	CMA	Angeles	Weekend Pre-Event	0.525	A	0.553	A	
	Century Ave					F		- F	
		1011	1	Weekday Pre-Event	1.392	F	1.536	r F	
		ICU	Inglewood	Weekday Post-Event	1.141	F	1 406	F	
97	Van Ness Ave/ Manchester Blvd			Weekend Pre-Event	1.198	F	1,340	F	
	Manonester Diva	СМА	City of Los	Weekday Pre-Event Weekday Post-Event	1.279	F	1 433 1 293	r F	
		UWA	Angeles	Weekend Pre-Event	1.010	F	1.222	r F	
				Weekday Pre-Event	1.341	F	1.508	4	
98	Western Ave/	СМА	City of Los	Weekday Post-Event	1.341	F	1 409	r F	
30	Manchester Blvd	CIMA	Angeles	Weekend Pre-Event	1.143	F	1 323	F F	
				Weekday Pre-Event	0.891	ь Б	0.983	E	
99	Normandie Ave/	СМА	City of Los	Weekday Post-Event	0.891	C	0.896	D	
33	Manchester Blvd	UWA	Angeles	Weekend Pre-Event	0.739	c	0.823	D	
					1.003	F	1.096	U F	
100	Vermont Ave/	СМА	City of Los	Weekday Pre-Event Weekday Post-Event	0.852	D	1 002	7	
100	Manchester Blvd	UMA	Angeles	Weekend Pre-Event	0.852	C	0.859	D	
				Weekday Pre-Event		D	0.859		
	Hoover St/	CMA	City of Los	vveekoav Pre-Event	0.870	υ		E	

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				(E		lative <u>Major</u> at The n) No ject	Cumu (with <u>Event</u> Forum Project Eve	<u>Major</u> at The) Plus (Major
¢	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	0.727	С	0.810	D
				Weekday Pre-Event	1.037	F	1 131	F
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.039	F	1 190	F
	Manchester Diva		Angelea	Weekend Pre-Event	0.858	D	0.949	Ε
	110 SB On/Off-			Weekday Pre-Event	0.839	D	0.982	E
103	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.908	Е	1.027	R
	Manchester Blvd		Angeles	Weekend Pre-Event	0.596	А	0.745	С
	110 NB On/Off-			Weekday Pre-Event	0.657	В	0.661	В
104	Ramps/	CMA	City of Los	Weekday Post-Event	0.819	D	1 151	F
	Manchester Blvd		Angeles	Weekend Pre-Event	0.634	В	0.639	В
				Weekday Pre-Event	1.156	F	1.300	F
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.991	E	1 098	귀
	Pincay Dr		9	Weekend Pre-Event	0.922	E	1.057	F
				Weekday Pre-Event	0.912	E	0.933	Е
106	Crenshaw Blvd/	СМА	City of Los	Weekday Post-Event	0.621	В	0.697	В
	Florence Ave		Angeles	Weekend Pre-Event	0.796	С	0.816	D
				Weekday Pre-Event	0.960	E	0.972	Ē
107	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.525	– A	0.573	A
	Centinela Ave	100	ingletteed	Weekend Pre-Event	0.810	D	0.824	D
				Weekday Pre-Event	1.041	F	1.080	F
	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.674	B	0.684	В
	La Cienega	100	inglewood	Weekend Pre-Event	1.042	F	1.082	4
108	Blvd/			Weekday Pre-Event	0.995		1.040	ہ ج
	Centinela Ave	СМА	City of Los		0.995	E	0.579	A
		CMA	Angeles	Weekday Post-Event Weekend Pre-Event		E	1.043	A F
					0.996			
		1011	for set second and	Weekday Pre-Event	0.755	C	0.771	C
	La Cienega	ICU	Inglewood	Weekday Post-Event	0.491	A	0.511	A
109	Blvd/			Weekend Pre-Event	0.691	В	0.707	C
	La Tijera Blvd		City of Los	Weekday Pre-Event	0.587	A	0.603	В
		CMA	Angeles	Weekday Post-Event	0.313	A	0.334	A
				Weekend Pre-Event	0.521	A	0.538	A
	La Brea Ave/		Los Angeles	Weekday Pre-Event	0.928	E	0.935	E
110	Slauson Ave	ICU	County	Weekday Post-Event	0.518	A	0.518	A
				Weekend Pre-Event	0.771	C _	0.778	c
	La Cienega		Los Angeles	Weekday Pre-Event	0.975	E	0.977	E
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.651	B	0.671	B
	OLUGRET OL			Weekend Pre-Event	0.934	E	0.937	E
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.151	F	1.158	F
112	Overhill Drive/	ICU	County	Weekday Post-Event	0.589	A	0.589	A
	Stocker St		•	Weekend Pre-Event	0.881	D	0.887	D
	Crenshaw Dr/			Weekday Pre-Event	1.045	F	1 162	F
113	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.614	В	0.723	С
				Weekend Pre-Event	0.801	D	0.916	Е
114	Manchester	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F

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					Cumulative (with <u>Major</u> <u>Event at The</u> Forum) No Project		Cumulative (with <u>Major</u> <u>Event at</u> The Forum) Plus Project (Major Event)	
#	Intersection	Methodology ^{1,} 2	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Blvd/ Ash St/l-405 NB Off-Ramp			Weekday Post-Event Weekend Pre-Event	0.666 0.929	B E	0.791	C F
115	Century Blvd/ West Structure Driveway	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event Weekend Pre-Event	Does N	ot Exist	N / A 96.8 N / A	N/A F N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event Weekend Pre-Event	Does N	ot Exist	109.5 N / A 58.7	F N/A E

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated

conditions are unreliable. N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-82 FREEWAY OPERATIONS - CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR EVENT)

CONDITIONS

	Freewood		Segment		Cumulative No Project		Cumulative Plus Project	
#	Freeway/ Direction	Component	Туре	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS
		Off-Ramp at		Weekday Pre-Event	26.15	С	27.07	С
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	21.36	С	21.74	С
	Nonancound	Highway		Weekend Pre-Event	25.56	С	26.64	С
				Weekday Pre-Event	22.14	С	23.81	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	16.72	В	17.05	В
	rectarbound			Weekend Pre-Event	21.99	С	23.57	С
		C/D Off-Ramp		Weekday Pre-Event	20.87	С	24.45	С
3	I-405 Northbound	to Imperial Highway On-	Basic	Weekday Post-Event	13.48	В	13.76	В
	Noturbound	Ramp		Weekend Pre-Event	19.02	С	21.32	С
		Imperial		Weekday Pre-Event	14.97	В	17.29	В
4	I-405 Northbound	Highway	Merge	Weekday Post-Event	9.43	А	9.62	А
	Northbound	EB On-Ramp		Weekend Pre-Event	13.15	В	14.68	В
		Imperial		Weekday Pre-Event	19.80	В	21.83	С
5	I-405 Northbound	Highway	Merge	Weekday Post-Event	14.12	В	14.28	В
	Nonanbound	WB On-Ramp		Weekend Pre-Event	17.73	В	19.07	В
6	I-405	Century Blvd	Diverge	Weekday Pre-Event	16.42	В	18.74	С

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	Ereevend		Co umo = t		Cumulat Proj		Cumulati Proje	
#	Freeway/ Direction	Component	Segment Type	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹
	Northbound	Off-Ramp		Weekday Post-Event	10.29	A	10.47	A
				Weekend Pre-Event	14.26	В	15.79	В
		Century Blvd		Weekday Pre-Event	14.12	В	14.50	В
7	I-405 Northbound	Off-Ramp to Century Blvd	Basic	Weekday Post-Event	6.24	А	6.28	А
	Nonandound	On-Ramp		Weekend Pre-Event	12.76	В	12.91	В
				Weekday Pre-Event	20.74	С	21.14	С
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Post-Event	13.20	В	13.66	В
	Nonancounte	Oli-Rallip		Weekend Pre-Event	18.83	С	19.00	С
		Century Blvd		Weekday Pre-Event	21.36	С	21.83	С
9	I-405	WB On-Ramp to	Weave	Weekday Post-Event	22.37	С	-	F
	Northbound	I-405 Mainline C/D Off-ramp		Weekend Pre-Event	19.23	В	19.57	В
		······		Weekday Pre-Event	-	F	-	F
10	I-405	I-405 Mainline	Merge	Weekday Post-Event	-	F	-	F
	Northbound	C/D On-Ramp	-	Weekend Pre-Event	-	F	-	F
		I-405 Mainline		Weekday Pre-Event	34.50	D	34.93	D
11	I-405	C/D On-Ramp	Basic	Weekday Post-Event	24.01	С	26.84	D
	Northbound	to Manchester Blvd.		Weekend Pre-Event	28.03	D	28.24	D
		Manchester	Weave	Weekday Pre-Event	37.93	E	38.34	E
12	I-405	Blvd. On-Ramp		Weekday Post-Event	27.93	С	37.09	E
. ~	Northbound	to La Tijera Blvd Off-Ramp		Weekend Pre-Event	31.73	D	31.99	D
•••••		La Tijera Blvd	\\/oo	Weekday Pre-Event	-	F	01.00	4
	1-405	On-Ramp to		Weekday Post-Event	- 18.03	B	18.73	В
13	Southbound	Florence Ave Off-Ramp	ve		10.00		10.75	
				Weekend Pre-Event	-	F	-	H
	1.405	Florence Ave		Weekday Pre-Event		. F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd	Basic	Weekday Post-Event	18.40	С	18.41	С
	Coundand	On-Ramp		Weekend Pre-Event	-	F	-	F
		La Cienega		Weekday Pre-Event	-	F	-	٦
15	I-405 Southbound	Blvd On-Ramp	Weave	Weekday Post-Event	24.39	С	24.40	С
	Southbound	to C/D Off- Ramp		Weekend Pre-Event	-	F	-	F
		La Cienega		Weekday Pre-Event	18.30	С	21.54	С
16	I-405	Blvd Off-Ramp	Diverge	Weekday Post-Event	12.39	В	12.40	В
	Southbound	(n/o Century Blvd.)	2.10130	Weekend Pre-Event	16.73	в	20.39	С
		La Cienega		Weekday Pre-Event	6.81	A	8.86	A
	I-405	Blvd Off-Ramp		Weekday Post-Event	4.62	A	4.64	A
17	Southbound	to On-Ramp (n/o Century	Basic	Weekend Pre-Event	7.57	. О А	10.08	
		Blvd)		Weekeng Fle-Lvelit			10.00	
		La Cienega		Weekday Pre-Event	10.23	В	12.34	В
18	I-405	Blvd On-Ramp (n/o Century Blvd) to La	Weave	Weekday Post-Event	9.92	A	14.07	В
	Southbound	Cienega Blvd Off-Ramp (s/o Century Blvd)		Weekend Pre-Event	10.00	A	12.41	В
	1-405	La Cienega	10/	Weekday Pre-Event	8.99	A	9.28	A
19	Southbound	Blvd On-Ramp	Weave	Weekday Post-Event	13.15	. В	19.16	В

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	Freeway/		Segment		Cumulat Proj		Cumulati Proje	
#	Direction	Component	Type	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹
		(s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)		Weekend Pre-Event	10.54	В	11.55	В
		La Cienega		Weekday Pre-Event	9.90	А	10.17	А
20	I-405 Southbound	Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	16.08 12.84	B B	22.57 13.10	C B
				Weekday Pre-Event	13.11	В	13.22	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Post-Event	19.02	С	21.52	С
	ooutibound	O/D OIHRamp		Weekend Pre-Event	19.90	С	20.00	С
		La Cienega		Weekday Pre-Event	-	F 2	•	F
22	I-405 Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	15.21	В	16.72	В
	Southbound	(n/o Imperial Hwy)		Weekend Pre-Event	15.86	В	15.96	В
		La Cienega		Weekday Pre-Event	_	F ²		-
23	I-405	Blvd s/o	Merge	Weekday Post-Event	17.22	B	19.20	В
20	Southbound	Imperial Hwy	merge	Weekend Pre-Event	15.95	. В	16.04	. В
		(On-ramp)						C
~ 1	I-105	I-405 SB On-		Weekday Pre-Event	18.68	C C	19.37	
24	Eastbound	Ramp	Merge	Weekday Post-Event	18.50	C	19.64	C
				Weekend Pre-Event	18.66	C	20.17	С
25	I-105	Prairie Ave Off-	D .	Weekday Pre-Event	-	F 2		F
25	Eastbound	Ramp	Diverge	Weekday Post-Event	25.01	С	26.42	С
				Weekend Pre-Event	26.25	C	29.04	D
	I-105	Prairie Ave Off- Ramp to		Weekday Pre-Event	16.12	В	16.69	В
26	Eastbound	Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	15.78 13.13	B	17.00 13.73	B
		Imperial Hwy		Weekday Pre-Event		F 2		F
07	I-105	On-Ramp to	14/20110	Weekday Post-Event	26.50	c		, F
27	Eastbound	120th St Off-	Weave		-	F 2		F
		Ramp		Weekend Pre-Event	-			
	I-105	120th St Off-		Weekday Pre-Event	-	F 2	-	F 2
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	22.37	C	31.54	D
		St On-Kamp		Weekend Pre-Event	-	F 2		F
	I-105	120th St On-		Weekday Pre-Event	18.70	. C	19.62	<u>C</u>
29	Eastbound	Ramp	Merge	Weekday Post-Event	20.55	C	30.58	D
				Weekend Pre-Event	15.97	В	16.96	В
	I-105	NB Crenshaw		Weekday Pre-Event	25.36	C	26.11	C
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	25.36	C	32.34	D
				Weekend Pre-Event	22.89	. C	23.70	C
	I-105	Between Van Ness Ave and		Weekday Pre-Event	22.03	C	22.97	с
31	Eastbound	Normandie Ave	Basic	Weekday Post-Event	23.10	С	34.76	D
		Overcrossings		Weekend Pre-Event	19.15	С	20.16	С
		Mampanh A.		Weekday Pre-Event	24.47	С	31.94	D
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Post-Event	18.04	В	18.53	В
		on roamp		Weekend Pre-Event	24.14	С	32.37	D
33	I-105	Between	Pacia	Weekday Pre-Event	27.18	D	43.77	Е
აპ	Westbound	Normandie Ave	Basic	Weekday Post-Event	18.62	С	19.24	С

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	Fronword		Sagmant		Cumulat Proj		Cumulativ Proje	
#	Freeway/ Direction	Component	Segment Type	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS
		and Van Ness Ave Overcrossings		Weekend Pre-Event	24.47	С	40.44	E
				Weekday Pre-Event	27.18	D	43.77	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Post-Event	18.62	С	19.24	С
	Westbound	Oli-Kallip		Weekend Pre-Event	24.47	С	40.44	E
		Crenshaw Blvd		Weekday Pre-Event	25.53	С	37.45	Е
35	I-105	Off-Ramp to	Basic	Weekday Post-Event	18.24	С	18.63	С
	Westbound	Crenshaw Blvd Loop On-Ramp		Weekend Pre-Event	22.76	С	35.29	Е
				Weekday Pre-Event	22.28	С	29.18	D
36	I-105	Crenshaw Blvd NB Loop On-	Merge	Weekday Post-Event	15.05	В	15.50	В
	Westbound	Ramp		Weekend Pre-Event	19.15	- C	26.53	D
				Weekday Pre-Event	20.12	C	24.88	c
37	I-105	SB Crenshaw	Merge	Weekday Post-Event	14.69	В	15.17	В
	Westbound	Blvd On-Ramp	inici go	Weekend Pre-Event	18.27	В	23.88	c
		Desisis 0 lass 4		Weekday Pre-Event	29.85	D	40.43	E
38	I-105	Prairie/Hawthor ne Ave Off-	Diverge	Weekday Post-Event	19.83	С	20.35	с С
	Westbound	Ramp	Direige	Weekend Pre-Event	27.27	D	38.54	E
		Prairie/Hawthor		Weekday Pre-Event	26.11	D	28.82	D
	I-105	ne Ave Off-		Weekday Post-Event	19.65	C	20.02	c
39	1-105 Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.44	c c	27.75	D
		······		Weekday Pre-Event		F		F
40	I-105	Imperial Hwy	Magya			F	-	٦ ٦
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post-Event Weekend Pre-Event		F	-	, F
				Weekday Pre-Event	22.88	Ċ	23.01	c.
41	I-110	I-105 On-Ramp	Merge	Weekday Post-Event	18.94	c	20.59	c
41	Northbound	I-105 Oli-Kallip	merge	Weekend Pre-Event	23.39	C C	23.59	C
		101st St On-			30.08	D	30.30	D
	I-110	Ramp to n/o		Weekday Pre-Event	23.96	C	26.35	D
42	Northbound	Century Blvd	Basic	Weekday Post-Event				
		On-Ramp		Weekend Pre-Event	30.96	D	31.32	. D
	1.440	Century Blvd		Weekday Pre-Event	32.03	D	32.69	D
43	I-110 Northbound	On-Ramp to Manchester	Weave	Weekday Post-Event	27.44	С	33.50	D
	Northbound	Blvd Off-Ramp		Weekend Pre-Event	32.76	D	33.54	D
		Manchester		Weekday Pre-Event	25.79	С	26.25	D
	I-110	Blvd Off-Ramp		Weekday Post-Event	21.36	С	25.50	С
44	Northbound	to EB Manchester Bl∨d On-Ramp	Basic	Weekend Pre-Event	26.81	D	27.41	D
				Weekday Pre-Event	27.86	C	28.51	D
45	I-110	EB Manchester	Merge	Weekday Post-Event	30.53	D	+	F
-	Northbound	Blvd On-Ramp		Weekend Pre-Event	27.36	C	28.11	D
		WB Manchester		Weekday Pre-Event	29.41	D	30.06	D
46	I-110	Bl∨d On-Ramp	Weave	Weekday Post-Event	28.78	D	35.84	Ē
40	Northbound	to 76th St Off-	vveave	Weekend Pre-Event	30.38		31.17	D
		Ramp						
	I-110	76th St On- Ramp to		Weekday Pre-Event	25.26	C	30.32	D
47	Southbound	Manchester	Weave	Weekday Post-Event	25.21	С	25.67	C
		Blvd Off-Ramp		Weekend Pre-Event	28.32	D	33.95	D
48	I-110	Manchester	Basic	Weekday Pre-Event	20.29	С	23.50	С

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	Ere euror d		Sa uma = t		Cumulat Proje		Cumulativ Proje	
#	Freeway/ Direction	Component	Segment Type	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	Blvd Off-Ramp to		Weekday Post-Event	22.42	С	22.57	С
		WB Manchester Bl∨d On-Ramp		Weekend Pre-Event	23.70	С	28.60	D
				Weekday Pre-Event	22.07	С	24.61	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	23.09	С	23.21	С
	Did on ramp		Weekend Pre-Event	25.04	С	28.35	D	
				Weekday Pre-Event	24.60	С	27.61	D
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	26.65	D	26.79	D
	oounbound	Divid On Hump		Weekend Pre-Event	23.34	С	27.10	D
		o		Weekday Pre-Event	31.44	D	35.61	Е
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	32.14	D	32.41	D
	oounbound	on ramp		Weekend Pre-Event	30.33	D	35.11	Е
		Century Blvd		Weekday Pre-Event	17.71	В	18.89	С
52	I-110 Southbound	Off-Ramp to Imperial Hwy	Basic	Weekday Post-Event	19.78	С	19.79	С
	Soundound	Off-Ramp		Weekend Pre-Event	16.71	В	18.59	С
				Weekday Pre-Event	24.95	С	24.40	С
53	l-110 Southbound	Diver	Diverge	Weekday Post-Event	20.20	С	20.22	С
	Coundound	on Mamp		Weekend Pre-Event	21.89	С	24.17	С

NOTES:

NOTES.
 1 Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual*, *6th Edition*, (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
 2 LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-83 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

			Cumulative (with <u>Major Event at</u> The Forum) No Project Pre-Event Conditions				Cumulative (with <u>Major Event at</u> T Forum) Plus Project <u>(Major Even</u> Pre-Event Conditions			
Off-Ramp ¹	Ramp	95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		
Off-Ramp ¹	Capacity Threshold ²	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,675	1,825	No	No	2,075	800	No	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	3,650	3,350	Yes	No	>4,200	>4,200	Yes	Yes	
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,700	1,850	Yes	Yes	2,100	1,525	Yes	Yes	
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,288	1,053	No	No	2,072	1,666	No	No	
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,575	4,525	No	No	>9,500	>9,500	Yes	Yes	

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I-105 WB Off-Ramp at Crenshaw A∨enue	4,065	4,459	3,912	Yes	No	6,755	6,240	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	855	1,451	No	No	914	1,494	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,227	1,105	No	No	2,189	1,915	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,230	1,838	No	No	3,097	2,785	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,957	2,033	No	No	1,957	2,033	No	No

NOTES

Auxiliary lanes are present at each of these off-ramps

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane.

³95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue will be greater than this estimate, and is routinely used in infrastructure design. percentile queues across all turn lanes on the off-ramp. ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

Table 3.14-84 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

TABLE 3.14-84
INTERSECTION OPERATIONS - CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT
(MAJOR EVENT) CONDITIONS

#	Intersection	Methodology 1,2	Jurisdiction	Peak Hour	Game Stadiu	tball at NFL	Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.994	E	1 075	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.749	С	0.758	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.7	A	72.0	E

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Game Stadiu	tball	Cumu (Foo Game a Stadiun Project Eve	tball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	32.4	С	32.9	С
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	27.1	С	87.4	F
		ICU	Inglewood	Weekend Pre-Event	0.947	E	0.983	Е
6	West Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.803	D	0.842	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	4.1	A	86.5	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	5.0	A	91.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	8.4	A	126.8	F
10	La Cienega Bl∨d/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.967	E	0 992	ш
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.853	D	0.896	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	14.1	В	69.4	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.6	В	52.7	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	126.2	F	163.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	29.2	С	97.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.375	F	1 495	Ŧ
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	A	0.479	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.466	A	0.513	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	30.9	С	155.0	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	9.6	A	63.3	Е
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	28.7	С	115.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	48.0	D	115.8	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	29.2	С	186.9	F
24	Myrtle Ave/	HCM	Inglewood	Weekend Pre-Event	10.5	В	189 5	F

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Game Stadiu Pro	tball at NFL m) No	Cumu (Foo Game Stadiur Project Eve	tball at NFL n) Plus : (Major
					V/C or Delay	LOS	V/C or Delay	LOS
	Arbor Vitae St							
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.9	С	110.8	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	14.1	В	167 6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.8	A	207.7	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	25.8	С	163.6	F
29	Crenshaw Bl∨d/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.0	A	95.3	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.507	А	0.512	A
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.5	С	283.4	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.6	В	39.8	D
33	Concourse Way/ Century Bl∨d	HCM	City of Los Angeles	Weekend Pre-Event	14.9	в	173.8	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.5	С	213.8	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.1	В	218.6	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.2	В	180.2	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.2	D	***	F
38	Fir A∨e/ Firmona A∨e/ Century Bl∨d	HCM	Inglewood	Weekend Pre-Event	10.4	В	298.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.4	A	195.5	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	inglewood	Weekend Pre-Event	48.4	D	229.6	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.1	В	162.6	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	13.3	В	48.8	D
43	Prairie Ave/ Century Bl∨d	HCM	Inglewood	Weekend Pre-Event	102.3	F	181.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	62.6	E	103.5	F

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	55.8	E	147 1	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	66.0	E	151 7	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	77.1	E	123.6	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	103.0	F	227.3	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.5	В	157 1	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/L os Angeles County	Weekend Pre-Event	0.765	С	0.886	D
	Century Biva	СМА	City of Los Angeles	Weekend Pre-Event	0.611	В	0.738	с
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.457	A	0.526	A
51	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.280	A	0.354	A
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.784	С	0.971	E
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	12.4	В	168 7	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	19.2	В	87.7	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.2	A	6.5	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	15.9	С	162.3	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	6.1	А	116 1	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	14.9	В	169.8	F
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.0	С	222.7	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	34.7	С	203.2	۴
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.9	A	338.4	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	14.3	В	293.5	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	37.7	D	153.6	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles	Weekend Pre-Event	0.447	A	0.459	A

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
			County					
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	С	0.722	С
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	58.2	E	158.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	115.0	F	56.4	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	25.2	С	117.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.1	В	63.8	Е
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.550	A	0.597	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	В	0.640	в
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	119.6	F	60.2	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	9.1	A	17.7	В
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.636	В	0.675	В
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	59.5	E	150.9	F
76	Hawthorne Bl∨d/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.659	В	0.664	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	21.0	С
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	45.1	D	59.7	Е
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	14.0	В	17.6	В
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	9.9	A	9.4	A
81	Crenshaw Bl∨d/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.913	E	1 027	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	16.7	В	17.8	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.904	E	1 037	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.9	С	26.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.927	E	0.947	Е

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#	Intersection	Intersection Methodology		Jurisdiction Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.014	F	1.040	F
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.418	A	0.418	A
07	Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	37.0	D	102.4	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	6.4	A	152.7	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.913	E	1.076	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.806	D	0.884	D
	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.720	С	0.812	D
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.536	A	0.625	В
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.680	В	0.799	С
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.438	A	0.560	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.527	A	0.560	A
97	Van Ness Ave/ Manchester	ICU	Inglewood	Weekend Pre-Event	1.163	F	1 183	F
91	Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.034	F	1 055	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.121	F	1 141	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.668	В	0.716	с
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.696	В	0.734	С
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.617	В	0.697	в
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.760	с	0.826	D
103	110 SB On/Off- Ramps/ Manchester	СМА	City of Los Angeles	Weekend Pre-Event	0.518	A	0.592	A

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delav	LOS
	Blvd							
104	110 NB On/Off- Ramps/ Manchester Bl∨d	СМА	City of Los Angeles	Weekend Pre-Event	0.609	В	0.625	В
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.912	E	1 048	F
106	Crenshaw Blvd/ Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.785	С	0.818	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.783	С	0.806	D
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.000	E	1 028	F
108	Blvd/ Centinela Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.947	Е	0 979	Е
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.676	В	0.687	В
109	Blvd/ La Tijera Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.505	A	0.517	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.755	С	0.770	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.935	E	0.938	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.880	D
113	Crenshaw Dr/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.581	А	0.644	В
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.892	D	0.903	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	77.1	E

NOTES:

NOTES: Shaded cells represent significant impacts. Analysis methods vary by jurisdiction (refer to previous pages for description). Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met. Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated

conditions are unreliable. N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

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[PAGE] Preliminary – Subject to Revision ESA / 171236 July 2019 Table 3.14-85 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-86, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold.

 TABLE 3.14-85

 FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT)

 CONDITIONS

#	Freeway/ Direction		Segment Type	Peak Hour	(Footbal at NFL SI	Cumulative (Football Game at NFL Stadium) No Project		ative <u>Game</u> adium) oject ivent)
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	l-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	24.76	С	26.82	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	21.11	С	22.64	С
3	l-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	17.10	В	19.38	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.87	В	13.39	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.61	В	17.94	В
6	l-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.98	В	14.50	В
7	l-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.59	В	11.70	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.70	В	17.81	В
9	l-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	19.02	В	19.48	В
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Bl∨d.	Basic	Weekend Pre- Event	27.73	D	27.99	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	34.03	D	34.67	D
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	15.88	В	19.27	с

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumul (Footbal at NFL Si No Pre	l Game tadium}	Cumul (Footbal at NFL S Plus P (Major I	(<u>Game</u> adium) roject
					Density ¹	LOS 1	Density ¹	LOS
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.32	A	10.53	A
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F 2
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	13.18	В	13.64	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	с	20.21	С
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	В	16.39	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	18.59	С	19.47	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.17	С	27.92	С
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.06	В	13.25	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F ²		۴s
28	I-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event		F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.48	В	17.77	В
30	l-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	24.12	с	24.34	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.68	С	20.97	С
32	l-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	22.45	С	26.67	С
33	l-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	22.25	С	28.24	D
34	l-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	22.25	С	28.24	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.42	С	24.44	С

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumul (Footbal at NFL St No Pre	l Game tadium}	Cumul (Footbal at NFL St Plus Pr (Major I	Game adium) oject
					Density ¹	LOS ¹	Density ¹	LOS ¹
36	l-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.41	В	20.36	С
37	l-105 Westbound	SB Crenshaw Bl∨d On-Ramp	Merge	Weekend Pre- Event	16.87	В	19.23	В
38	l-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	25.19	С	28.84	D
39	l-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.91	С	26.45	D
40	l-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	l-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	23.53	С	23.54	С
42	l-110 Northbound	101st St On-Ramp to n/o Century Bl∨d On-Ramp	Basic	Weekend Pre- Event	31.22	D	31.24	D
43	l-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	33.27	D	33.46	D
44	l-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	27.97	С	28.42	D
46	l-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.17	D	31.52	D
47	l-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	26.04	С	29.93	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	23.13	с	25.71	С
49	l-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.61	С	26.49	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.95	С	24.97	С
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.63	D	33.46	D
52	l-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.59	В	17.06	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.74	С	22.31	С

NOTES:
 ¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
 ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

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TABLE 3.14-86 FREEWAY OFF-RAMP QUEUING ANALYSIS - CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative (N Project P Condi	re-Event	Cumulative Game) Plus Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Bivd (north of Century Boulevard)	3,085	200	No	2,350	No
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	225	No	2,375	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,040	No	1,332	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	3,475	No	4,800	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,665	Yes	5,207	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,437	No	1,492	No
I-110 SB Off-Ramp at Century Boulevard	2,430	985	No	1,918	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,093	No	1,575	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,873	No	1,873	No

NOTES

¹ Auxiliary lanes are present at each of these off-ramps

Auxiliary lanes are present at each of these off-ramps.
2 Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is included.
3 Storage terminated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue is greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

Table 3.14-87 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Cumulative (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-88 displays the freeway LOS results under Cumulative (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project Proposed Project. As shown, a

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[PAGE] Preliminary – Subject to Revision ESA / 171236 July 2019 major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-89, a major event at the Proposed Project (assuming a concurrent mid-sized event at NFL Stadium) would cause four freeway off-ramp (I-105 westbound off-ramp to Crenshaw Boulevard) to experience queuing that exceeds the applicable threshold.

TABLE 3.14-87
INTERSECTION OPERATIONS - CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR
EVENT) CONDITIONS

							Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) Plus Project (Majo Event)	
#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.265 0.811	F D	1 308 0 918	F E
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	0.929 0.465	E A	0.932 0.522	E A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	137.4 4.5	F A	151.8 5.3	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	94.4 26.6	F C	98.6 26.6	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	103.3 16.0	F B	117.4 16.0	F
	West Blvd/	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.180 0.692	F B	1.222 0.741	F
6	Florence Ave	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	1.053 0.531	F	1 096 0.585	F A
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	99.6 41.5	F D	118.9 24.0	F
8	Prairie Ave/ East Carondelet	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	96.9 13.4	F B	119.9 78.7	H H
9	Way Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	73.2	E	99-9	ч
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event Weekday Pre-Event	28.7 1.306	C F	79.9 1.364	E F D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.739 1.085 0.860	C F D	0.861 1.161 0.951	F E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	90.4 68.9	F	128.4 97.4	н и
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	62.6 88.8	E	94.9 128.2	н н
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	196.9 190.9	F F	211.9 182.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	68.3 72.6	, E E	82.6 58.2	F E
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.589	F	1.622	F

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#	Intersection					Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline <u>Cumulative</u> (with Midsize NFL Stadium Event) Plus Project (Major Event)	
		ntersection Methodology ^{1,2}		Peak Hour	V/C or Delay		V/C or Delay	LOS	
	Manchester Blvd			Weekday Post-Event	1.049	F	1.236	F	
17	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.615	В	0.639	В	
	Hillcrest Blvd		inglewood	Weekday Post-Event	0.285	A	0.417	Α	
18	Market St/La	ICU	Inglewood	Weekday Pre-Event	0.537	A	0.606	В	
10	Brea Ave			Weekday Post-Event	0.304	A	0.442	A	
	Prairie Ave/	11014	In adverse of	Weekday Pre-Event	145.9	F	1897	F	
19	Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	198.4	F	***	F	
	Kareem Ct/			Weekday Pre-Event	17.0	В	126.5	F	
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	10.1	В	119.7	F	
	La Cienega Blvd/			Weekday Pre-Event	60.9	E	107.9	Ħ	
21	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.9	B	17.9	В	
	Inglewood Ave/			Weekday Pre-Event	62.1	Ē	105.2	F	
22	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	66.6	E	31.8	С	
	La Brea Ave/			Weekday Pre-Event	29.9	C	193.6	F	
23	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.6	D	54.9	D	
	Myrtle Ave/			Weekday Pre-Event	11.2	B	235.2	-	
24	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	121.7	F	188.2	H	
	Prairie Ave/			Weekday Pre-Event	47.8	D	151.6	F	
25	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	225.8	F	***	F	
	La Brea Ave/			Weekday Pre-Event	30.5	С	165.6	F	
26	Hardy St	HCM	Inglewood	Weekday Post-Event	9.4	A	9.4	A	
	Myrtle Ave/			Weekday Pre-Event	59.9	E	33.6	С	
27	Hardy St	HCM	Inglewood	Weekday Post-Event	6.8	A	7.2	Ā	
	Prairie Ave/			Weekday Pre-Event	30.9	C	92.0	F	
28	Hardy St	HCM	Inglewood	Weekday Post-Event	133.6	F	***	F	
	Crenshaw Blvd/			Weekday Pre-Event	11.2	B	141.5	F	
29	Hardy St	HCM	Inglewood	Weekday Post-Event	95.0	F	165.9	Ē	
				Weekday Pre-Event	0.608	В	0.615	В	
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.361	A	0.401	A	
30	Hardy St/		City of Los	Weekday Pre-Event	0.441	A	0.449	A	
	96th St	CMA	Angeles	Weekday Post-Event	0.178	A	0.221	A	
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	168.9	F	179.2	F	
31	SB 405 On/Off- Ramps (n/o	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	25.8	с	29.2	С	
	Century)		Califatis	Weekday Pre-Event	14.9	В	36.9	D	
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	169.6	F	130.1	F	
			01.01	Weekday Post-Event	170.5	F	153.6	F	
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles				71.2	F E	
			· · · · · · · · · · · · · · · · · · ·	Weekday Post-Event	11.0	B F	- 7777777777777777777777777	ы ц	
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event Weekday Post-Event	207.4 29.8	F C	227.5 125.1	н н	
35	NB 405 On/Off-	HCM	Inglewood/	Weekday Pre-Event	187.4	F	177.7	F	

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Inglewood Basketball and Entertainment Center Environmental Impact Report [PAGE]

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	Intersection					Adjusted Baselins Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline <u>Cumulative</u> (with Midsize NFL Stadium Event) Plus Project (Majo Event)	
#		Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
	Ramp/ Century Bl∨d		Caltrans	Weekday Post-Event	18.1	В	57.3	E	
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	66.0	E	56.7	E B	
				Weekday Post-Event	16.5	B	160.3		
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	221.0 19.0	F B	244.1 136.6	н	
	Fir Ave/			Weekday Pre-Event	186.6	F	186.5	F	
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	8.1	A	65.4	Ë	
	Grevillea Ave/			Weekday Pre-Event	90.7	F	86.8	F	
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	9.9	À	55.3	Ē	
	Hawthorne Blvd/			Weekday Pre-Event	116.1	F	149.3	L L	
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.5	D	82.2	F	
	Myrtle Ave/			Weekday Pre-Event	150.3	F	116.7	F	
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	42.0	D	14.2	В	
40	Freeman Ave/	LION		Weekday Pre-Event	51.6	D	48.0	D	
42	Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	17.4	В	
	Prairie Ave/			Weekday Pre-Event	149.0	F	175.0	F	
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	161.8	F	216.6	F	
44	Doty Ave/	LION		Weekday Pre-Event	82.8	F	150.4	F	
44	Century Blvd	HCM	Inglewood	Weekday Post-Event	89.1	F	138.2	7	
45	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	58.9	Е	86.0	F	
40	Century Blvd	пом	Inglewood	Weekday Post-Event	98.0	F	214.6	F	
46	Club Dr/	HCM	Indowed	Weekday Pre-Event	64.2	Е	138.1	F	
40	Century Blvd	ICIM	Inglewood	Weekday Post-Event	51.4	D	113.2	F	
	11th Ave/			Weekday Pre-Event	84.4	F	131.1	чı	
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	43.4	D	94 3	F	
	Crenshaw Blvd/			Weekday Pre-Event	172.5	F	260.4	F	
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	90.2	F	215.8	4	
40	5th Ave/	LIOM		Weekday Pre-Event	139.7	F	145.9	F	
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.7	В	34.2	С	
			Inglewood/Lo	Weekday Pre-Event	0.862	D	0.932	Е	
50	Van Ness Ave/	ICU	s Angeles County	Weekday Post-Event	0.571	A	0.737	С	
	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.714	С	0.787	С	
			Angeles	Weekday Post-Event	0.401	A	0.579	А	
		ICU	Los Angeles	Weekday Pre-Event	0.465	A	0.542	А	
51	Gramercy Pl/	100	County	Weekday Post-Event	0.405	A	0.537	А	
91	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.289	A	0.371	А	
		- (81/ 1	Angeles	Weekday Post-Event	0.225	A	0.367	A	
52	Western Ave/	СМА	City of Los	Weekday Pre-Event	0.892	D	1.062	F	
~~	Century Blvd		Angeles	Weekday Post-Event	0.567	A	0.762	С	
53	La Cienega Blvd/	HCM	Inglewood/	Weekday Pre-Event	128.0	F	125.6	F	

Commented [DSG1]: Confirm mislabeling here applies only to headings, and not content.

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#					Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline <u>Cumulative</u> (with Midsize NFL Stadium Event) Plus Project (Major Event)	
	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	V/C or LOS Delay	LOS	V/C or Delay	LOS
	SB 405 On/Off- Ramps (s/o Century)		Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.7	В	11.5	В
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event Weekday Post-Event	72.9 99.0	E F	84.7 ***	F
	Dety Ave/102nd	HCM (unsig.)		Weekday Pre-Event	7.4	A	6.5	Å
55	Doty Ave/102nd St	(unaig.)	Inglewood	Weekday Post-Event	6.4	Â	10.4	В
				Weekday Pre-Event	14.0	B	29.2	D
56	Yukon Ave/102nd St	V	Inglewood	Weekday Post-Event	9.1	A	20.2 ***	F
			Los Angeles	Weekday Post-Event	107.7	F	102.7	F
57	La Cienega Bl∨d/ 104th St	HCM	County/City of Los Angeles	Weekday Post-Event	7.7	A	7.0	A
	Inglewood Ave/	glewood Ave/ Los Angeles		Weekday Pre-Event	30.7	С	32.2	С
58	104th St	HCM	County	Weekday Post-Event	8.1	А	10.4	В
		Inglewood		Weekday Pre-Event	27.0	С	108.7	7
59	Hawthorne Bl∨d/104th St	HCM	Los Angeles County	Weekday Post-Event	17.2	В	29.0	С
~~	Prairie Ave/104th			Weekday Pre-Event	175.3	F	183.6	F
60	St	HCM	Inglewood	Weekday Post-Event	72.3	Е	***	7
~	Doty Ave/104th	HCM (unsig.)	اسم میں دیم اسم سا	Weekday Pre-Event	112.1	F	35.1	E
61	St		Inglewood	Weekday Post-Event	7.5	A	105.8	F
~~	Yukon Ave/104th			Weekday Pre-Event	18.9	В	59 2	E
62	St	HCM	Inglewood	Weekday Post-Event	10.0	В	60.5	Е
	Crenshaw Blvd/			Weekday Pre-Event	123.5	F	118.0	F
63	104th St	HCM	Inglewood	Weekday Post-Event	17.0	В	85 7	4
	Vina Ninan Avia (Inglewood/Lo	Weekday Pre-Event	0.544	А	0.559	A
64	Van Ness Ave/ 104th St	ICU	s Angeles County	Weekday Post-Event	0.308	A	0.369	A
<i>CE</i>	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.748	С	0.794	С
65	Lennox Blvd	ICU	County	Weekday Post-Event	0.682	В	0.865	D
66	Freeman Ave/	LICM	Los Angeles	Weekday Pre-Event	201.9	F	196.2	F
90	Lennox Blvd	HCM	County	Weekday Post-Event	7.4	A	10.3	В
67	Prairie Ave/			Weekday Pre-Event	52.1	D	68.5	Е
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	160.5	F	223.8	ч
00	Prairie Ave/108th	LION	la ela:	Weekday Pre-Event	120.2	F	125.0	F
68	St	HCM	Inglewood	Weekday Post-Event	23.2	С	178.9	H
~~	Yukon Ave/108th	HCM		Weekday Pre-Event	10.0	A	12.3	В
69	St		Inglewood	Weekday Post-Event	6.9	A	46.7	D
70	Crenshaw Blvd/		la ala d	Weekday Pre-Event	0.747	С	0.915	E
70	109th St	ICU	Inglewood	Weekday Post-Event	0.651	В	0.796	С
	Llouthorse		Hawthorne/L	Weekday Pre-Event	0.751	С	0.884	D
71	Hawthorne Bl∨d/111th St	ICU	os Angeles County	Weekday Post-Event	0.429	A	0.628	В
72	Prairie Ave/111th	HCM	Inglewood	Weekday Pre-Event	78.9	E	90.3	F

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					Adju Base Cumu (with N NFL SI Even Pro	aline lative lidsize adium	Adju Base <u>Cumu</u> (with W NFL St Event Project Eve	line lative lidsize adium) Plus (Major
#	Intersection Methodology		Jurisdiction ¹	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	St			Weekday Post-Event	155.5	F	197.3	F
73	Yukon Ave/111th	НСМ	Inglewood	Weekday Pre-Event	9.6	А	8.9	A
13	St	FIGINI	Inglewood	Weekday Post-Event	7.0	А	7.0	А
	Hawthorne	1011		Weekday Pre-Event	0.761	С	0.887	D
74	Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Post-Event	0.509	А	0.707	С
	Prairie Ave/			Weekday Pre-Event	208.3	F	221.9	F
75	112th St/	HCM	Inglewood/ Caltrans	Weekday Post-Event	89.1	F	158.8	F
	105 On-Ramps		culture					
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.858	D
	Freeman Ave/			Weekday Post-Event	0.443	A	0.491	A
77	EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	23.5 19.5	C B	75.3 24.6	E C
	Prairie Ave/		Inglewood/	Weekday Pre-Event	79.4	E	136.7	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	54.5	D	37.9	D
	Doty Ave/		Inglewood/	Weekday Pre-Event	78.1	E	112.6	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	13.6	В	10.6	В
80	Yukon Ave/	НСМ	Inglouped	Weekday Pre-Event	60.5	Е	117.5	F
00	Imperial Hwy		Inglewood	Weekday Post-Event	10.0	A	8.6	A
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.121	F	1.410	F
	Imperial Hwy		inglewood	Weekday Post-Event	0.782	С	0.927	E
82	Prairie Ave/118th	HCM	Hawthorne	Weekday Pre-Event	19.4	В	20.2	С
•••••	St			Weekday Post-Event	19.7	В	10.5	В
	Crenshaw Blvd/ WB 105 Off-		Hawthorne/	Weekday Pre-Event	1.053	F	1.260	F
83	Ramp/ 118th PI	ICU	Caltrans	Weekday Post-Event	0.879	D	1.025	F
84	Prairie Ave/120th	HCM	Hawthorne	Weekday Pre-Event	53.9	D	46.1	D
	St			Weekday Post-Event	18.8	В	19.5	В
85	EB 105 On/Off- Ramp/	ICU	Hawthorne	Weekday Pre-Event	0.827	D	0.927	E
00	120th St	100	nawuome	Weekday Post-Event	1.044	F	1.232	F
	Crenshaw Blvd/			Weekday Pre-Event	0.877	D	1.025	F
86	120th Street	ICU	Hawthorne	Weekday Post-Event	1.383	F	1.744	F
			Los Angeles	Weekday Pre-Event	0.440	А	0.492	A
87	La Cienega Blvd/	ICU	County	Weekday Post-Event	0.507	A	0.643	В
01	Lennox Blvd	СМА	City of Los	Weekday Pre-Event	0.262	А	0.319	А
		CIMA	Angeles	Weekday Post-Event	0.329	А	0.480	А
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.841	D	0 906	E
	Lennox Blvd		County	Weekday Post-Event	0.658	В	0.800	С
	Hollywood Park			Weekday Pre-Event	39.3	D	111.9	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	77.2	Е	201.1	F
90	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	39.3	D	161.8	F

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#		Intersection Methodology ¹² .			Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline <u>Cumulative</u> (with Midsize NFL Stadium Event) Plus Project (Majou Event)	
	Intersection			Peak Hour	V/C or LOS Delay	LOS	V/C or Delay	LOS
	Buckthorn Street			Weekday Post-Event	150.5	F	***	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Pre-Event	1.062	F	1 202	ι.
	Century Ave	100	County	Weekday Post-Event	0.717	С	0.888	D
		ICU	Los Angeles	Weekday Pre-Event	0.913	E	0.942	E
92	Vermont Ave/	100	County	Weekday Post-Event	0.597	A	0.712	С
52	Century Ave	СМА	City of Los	Weekday Pre-Event	0.844	D	0.877	D
		OIMA	Angeles	Weekday Post-Event	0.478	А	0.611	В
93	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.592	A	0.620	В
33	Century Ave	CIVIA	Angeles	Weekday Post-Event	0.307	A	0.423	А
94	Figueroa St/	СМА	City of Los	Weekday Pre-Event	0.799	С	0.829	D
94	Century Ave	CMA	Angeles	Weekday Post-Event	0.396	A	0.512	А
95	Grand Ave/ 110 SB Off-	СМА	City of Los	Weekday Pre-Event	0.487	A	0.589	A
00	Ramp/ Century Ave		Angeles	Weekday Post-Event	0.293	A	0.381	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.562 0.289	A A	0.590 0.408	A A
	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.269 0.863	F	1 349 1.019	F
97			04.40			D F		
	Marichester Diva	CMA	City of Los Angeles	Weekday Pre-Event	1.147		1 233	F D
				Weekday Post-Event	0.713	C	0.880	
98	Western Ave/	CMA	City of Los	Weekday Pre-Event	1.208	F	1.290	H. 1
	Manchester Blvd		Angeles	Weekday Post-Event	0.820	D	0.969	E
99	Normandie Ave/	СМА	City of Los Angeles	Weekday Pre-Event	0.808	D	0.864	D
	Manchester Blvd			Weekday Post-Event	0.519	A	0.601	В
100	Vermont Ave/	СМА	City of Los	Weekday Pre-Event	0.876	D	0.945	Е
	Manchester Blvd		Angeles	Weekday Post-Event	0.594	Α	0.684	В
101	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.753	С	0.817	D
'	Manchester Blvd		Angeles	Weekday Post-Event	0.515	A	0.598	A
102	Figueroa St/	СМА	City of Los	Weekday Pre-Event	0.920	E	0.979	E
	Manchester Blvd		Angeles	Weekday Post-Event	0.781	С	0.871	D
	110 SB On/Off-		City of Los	Weekday Pre-Event	0.649	В	0.763	С
103	Ramps/ Manchester Blvd	СМА	Angeles	Weekday Post-Event	0.641	В	0.739	С
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.639 0.535	B A	0.640	B C
						F	• • • • • • • • • • • • • • • • • • • •	F
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.434	۲ F	1.471	т т
				Weekday Post-Event	1.156		1 250	
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los	Weekday Pre-Event	0.897	D	0.945	E
			Angeles	Weekday Post-Event	0.472	A	0.547	A
107	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.974	E	0.983	E
	Centinela Ave			Weekday Post-Event	0.482	A	0.532	A
108	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	0.986	E	1.023	- F

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#					Adju Base Cumu (with N NFL St Even Proj	Hine lative lidsize adium t) No	Adjusted Baseline <u>Cumulative</u> (with Midsize NFL Stadium Event) Plus Project (Major Event)	
	Intersection	Methodology ^{1,2}		V/C or Delay	LOS	V/C or Delay	LOS	
	Centinela Ave			Weekday Post-Event	0.701	С	0.763	С
		СМА	City of Los	Weekday Pre-Event	0.931	E	0.975	Е
		CIVIA	Angeles	Weekday Post-Event	0.600	А	0.672	В
		ICU	Inglewood	Weekday Pre-Event	0.754	С	0.779	С
109	La Cienega Blvd/ La Tijera Blvd	100	inglewood	Weekday Post-Event	0.483 A	A	0.557	А
109		СМА	0.0, 0. 200	Weekday Pre-Event	0.585	А	0.611	В
		CIMA	Angeles	Weekday Post-Event	0.305	A	0.383	А
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.927	Е	0.938	E
110	Slauson Ave	100	County	Weekday Post-Event	0.519	А	0.519	А
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.972	E	0.975	E
	Stocker St		County	Weekday Post-Event	0.643	В	0.717	С
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.149	F	1 161	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.589	А	0.589	А
113	Crenshaw Dr/	ICU		Weekday Pre-Event	0.803	D	0.886	D
115	Manchester Blvd	100	Inglewood	Weekday Post-Event	0.549	A	0.559	A
	Manchester			Weekday Pre-Event	1.073	F	1 122	4
114	Bl∨d/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.813	D	0.868	D
	Century Blvd/	НСМ		Weekday Pre-Event			N/A	N/A
115	West Structure Driveway		Inglewood	Weekday Post-Event	Does N	ot Exist	40.8	D
	Prairie Ave/West			Weekday Pre-Event			51.1	D
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

NOTES:

NO 1ES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated

conditions are unreliable. N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

[PAGE] Preliminary – Subject to Revision ESA / 171236 August 2019

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#	Freeway/ Direction		Segment Type	Peak Hour	Cumulative (<u>with</u> <u>Midsize NFL</u> <u>Stadium Event)</u> No Project		Cumulative (<u>with</u> <u>Midsize NFL</u> <u>Stadium Event)</u> Plus Project (Major Event)	
					Density 1	LOS 1	Density 1	LOS
	1-405	Off-Ramp at		Weekday Pre-Event	27.32	С	28.13	D
1	Northbound	Imperial Highway	Diverge	Weekday Post-Event	21.82	С	22.19	С
2	I-405	C/D Off-Ramp	Diverge	Weekday Pre-Event	21.27	С	22.84	С
<i>~</i>	Northbound	orb on Rump	Diverge	Weekday Post-Event	17.19	В	17.52	В
3	l-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Pre-Event Weekday Post-Event	17.90 14.14	B B	20.40 14.43	В
	1 405	Imperial		Weekday Pre-Event	12.99	В	14.66	В
4	I-405 Northbound	Highway EB On-Ramp	Merge	Weekday Post-Event	9.87	В	10.66	A
	1 405	Imperial		Weekday Pre-Event	18.07	В	19.53	В
5	I-405 Northbound	Highway WB On-Ramp	Merge	Weekday Post-Event	14.50	В	14.67	В
•	I-405	Century Blvd	.	Weekday Pre-Event	14.43	В	16.11	В
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	10.72	A	10.92	А
	Century Blvd		Weekday Pre-Event	12.54	В	12.58	В	
7	I-405 Northbound	Off-Ramp to Century Bl∨d On-Ramp	Basic	Weekday Post-Event	6.93	A	6.96	A
8	I-405	Century Blvd	Morao	Weekday Pre-Event	19.16	С	19.29	С
0	Northbound	On-Ramp	Merge	Weekday Post-Event	13.89	В	16.15	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event Weekday Post-Event	20.80 18.14	C B	21.19 25.47	c c
	1-405	I-405 Mainline		Weekday Pre-Event	-	F		F
10	Northbound	C/D On-Ramp	Merge	Weekday Post-Event	-	F	200	F
		I-405 Mainline		Weekday Pre-Event	33.75	D	34.04	D
11	I-405 Northbound	C/D On-Ramp to Manchester Bl∨d.	Basic	Weekday Post-Event	22.26	С	25.66	С
		Manchester		Weekday Pre-Event	37.27	Е	37.69	E
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	30.30	D	37.00	E
	1-405	La Tijera Blvd On-Ramp to		Weekday Pre-Event	-	F	-	F
13	Southbound	Florence Ave Off-Ramp	Weave	Weekday Post-Event	18.11	В	18.80	В
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	- 18.47	F	18.49	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-	Weave	Weekday Pre-Event Weekday Post-Event	- 24.47	F	24.48	F

TABLE 3.14-88 FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

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#	Freeway/ Direction		Segment Type			Cumulative (<u>with</u> <u>Midsize NFL</u> <u>Stadium Event)</u> No Project		Cumulative (with <u>Midsize NFL</u> Stadium Event) Plus Project (Major Event)	
				-	Density	LOS ¹	Density	LOS ¹	
		La Cienega		Weekday Pre-Event	15.96	В	19.54	С	
16	I-405 Southbound	Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	12.55	В	12.57	В	
		La Cienega		Weekday Pre-Event	6.34	А	8.35	А	
17	I-405 Southbound	Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.62	А	4.64	А	
		La Cienega		Weekday Pre-E∨ent	-	F ²	-	F ²	
18	I-405 Southbound	Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post-Event	-	F ²	-	F ²	
		La Cienega		Weekday Pre-Event	-	F ²	-	F 2	
19	I-405 Southbound	Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post-Event	-	F ²	-	F ²	
		La Cienega		Weekday Pre-Event	9.76	А	9.97	А	
20	I-405 Southbound	Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	13.02	В	16.16	В	
04	I-405	I-405 Mainline		Weekday Pre-Event	13.06	В	13.14	В	
21	Southbound	C/D On-Ramp	Merge	Weekday Post-Event	17.84	В	19.04	С	
		La Cienega		Weekday Pre-Event	-	F ²	-	F ²	
22	I-405 Southbound	Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Post-Event	16.83	В	18.02	В	
		La Cienega		Weekday Pre-Event	-	F ²	-	F ²	
23	I-405 Southbound	Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Post-Event	17.13	В	18.14	В	
24	I-105	I-405 SB On-	Merge	Weekday Pre-E∨ent	20.08	С	21.85	С	
~ ~	Eastbound	Ramp		Weekday Post-Event	19.33	С	20.95	С	
25	I-105	Prairie Ave Off-	Diverge	Weekday Pre-Event	-	F ²	-	F 2	
•	Eastbound	Ramp		Weekday Post-Event	26.17	<u> </u>	28.01	D	
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	15.85 16.51	B B	17.43 18.36	B C	
		Imperial Hwy		Weekday Pre-Event		F ²	_	F 2	
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	25.47	с	Ţ	F	
	I-105	120th St Off-		Weekday Pre-Event	-	F ²		F ²	
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	21.88	С	33.84	D	
29	I-105	120th St On-	Merge	Weekday Pre-Event	19.46	С	20.32	С	

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulati <u>Midsiz</u> Stadium No Pr	e NFL Event)	Cumulati <u>Midsiz</u> Stadium Plus P (Major	e NFL Event) roject
					Density	LOS ¹	Density	LOS ¹
	Eastbound	Ramp		Weekday Post-Event	-	F	-	F
~~	I-105	NB Crenshaw		Weekday Pre-Event	25.98	С	26.68	С
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	27.99	С	36.17	Е
	1.105	Between Van		Weekday Pre-Event	22.81	С	23.72	С
31	I-105 Eastbound	Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Post-Event	26.80	D	44.32	Е
32	I-105	Vermont Ave	Morgo	Weekday Pre-Event	26.36	С	-	F
32	Westbound	On-Ramp	Merge	Weekday Post-Event	18.49	В	20.85	С
		Between		Weekday Pre-Event	30.34	D	-	F
33	I-105 Westbound	Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Post-Event	19.18	С	20.80	С
34	I-105	Crenshaw Blvd	Diverse	Weekday Pre-Event	30.34	D	2	F
54	Westbound	Off-Ramp	Diverge	Weekday Post-Event	19.18	С	20.80	С
		Crenshaw Blvd		Weekday Pre-Event	25.06	С	37.47	E
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post-Event	18.53	С	20.28	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	21.97	С	29.19	D
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post-Event	15.27	В	16.71	В
	I-105	SB Crenshaw		Weekday Pre-Event	19.87	В	24.88	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post-Event	13.92	В	15.18	В
	I-105	Prairie/Hawthor		Weekday Pre-Event	29.42	D	40.45	E
38	Westbound	ne Ave Off- Ramp	Diverge	Weekday Post-Event	19.54	С	21.04	С
		Prairie/Hawthor		Weekday Pre-Event	27.96	D	32.85	D
39	I-105 Westbound	ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post-Event	18.85	С	20.62	с
	I-105	Imperial Hwy		Weekday Pre-Event	-	F	-	F
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post-Event	-	F	-	F
	I-110	1 105 On Dama	blanna	Weekday Pre-Event	22.75	С	22.96	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	21.37	С	24.61	С
42	I-110	101st St On- Ramp to n/o	Basic	Weekday Pre-Event	29.85	D	30.22	D
42	Northbound	Century Blvd On-Ramp	Dasic	Weekday Post-Event	27.56	D	33.31	D
		Century Blvd		Weekday Pre-Event	32.27	D	33.01	D
43	l-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	28.78	D	36.08	E
44	I-110	Manchester Blvd Off-Ramp to	Basic	Weekday Pre-Event	26.25	D	26.83	D
	Northbound	EB Manchester Blvd On-Ramp	Dabio	Weekday Post-Event	23.19	С	29.52	D
45	I-110	EB Manchester	Merge	Weekday Pre-Event	27.63	С	28.20	D
40	Northbound	Blvd On-Ramp	merge	Weekday Post-Event	28.75	D	35.40	Е

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative <u>{with</u> <u>Midsize NFL</u> <u>Stadium Event}</u> No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density	LOS ¹	Density	LOS ¹
		WB Manchester		Weekday Pre-Event	29.53	D	30.18	D
46	I-110 Northbound	Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Post-Event	28.85	D	36 54	Е
		76th St On-		Weekday Pre-Event	23.65	С	29.07	D
47	I-110 Southbound	Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	25.16	С	25.62	С
		Manchester	Basic	Weekday Pre-E∨ent	20.61	С	24.59	С
48	l-110 Southbound	Blvd Off-Ramp to WB Manchester Blvd On-Ramp		Weekday Post-Event	22.31	С	22.45	С
49	I-110	WB Manchester		Weekday Pre-Event	22.32	С	25.42	С
49	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	23.00	С	23.12	С
50	I-110	EB Manchester	Merge	Weekday Pre-Event	24.80	С	28.57	D
50	Southbound	Blvd On-Ramp	merge	Weekday Post-Event	24.32	С	24.45	С
51	I-110	Century Blvd	Diverge	Weekday Pre-Event	30.66	D	35.51	Е
01	Southbound	Off-Ramp	Diverge	Weekday Post-Event	30.01	D	30.28	D
	I-110	Century Blvd		Weekday Pre-Event	18.38	С	19.93	С
52	Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	18.14	С	18.15	С
53	I-110	Imperial Hwy	Divorac	Weekday Pre-Event	25.76	С	26.26	С
53	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.72	С	20.74	С

NOTES: ¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

 Table 3.14-89

 Freeway Off-Ramp Queuing Analysis – Cumulative (with Midsize NFL Stadium Event) Plus

 Project (Major Event) Pre-Event Peak Hour Conditions

		Cumulative (\ NFL Stadiun Project P Condi	n Event) No re-Event	Cumulative (with Midsize NFL Stadium Event) Plus Project Pre-Event Conditions		
	Ramp Capacity	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	
Off-Ramp ¹	Threshold ²	Weekday	Weekday	Weekday	Weekday	
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	275	No	2,675	No	
I-405 NB Off-Ramp at Century Boulevard	3,600	400	No	>4,200	Yes	

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		Cumulative (\ NFL Stadiun Project P Condi	n Event) No re-Event	Cumulative (\ NFL Stadium Project Pi Condi	Event) Plus re-Event
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	300	No	2,700	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,467	No	2,208	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,550	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,194	Yes	8,728	Yes
I-105 EB Off-Ramp at 120th St	3,850	848	No	1,262	No
I-110 SB Off-Ramp at Century Boulevard	2,430	957	No	1,821	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,200	No	1,837	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,791	No	1,791	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Cumulative (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

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 Table 3.14-90 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event)

 No Project and Cumulative (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event)

 Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-91 displays the freeway LOS results under Cumulative (with <u>Major Event at</u> The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-92**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to either experience queuing that exceeds the applicable threshold or worsen an already unacceptable queuing condition.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

Traffic forecasts were developed for Cumulative (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with <u>Major</u> <u>Event at</u> The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-93 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) No Project and Cumulative (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-94 displays the freeway LOS results under Cumulative (with <u>Major Event at</u> The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. Table 3.14-95 shows that a major event (assuming both concurrent events) would cause six freeway off-ramps to experience queuing that exceeds the applicable threshold or worsens an already unacceptable queuing condition.

Commented [DSG2]: Ideally put tables 90 and 91 before Scenario 5.

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TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE NFL STADIUM
EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

¥	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumulative Plus Project (Major Event)	
		2	I		V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.310	F	1.420	F
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.958	Е	1.065	F
~	La Brea Ave/	1011		Weekday Pre-Event	0.944	E	0.956	Е
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.538	A	0.595	A
2	Hillcrest Blvd/	LICH		Weekday Pre-Event	184.2	F	173.2	F
3	Florence Ave	HCM	Inglewood	Weekday Post-Event	5.0	A	5.3	А
• • • • • • • • • • • • • • • • • • • •	Centinela Ave/			Weekday Pre-Event	102.2	F	106.6	F
4	Florence Ave	HCM	Inglewood	Weekday Post-Event	26.4	С	26.7	С
-	Prairie Ave/			Weekday Pre-Event	135.5	F	135.7	F
5	Florence Ave	HCM	Inglewood	Weekday Post-Event	15.0	В	17.2	В
		1011		Weekday Pre-Event	1.230	F	1.272	F
	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.800	С	0.849	D
6	Florence Ave		City of Los	Weekday Pre-Event	1.106	F	1.149	F
		CMA	Angeles	Weekday Post-Event	0.647	В	0.700	С
	Prairie Ave/			Weekday Pre-Event	158.6	F	147.2	F
7	Grace Ave	HCM	Inglewood	Weekday Post-Event	2.2	A	34.3	С
	Prairie Ave/			Weekday Pre-Event	165.5	F	149.3	F
8	East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.3	A	156.1	F
•	Prairie Ave/			Weekday Pre-Event	133.6	F	123.0	F
9	E Regent Street	HCM	Inglewood	Weekday Post-Event	5.0	A	156.2	F
	La Cienega			Weekday Pre-Event	1.360	F	1.418	F
10	Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.945	Е	1.066	F
11	La Brea Ave/	1011	la ale a e e e	Weekday Pre-Event	1.216	F	1.291	۴
11	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.002	F	1.102	F
40	Hillcrest Blvd/			Weekday Pre-Event	86.2	F	88.5	F
12	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	97.1	F	113.4	F
40	Spruce Ave/	LION		Weekday Pre-Event	45.5	D	59.9	Ε
13	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	80.2	F	93.0	F
	Prairie Ave/			Weekday Pre-Event	211.1	F	227.7	F
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	157.4	F	197.8	F
	Kareem Ct/			Weekday Pre-Event	87.1	F	114.6	F
15	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	98.9	F	188.7	F
	Crenshaw Blvd/			Weekday Pre-Event	1.626	F	1.660	F
16	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.367	F	1.554	F
•••••	La Brea Ave/			Weekday Pre-Event	0.626	В	0.650	В
17	Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.333	А	0.425	А
	Market St/La			Weekday Pre-Event	0.618	В	0.687	В
18	Brea Ave	ICU	Inglewood	Weekday Post-Event	0.439	A	0.519	A
	Prairie Ave/			Weekday Pre-Event	140.9	F	110.5	F
19	Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	151.3	F	***	F
20	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	10.8	В	131.4	F

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#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
		2			V/C or Delay	LOS	V/C or Delay	LOS
	Pincay Dr			Weekday Post-Event	***	F	***	F
	La Cienega			Weekday Pre-Event	62.2	Е	98.8	F
21	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	54.3	D	63.4	Е
22	Inglewood Ave/	LION		Weekday Pre-Event	89.3	F	96.5	F
22	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.7	D	203.9	F
23	La Brea Ave/	LICM		Weekday Pre-Event	32.0	С	36.1	D
23	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	57.5	E	98.3	F
	Myrtle Ave/	LICM		Weekday Pre-Event	14.2	В	12.8	В
24	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.5	F	241.0	F
25	Prairie Ave/	LICH		Weekday Pre-Event	112.2	F	47.0	D
20	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	208.5	F	520.5	F
	La Brea Ave/	LION	to all some and	Weekday Pre-Event	14.9	В	27.9	С
26	Hardy St	HCM	Inglewood	Weekday Post-Event	9.2	A	10.4	В
27	Myrtle Ave/			Weekday Pre-Event	9.3	A	9.5	A
27	Hardy St	HCM	Inglewood	Weekday Post-Event	6.3	A	6.3	А
00	Prairie Ave/	LION		Weekday Pre-Event	27.6	С	21.4	С
28	Hardy St	HCM	Inglewood	Weekday Post-Event	147.5	F	***	F
	Crenshaw Blvd/	LION		Weekday Pre-Event	11.3	В	56.1	Е
29	Hardy St	HCM	Inglewood	Weekday Post-Event	136.5	F	216.9	F
		1011		Weekday Pre-Event	0.608	В	0.615	В
~~	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.361	A	0.401	A
30	Hardy St/ 96th St	СМА	City of Los	Weekday Pre-Event	0.441	A	0.449	А
	oothot	СМА	Angeles	Weekday Post-Event	0.178	A	0.221	A
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	144.4	F	175.6	F
31	SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	30.0	С	29.8	С
22	Prairie Ave/	LICM		Weekday Pre-Event	19.9	В	10.4	В
32	97th St	HCM	Inglewood	Weekday Post-Event	143.7	F	115.0	F
	Concourse Way/	LION	City of Los	Weekday Pre-Event	20.5	С	26.5	С
33	Century Blvd	HCM	Angeles	Weekday Post-Event	75.8	E	74.0	E
	La Cienega		Inglewood/ City of Los	Weekday Pre-Event	95.3	F	104 5	F
34	Blvd/ Century Blvd	HCM	Angeles/ County of Los Angeles	Weekday Post-Event	80.7	F	103.3	F
	NB 405 On/Off-		Inglewood/	Weekday Pre-Event	67.9	E	117.9	F
35	Ramp/ Century Bl∨d	HCM	Caltrans	Weekday Post-Event	18.3	В	112.3	F
36	Felton Ave/	HCM	Inglewood	Weekday Pre-Event	31.1	С	31.7	С
	Century Blvd		inglewood	Weekday Post-Event	16.9	В	142.5	F
37	Inglewood Ave/	HCM	Inglewood	Weekday Pre-Event	154.2	F	175.6	F
	Century Blvd			Weekday Post-Event	80.0	F	86.6	F
20	Fir Ave/	11014	in places and	Weekday Pre-Event	161.2	F	132.3	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	37.1	D
39	Grevillea Ave/	HCM	Inglewood	Weekday Pre-Event	78.8	E	62.2	Е
00	Century Blvd		ingionood	Weekday Post-Event	11.3	В	37.4	D

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ŧ	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Pro		Cumu Plus P (Major	roject
		2	1		V/C or Delay	LOS	V/C or Delay	LOS
	Hawthorne Blvd/			Weekday Pre-Event	117.5	F	123.5	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	33.4	С	74.5	Е
	Myrtle Ave/			Weekday Pre-Event	134.0	F	52.2	D
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	9.5	A	7.5	A
42	Freeman Ave/	HCM	Inglewood	Weekday Pre-E∨ent	49.0	D	29.9	С
72	Century Blvd	TION	inglewood	Weekday Post-Event	14.6	В	9.1	A
43	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	139.6	F	142.6	F
	Century Blvd			Weekday Post-Event	226.1	F	229.3	F
44	Doty Ave/	HCM	Inglewood	Weekday Pre-Event	71.5	E	89.7	F
	Century Blvd			Weekday Post-Event	137.1	F	147.4	F
45	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	60.3	E	72.1	E
	Century Blvd		• -	Weekday Post-Event	175.7	F	194.4	F
46	Club Dr/	HCM	Inglewood	Weekday Pre-Event	63.9	E	81.1	F
	Century Blvd			Weekday Post-Event	160.0	F	130.5	F
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Pre-Event	81.3	F	110.3	F
47	Century Blvd	TICIM	inglewood	Weekday Post-Event	82.5	F	114.4	F
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	163.7	F	220.7	F
40	Century Blvd		inglewood	Weekday Post-Event	140.0	F	226.8	F
49	5th Ave/	HCM	Inglowood	Weekday Pre-Event	141.1	F	149.9	F
49	Century Blvd	TICIW	Inglewood	Weekday Post-Event	15.8	В	52.1	D
			Inglewood/	Weekday Pre-Event	0.867	D	0.959	E
50	Van Ness Ave/	ICU	Los Angeles County	Weekday Post-Event	0.622	В	0.789	С
50	Century Blvd		City of Los	Weekday Pre-Event	0.719	С	0.817	D
		CMA	Angeles	Weekday Post-Event	0.456	A	0.634	В
			Los Angeles	Weekday Pre-Event	0.471	A	0.569	A
F 4	Gramercy PI/	ICU	County	Weekday Post-Event	0.456	A	0.589	A
51	Century Él∨d	~~~~	City of Los	Weekday Pre-Event	0.296	A	0.401	A
		CMA	Angeles	Weekday Post-Event	0.280	A	0.421	А
50	Western Ave/	C) 4 4	City of Los	Weekday Pre-Event	0.937	E	1.108	F
52	Century Blvd	CMA	Angeles	Weekday Post-Event	0.654	В	0.849	D
	La Cienega		Inglewood/	Weekday Pre-Event	81.3	F	82.9	F
53	Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.4	В	10.8	В
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event Weekday Post-Event	74.0 195.0	E F	77.1 573.5	F
	Doty Ave/102nd	HCM (unsig.)	·····	Weekday Pre-Event	7.3	A	7.9	A
55	St	,	Inglewood	Weekday Post-Event	5.8	А	30.7	D
50	Yukon	HCM (unsig.)		Weekday Pre-Event	13.4	В	49.9	E
56	Ave/102nd St		Inglewood	Weekday Post-Event	8.1	A	***	F
	La Cienega		Los Angeles	Weekday Pre-Event	53.8	D	56.7	E
57	La Clenega Bl∨d/ 104th St	HCM	County/City of Los Angeles	Weekday Post-Event	7.4	A	7.6	A
58	Inglewood Ave/	HCM	Los Angeles	Weekday Pre-Event	98.1	F	115.4	F

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ŧ	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
		*	·		V/C or Delay	LOS	V/C or Delay	LOS
	104th St		County	Weekday Post-Event	10.7	В	13.6	В
	Hawthorne Blvd/		Inglewood/	Weekday Pre-Event	93.3	F	98.7	F
59	104th St	HCM	Los Angeles County	Weekday Post-Event	15.7	В	32.9	С
	Prairie			Weekday Pre-Event	181.2	F	155.2	F
60	Ave/104th St	HCM	Inglewood	Weekday Post-Event	206.7	F	***	F
~	Doty Ave/104th	HCM (unsig.)		Weekday Pre-Event	57.2	F	39.3	E
61	St		Inglewood	Weekday Post-Event	7.5	A	57.4	F
	Yukon			Weekday Pre-Event	19.4	В	43.0	D
62	Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	A	53.9	D
	Crenshaw Blvd/			Weekday Pre-Event	123.9	F	140.9	F
63	104th St	HCM	Inglewood	Weekday Post-Event	30.0	С	108.4	F
	Van Ness Ave/		Inglewood/	Weekday Pre-Event	0.544	A	0.559	A
64	104th St	ICU	Los Angeles County	Weekday Post-Event	0.308	A	0.369	A
	Hawthorne Blvd/		Los Angeles	Weekday Pre-Event	0.803	D	0.938	E
65	Lennox Blvd	ICU	County	Weekday Post-Event	1.129	F	1.438	F
	Freeman Ave/		Los Angeles	Weekday Pre-Event	212.1	F	197.6	F
66	Lennox Blvd	HCM	County	Weekday Post-Event	40.5	D	6.4	А
07	Prairie Ave/	LION		Weekday Pre-Event	56.1	E	66.7	Е
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	204.1	F	225.9	F
	Prairie	LION		Weekday Pre-Event	122.8	F	111.4	F
68	Ave/108th St	HCM	Inglewood	Weekday Post-Event	48.3	D	217.6	F
~~	Yukon			Weekday Pre-Event	10.0	В	12.4	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.2	A	52.9	D
70	Crenshaw Blvd/			Weekday Pre-Event	0.763	С	0.931	Е
70	109th St	ICU	Inglewood	Weekday Post-Event	0.676	В	0.822	D
	Hawthorne Blvd/		Hawthorne/	Weekday Pre-Event	0.887	D	1.028	F
71	111th St	ICU	Los Angeles County	Weekday Post-Event	0.670	В	0.870	D
70	Prairie	LION	to all serves and	Weekday Pre-Event	78.7	Е	75.9	Е
72	Ave/111th St	HCM	Inglewood	Weekday Post-Event	143.5	F	213.3	F
73	Yukon	HCM		Weekday Pre-Event	8.8	A	9.0	A
13	Ave/111th St	HCIVI	Inglewood	Weekday Post-Event	6.7	A	7.5	А
	Hawthorne Blvd/			Weekday Pre-Event	0.931	E	1.096	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.751	С	0.949	Е
	Prairie Ave/		Inglewood/	Weekday Pre-Event	200.8	F	210.2	F
75	112th St/ 105 On-Ramps	HCM	Caltrans	Weekday Post-Event	57.2	E	273.5	F
70	Hawthorne Blvd/			Weekday Pre-Event	0.841	D	0.882	D
76	Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.493	A	0.533	А
	Freeman Ave/ EB 105 On-		Inglewood/	Weekday Pre-Event	22.3	С	55.0	E
77	Ramp/ Imperial Hwy	HCM	Caltrans	Weekday Post-Event	31.4	С	51.7	D
	Prairie Ave/		Inglewood/	Weekday Pre-Event	71.3	E	108.0	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	32.0	C	57.7	Ē
	Doty Ave/		Inglewood/	Weekday Pre-Event	86.4	F	104.1	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	10.6	B	21.2	С

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ŧ	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumulative Plus Project (Major Event)	
		2	1		V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/	HCM	Inglausad	Weekday Pre-Event	85.5	F	117.3	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.2	А	9.4	А
81	Crenshaw Blvd/	ICU	Inglowood	Weekday Pre-Event	1.139	F	1.316	F
01	Imperial Hwy	100	Inglewood	Weekday Post-Event	0.842	D	0.997	Е
82	Prairie	HCM	Hawthorne	Weekday Pre-Event	18.7	В	18.9	В
	Ave/118th St		riawatorne	Weekday Post-Event	10.7	В	10.3	В
~~	Crenshaw Blvd/	1011	Hawthorne/	Weekday Pre-Event	1.073	F	1.284	F
83	WB 105 Off- Ramp/118th Pl	ICU	Caltrans	Weekday Post-Event	0.914	Е	1.061	F
	Prairie			Weekday Pre-Event	47.8	D	49.1	D
84	Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.0	В	17.9	В
	EB 105 On/Off-			Weekday Pre-Event	0.833	D	0.934	E
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.072	F	1.259	F
				Weekday Pre-Event	0.896	D	1.044	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Post-Event	1.438	F	1.800	' F
			Los Angeles	Weekday Pre-Event	0.574	A	0.626	B
	La Cienega	ICU	Los Angeles County	Weekday Post-Event	1.065	F	1.231	F
87	Blvd/		····· · · · ·	Weekday Pre-Event	0.405	A	0.461	A
	Lennox Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.929	E	1.108	- F
	Inglewood Ave/			Weekday Pre-Event	0.973	E	1.038	F
88	Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	1.206	F	1.514	F
	Hollywood Park		,	Weekday Pre-Event	37.7	D	87.5	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	151.0	F	168.0	F
	Prairie Ave/			Weekday Pre-Event	42.1	D	13.8	В
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	85.6	F	***	F
	Normandie Ave/		Los Angeles	Weekday Pre-Event	1.103	F	1.243	F
91	Century Ave	ICU	County	Weekday Post-Event	0.794	С	0.965	Е
			Los Angeles	Weekday Pre-Event	0.931	E	0.960	E
~~	Vermont Ave/	ICU	County	Weekday Post-Event	0.656	B	0.770	С
92	Century Ave		City of Los	Weekday Pre-Event	0.865	D	0.899	D
		CMA	Angeles	Weekday Post-Event	0.547	A	0.679	В
	Hoover St/		City of Los	Weekday Pre-Event	0.595	A	0.640	В
93	Century Ave	CMA	Angeles	Weekday Post-Event	0.361	A	0.479	A
~	Figueroa St/		City of Los	Weekday Pre-Event	0.803	D	0.851	D
94	Century Ave	CMA	Angeles	Weekday Post-Event	0.443	A	0.558	А
	Grand Ave/		~ ~	Weekday Pre-Event	0.504	A	0.612	В
95	110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.333	A	0.421	A
	Olive St/			Weekday Pre-Event	0.570	А	0.598	А
96	110 NB On- Ramp/ Century A∨e	СМА	City of Los Angeles	Weekday Post-Event	0.332	A	0.454	A
		1011	المعديد المعا	Weekday Pre-Event	1.377	F	1.475	F
07	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.102	F	1.259	F
97	Manchester Blvd	CMA	City of Los	Weekday Pre-Event	1.262	F	1.367	F
		CMA	Angeles	Weekday Post-Event	0.969	E	1.135	F

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¥	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Pro		Cumu Plus P (Major	roject
		2	·		V/C or Delay	LOS	V/C or Delay	LOS
98	Western Ave/	СМА	City of Los	Weekday Pre-Event	1.323	F	1.436	F
30	Manchester Blvd	CINA	Angeles	Weekday Post-Event	1.099	F	1.248	F
99	Normandie Ave/	СМА	City of Los	Weekday Pre-Event	0.889	D	0.953	E
	Manchester Blvd	Ciwr	Angeles	Weekday Post-Event	0.689	В	0.771	С
100	Vermont Ave/	СМА	City of Los	Weekday Pre-Event	0.972	E	1.040	F
	Manchester Blvd		Angeles	Weekday Post-Event	0.776	С	0.867	D
101	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.841	D	0.904	E
	Manchester Blvd		Angeles	Weekday Post-Event	0.682	В	0.765	С
102	Figueroa St/	СМА	City of Los	Weekday Pre-Event	1.005	F	1.075	F
102	Manchester Blvd	Cinica	Angeles	Weekday Post-Event	0.963	Е	1.053	F
	110 SB On/Off-	~~~~	City of Los	Weekday Pre-Event	0.793	С	0.901	E
103	Ramps/ Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.838	D	0.936	E
	110 NB On/Off-			Weekday Pre-Event	0.657	В	0.657	В
104	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.844	D	1.046	D F
					1.474	F	1.511	F
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event		F		F F
	······			Weekday Post-Event	1.233 0.947		1.327 0.996	
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event		E		E
			Aligeles	Weekday Post-Event	0.576	A	0.651	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.993	E	1.001	
	Centineia Ave			Weekday Post-Event	0.498	A	0.549	A
	La Cienega	ICU	Inglewood	Weekday Pre-Event	1.019	F	1.054	F (
108	Blvd/			Weekday Post-Event	0.778	C	0.840	D
	Centinela Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.968	E	1.011	F
			Angeles	Weekday Post-Event	0.690	В	0.762	C D
	La Cienega	ICU	Inglewood	Weekday Pre-Event	0.809	D	0.834	
109	Blvd/			Weekday Post-Event	0.578	A	0.651	B
	La Tijera Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.645	В	0.671	В
				Weekday Post-Event	0.405	A	0.483	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.944	E	0.956	E
			County	Weekday Post-Event	0.524	A	0.524	A
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.975	E	0.978	E
	Stocker St		County	Weekday Post-Event	0.737	С	0.811	D
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.178	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.589	A	0.589	A
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.976	E	1.058	F
	Manchester Blvd			Weekday Post-Event	0.639	В	0.649	В
	Manchester			Weekday Pre-Event	1.161	F	1.209	F
114	Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.917	E	0.972	E
	Century Blvd/			Weekday Pre-Event			N/A	N / .
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	46.5	D
	Prairie Ave/West			Weekday Pre-Event			64.8	E
116	Structure	HCM	Inglewood		Does N	ot Exist		
	Driveway		-	Weekday Post-Event			N/A	N7.

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#	Intersection	Methodology ^{1,}	Jurisdiction	Peak Hour	Cumula Proj		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-91

FREEWAY OPERATIONS – CUMULATIVE (WITH <u>MAJOR EVENT AT</u> THE FORUM AND MIDSIZE EVENT AT NFL | STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment	Peak Hour	Cumulat Proje		Cumulativ Proje	
	Direction		Туре		Density ¹	LOS ¹	Density ¹	LOS 1
	1-405	Off-Ramp at		Weekday Pre-Event	28.23	D	28.98	D
1	Northbound	Imperial Highway	Diverge	Weekday Post- Event	21.91	С	22.29	С
	1-405			Weekday Pre-Event	22.27	С	23.84	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post- Event	17.30	В	17.62	В
		C/D Off-Ramp		Weekday Pre-Event	19.82	С	22.33	С
3	I-405 Northbound	to Imperial Highway On- Ramp	Basic	Weekday Post- Event	14.17	В	14.46	В
	1-405	Imperial		Weekday Pre-Event	14.27	В	15.94	В
4	Northbound	Highway EB On-Ramp	Merge	Weekday Post- Event	9.89	А	10.08	А
	1-405	Imperial		Weekday Pre-Event	19.19	В	20.65	С
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post- Event	14.52	В	14.69	В
	1-405	Century Blvd		Weekday Pre-Event	15.72	В	17.39	В
6	Northbound	Off-Ramp	Diverge	Weekday Post- Event	10.74	A	10.93	A
		Century Blvd		Weekday Pre-Event	13.71	В	13.75	В
7	I-405 Northbound	Off-Ramp to Century Bl∨d On-Ramp	Basic	Weekday Post- Event	6.93	А	6.96	А
	1-405	Century Blvd		Weekday Pre-Event	20.34	С	20.46	С
8	Northbound	On-Ramp	Merge	Weekday Post- Event	19.51	С	-	F
		Century Blvd		Weekday Pre-Event	21.83	С	22.23	С
9	I-405 Northbound	WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Post- Event	25.78	С	34.21	D

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#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulativ Proje	
	Direction	•	Туре		Density ¹	LOS ¹	Density ¹	LOS
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event		F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Bl∨d.	Basic	Weekday Pre-Event Weekday Post- Event	34.73 26.30	D	35.04 30.37	E D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd	Weave	Weekday Pre-Event Weekday Post- Event	38.51 39.26	Е Е	38.93	E
13	I-405	Off-Ramp La Tijera Blvd On-Ramp to	Wea∨e	Weekday Pre-Event Weekday Post-	······ - · · ·	F	-	F
	Southbound	Florence Ave Off-Ramp	vicave	Event	18.11	В	18.80	В
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	 18.47	F C	18.49	F C
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Wea∨e	Weekday Pre-Event Weekday Post- Event	- 24.47	F C	- 24.48	F C
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre-Event Weekday Post-	17.27 12.55	B	20.85 12.57	С
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o	Basic	Event Weekday Pre-Event Weekday Post-	6.60 4.62	A	8.60	A
	I-405	Century Blvd) La Cienega Blvd On-Ramp (n/o Century Blvd) to		Event Weekday Pre-Event	-	F 2	-	
18	Southbound	La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event Weekday Post- Event	-	F ²		F ²
20	I-405 Southbound	La Cienega Bl∨d Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	9.83 19.25	A C	10.04 22.38	A C
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event	13.09 20.24	B C	13.17 21.44	B C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event Weekday Post- Event	- 18.66	F ² B	19.20	F B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event Weekday Post- Event	- 18.96	F 2 B	19.33	F B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event Weekday Post- Event	20.37 24.09	с с	22.13 25.91	с с

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#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulati Proje	
	Direction	•	Туре		Density ¹	LOS ¹	Density ¹	LOS ¹
	I-105	During Aug Off		Weekday Pre-Event	-	F ²		F
25	Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Post- Event	30.85	D	32.69	D
	1.405	Prairie Ave Off-		Weekday Pre-Event	15.99	В	17.58	В
26	I-105 Eastbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	22.59	С	24.54	С
		Imperial Hwy		Weekday Pre-Event	-	F ²		۴÷
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post- Event	-	F	-	F
	I-105	120th St Off-		Weekday Pre-Event	-	F 2	-	F 2
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post- Event	44.30	E		F
	I-105	120th St On-		Weekday Pre-Event	19.60	С	20.46	С
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F	-	F
20	I-105	NB Crenshaw	Morgo	Weekday Pre-Event	26.09	С	26.79	С
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post- Event	-	F	-	F
31	I-105	Between Van Ness Ave and		Weekday Pre-Event	22.95	С	23.87	С
	Eastbound	Normandie Ave Overcrossings	Basic	Weekday Post- Event	-	F	-	F
	I-105	Vermont Ave		Weekday Pre-Event	28.27	D	-	F
32	Westbound	On-Ramp	Merge	Weekday Post- Event	18.81	В	21.17	С
		Between Normandie Ave		Weekday Pre-Event	34.10	D	-	F
33	I-105 Westbound	and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.59	С	21.21	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	34.10	D	-	F
34	Westbound	Off-Ramp	Diverge	Weekday Post- Event	19.59	С	21.21	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	28.01	D	42.92	Е
35	Westbound	Off-Ramp to Crenshaw Bl∨d Loop On-Ramp	Basic	Weekday Post- Event	18.80	С	20.55	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	23.85	С	31.86	D
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post- Event	15.47	В	16.91	в
07	I-105	SB Crenshaw	Ma	Weekday Pre-Event	21.34	С	26.35	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post- Event	14.08	В	15.35	В
38	I-105	Prairie/Hawthor ne Ave Off-	Diverge	Weekday Pre-Event	32.12	D	44.99	E
30	Westbound	Ramp	Diverge	Weekday Post- Event	19.74	С	21.25	С
	1.105	Prairie/Hawthor ne Ave Off-		Weekday Pre-Event	28.57	D	33.62	D
39	I-105 Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	18.96	С	20.73	С
	1 105	Imperial Hwy		Weekday Pre-Event	-	F		F
40	I-105 Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post- Event	-	F	•	F

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#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulativ Proje	
	Direction		Туре		Density ¹	LOS ¹	Density ¹	LOS ¹
41	l-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event	23.01 24.83	C C	23.22	C F
42	l-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	30.30 33.76	D	30.67 41.72	D E
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event Weekday Post- Event	32.60 34.53	D	33.34 42.38	D
44	i-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	26.25 28.48	D	26.83 36.97	D
45	l-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event	27.92 36.07	C E	28.48	D F
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Pre-Event Weekday Post- Event	29.70 36.46	D E	30.35	D F
47	l-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Wea∨e	Weekday Pre-Event Weekday Post- Event	26.02 25.87	c c	31.53 26.34	D C
48	l-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	21.29 22.42	C C	25.35 22.57	c c
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event	22.86 23.09	C C	25.96 23.21	C C
50	l-110 Southbound	EB Manchester Bl∨d On-Ramp	Merge	Weekday Pre-Event Weekday Post- Event	25.46 25.30	C C	29.36 25.44	D C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event Weekday Post- Event	31.73 31.02	D D	36.58 31.29	E D
52	l-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event Weekday Post- Event	18.58 18.81	c C	20.14 18.82	c c
53	l-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event Weekday Post- Event	26.01 21.68	C C	26.49 21.70	c c

NOTES: ¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition,* (Transportation Research Board, 2016). Per the *HCM 6th Edition,* density is not provided for LOS F conditions. ² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

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TABLE 3.14-92

FREEWAY OFF-RAMP QUEUING ANALYSIS - CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND MID-SIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

		Cumulative <u>Event at</u> The Mid-Size Ev Stadium) No Event Co	Forum and ent at NFL Project Pre-	Cumulative <u>Event at</u> The Mid-Size Ev Stadium) Plus Event Co	Forum and ent at NFL Project Pre-
	Ramp	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Capacity Threshold ²	Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,650	No	3,100	Yes
I-405 NB Off-Ramp at Century Boulevard	3,600	3,750	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,675	Yes	3,125	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,194	No	4,324	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	>9,500	Yes	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,370	Yes	8,927	Yes
I-105 EB Off-Ramp at 120th St	3,850	858	No	1,265	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,054	No	1,971	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,916	No	2,595	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,877	No	1,877	No

NOTES:

NOTES: ¹ Auxiliary lanes are present at each of these off-ramps. ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included. ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

of 95th percentile queues across all turn lanes on the off-ramp. ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-93

INTERSECTION OPERATIONS - CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

		Methodology	Jurisdiction	Poak Hour	Cumu No Pi	lative roject	Plus F (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence	ICU	Inglewood	Weekend Pre-Event	1.139	F	1.219	F

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		Methodology	Jurisdiction	a <i>i</i>	Cumu No Pi	lative roject		Project Event)
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Ave				•••••••			
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.760	С	0.769	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	7.1	А	21.9	С
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	33.6	С	34.4	С
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	43.3	D	84.4	F
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	1.006	F	1.043	F
6	Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.867	D	0.905	E
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.6	A	68.0	E
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	8.2	А	63.7	E
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	22.5	С	49.4	D
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.026	F	1.104	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.061	F	1.146	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	86.0	F	94.1	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	39.5	D	48.8	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	155.0	F	148.7	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	64.7	E	66.0	E
16	Crenshaw Bl∨d/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	1.625	F	1.744	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	А	0.479	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.488	A	0.533	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	110.3	F	76.1	E
20	Kareern Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	11.1	В	22.0	С
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	59.7	Е	134.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	138.6	F	150.0	F
23	La Brea Ave/	HCM	Inglewood	Weekend Pre-Event	30.5	С	99.2	F

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		Methodology	Jurisdiction		Cumu No Pi	lative oject	Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Arbor Vitae St		4		•••••••		,	
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	18.2	В	94.0	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	149.8	F	112.9	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	13.6	В	14.0	В
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.1	A	24.7	С
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	45.1	D	79.6	E
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.6	В	122.4	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.507	А	0.512	A
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.8	С	149.9	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	63.3	E	39.1	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	16.2	в	215.3	F
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.2	с	258.4	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	27.6	С	186.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	18.7	В	113.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	57.7	Е	207.2	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	88.8	F	276.6	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	68.7	Е	134.2	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	71.5	E	118.8	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	71.4	E	97.3	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	25.5	с	22.9	С
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	125.4	F	129.0	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	72.5	Е	75.5	E
45	Yukon Ave/	HCM	Inglewood	Weekend Pre-Event	79.7	Е	147.5	F

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	L.4	Methodology	Jurisdiction	B(-1)		Ilative roject	Plus F (Major	Project Event)
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd							
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	83.2	F	146.8	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	54.7	D	108.9	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	157.0	F	226.3	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	111.2	F	156.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Angeles County	Weekend Pre-Event	0.773	с	0.971	E
	Century Bivu	СМА	City of Los Angeles	Weekend Pre-Event	0.619	В	0.828	D
51	Gramercy Pl/	ICU	Los Angeles County	Weekend Pre-Event	0.467	A	0.611	В
51	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.291	A	0.444	А
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.875	D	1.113	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekend Pre-Event	12.3	В	178.6	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	81.7	F	43.2	Е
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.8	A	5.2	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	19.0	С	207.1	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	5.4	A	132.6	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	15.2	В	65.0	E
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	25.4	с	35.8	D
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	155.4	F	156.4	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	8.0	A	115.7	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	12.9	В	***	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	122.9	F	165.8	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/L os Angeles County	Weekend Pre-Event	0.447	A	0.459	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	с	0.722	С

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		Methodology	Jurisdiction			ılative roject	Plus Project (Major Event)	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	36.0	D	172.1	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	65.8	E	52.7	D
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	128.9	F	124.4	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	A	149.4	F
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.554	A	0.651	В
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/L os Angeles County	Weekend Pre-Event	0.628	В	0.658	В
72	Prairie Ave/111th St	НСМ	Inglewood	Weekend Pre-Event	169.7	F	67.8	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.5	A	98 4	F
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.645	В	0.686	В
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	216.3	F	187.4	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.661	В	0.666	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	19.4	В	18.3	В
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	78.0	E	71.4	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	80.3	F	70.5	E
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	40.2	D	18.5	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.967	E	1.082	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	17.9	В	19.3	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.957	E	1.091	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.6	С	24.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.931	Е	0.950	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.024	F	1.050	F
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.418	Α	0.418	А
57	Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	А

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		Methodology	Jurisdiction	B		ılative roject	Plus Project (Major Event)	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
89	Hollywood Park Casino Driveway/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	51.4	D	100.6	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	43.8	D	52.4	D
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	1.001	F	1.203	F
	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.855	D	0.987	Е
92	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.778	С	0.931	E
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.574	A	0.687	В
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.747	С	0.866	D
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.487	A	0.629	В
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.547	A	0.581	A
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.326	F	1.443	F
97	Manchester Bl∨d	СМА	City of Los Angeles	Weekend Pre-Event	1.207	F	1.333	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.309	F	1.443	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.835	D	0.915	E
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.864	D	0.951	E
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.816	D	0.895	D
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.956	E	1.043	F
103	110 SB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.730	С	0.846	D
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.668	В	0.684	В
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	1.116	F	1.254	F
106	Crenshaw Blvd/ Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.850	D	0.883	D

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		Methodology	Jurisdiction			ılative roject	Plus F (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.862	D	0.901	E
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.119	F
108	Blvd/ Centinela Ave	СМА	City of Los Angeles	Weekend Pre-Event	1.053	F	1.085	F
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.707	С	0.718	С
109	Blvd/ La Tijera Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.537	А	0.549	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.782	С	0.797	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.943	E	0.946	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.892	D	0.907	E
113	Crenshaw Dr/ Manchester Bl∨d	ICU	Inglewood	Weekend Pre-Event	0.982	E	1.044	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	1.017	F	1.088	F
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A
116	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	41.9	D

NOTES:

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = N of a pplicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-94 FREEWAY OPERATIONS - CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

	Freeway/		Segment		Cumulat Proje		Cumulativ Proje	
#	Direction	Component	Туре	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	26.19	С	26.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	22.69	С	24.21	С

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	Freeway/		Segment		Cumulat Proje			ulative Plus Project	
#	Direction	Component	Туре	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹	
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	20.08	С	22.37	С	
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	13.86	В	15.38	В	
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	18.35	В	19.68	В	
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	14.97	В	16.49	В	
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	13.40	В	13.51	В	
8	l-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	19.51	С	19.62	С	
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	20.58	С	21.05	С	
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	-	F	
11	l-405 Northbound	I-405 MainIine C/D On-Ramp to Manchester Bl∨d.	Basic	Weekend Pre- Event	28.87	D	29.14	D	
12	l-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	36.00	Е	36.66	E	
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F	
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F	
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F	
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	17.91	В	21.31	С	
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.77	A	10.97	A	
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F ²	
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event		F ²	-	F ²	
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	13.18	В	13.64	В	
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	С	20.21	С	

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	Freeway/		Segment		Cumulat Proje		Cumulative Pl Project	
#	Direction	Component	Туре	Peak Hour	Density ¹	LOS ¹	Density ¹	LOS ¹
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В
23	I-405 Southbound	La Cienega Bl∨d s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	в	16.39	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	19.06	С	19.94	С
25	l-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.96	С	28.72	D
26	l-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.31	В	13.50	В
27	l-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F 2	-	F :
28	l-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event	-	F 2	-	F ²
29	l-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.57	В	17.85	В
30	l-105 Eastbound	NB Crenshaw Bl∨d On-Ramp	Merge	Weekend Pre- Event	24.19	С	24.41	С
31	l-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.77	С	21.05	С
32	l-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	25.56	С	29.78	D
33	l-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	26.51	D	34.07	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	26.51	D	34.07	D
35	l-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	24.48	С	29.30	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	20.37	С	23.35	С
37	l-105 Westbound	SB Crenshaw Bl∨d On-Ramp	Merge	Weekend Pre- Event	19.24	В	21.61	С
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	28.85	D	33.27	D
39	l-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	25.77	С	27.37	D
40	l-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Wea∨e	Weekend Pre- Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	23.91	С	23.92	С
42	l-110 Northbound	101st St On-Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	31.92	D	31.94	D
43	l-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	33.76	D	33.96	D

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	Freeway/		Segment		Cumulat Proje		Cumulative Plus Project		
#	Direction	Component	Туре	Peak Hour	Density ¹	LOS ¹		LOS ¹	
44	l-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D	
45	l-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	28.19	D	28.64	D	
46	l-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.31	D	31.66	D	
47	l-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	30.25	D	34.23	D	
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	24.48	С	27.24	D	
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	25.62	С	27.50	С	
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.02	С	26.14	D	
51	l-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	31.59	D	35.42	Е	
52	l-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.90	В	17.36	В	
53	l-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	22.11	С	22.68	С	

NOTES:

Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway* Capacity Manual, 6th Edition (Transportation Research Board, 2016). Per the *HCM* 6th Edition, density is not provided for LOS F conditions. LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-95

FREEWAY OFF-RAMP QUEUING ANALYSIS - CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative Forum and Fo at NFL Stadiu Pre-Event 0	otball Game n) No Project	Cumulative Forum and Fo at NFL Stac Project P Condi	ootball Game lium) Plus re-Event
	Ramp Capacity	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
Off-Ramp ¹	Threshold ²	Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,075	No	2,550	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,450	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,100	Yes	2,575	Yes

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5,810	1,071	No	1,383	No
8,720	5,475	No	>9,500	Yes
4,065	4,367	Yes	5,883	Yes
3,850	1,459	No	1,508	No
2,430	1,429	No	2,659	Yes
3,215	2,510	No	3,225	Yes
3,655	2,129	No	2,129	No
	8,720 4,065 3,850 2,430 3,215	8,720 5,475 4,065 4,367 3,850 1,459 2,430 1,429 3,215 2,510	8,720 5,475 No 4,065 4,367 Yes 3,850 1,459 No 2,430 1,429 No 3,215 2,510 No	8,720 5,475 No >9,500 4,065 4,367 Yes 5,883 3,850 1,459 No 1,508 2,430 1,429 No 2,659 3,215 2,510 No 3,225

NOTES:

IOTES: Auxiliary lanes are present at each of these off-ramps. Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included. 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

3

SOURCE: Fehr & Peers, 2019.

Table 3.14-96 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Cumulative Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of events in the study area influences impact identification.

3.14 Transportation and Circulation

	w	eekday Pre	-Event Peak	Hour	We	ekday Pos	t-Event Peal	Hour	Weekend Pre-Event Peak Hour				
Facility Type	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)	
Intersections	60	70	67	62	21	53	43	53	40	58	66	58	
Freeway Facilities	6	11	12	13	3	7	10	15	8	10	5	6	
Freeway Off- Ramp Queuing	3	4	4	5		Not /	Applicable		3	4	3	6	

TABLE 3.14-96

SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS

NOTE:

Impacts of "Proposed Project" are judged directly against the Cumulative No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-97

SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	11	41	44	49	0	12	21	35	3	13	10	31
With Project	42	71	70	64	14	55	39	55	31	49	60	57

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SOURCE: Fehr & Peers, 2019.

Key findings from this table include the following:

- With respect to intersections:
 - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would cause significant impacts at more than half of study intersections.
 - When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions would be more frequent regardless of which peak hour or background concurrent event condition is being studied. This is due to increased background traffic, which increases the potential for Proposed Project vehicle trips to exacerbate unacceptable conditions.
 - The increase in Proposed Project impacts between Adjusted Baseline and cumulative conditions would be the lowest when all three venues would be operating concurrently. This is due to severe congestion that is projected to be equally present under both Adjusted Baseline and cumulative conditions.
 - As for Adjusted Baseline conditions, the overall operation of the street system is
 projected to be substantially worse under each concurrent event scenario than for the
 Proposed Project alone under cumulative conditions. One measure of this is the number
 of study intersections project to operate at LOS F under each scenario, as shown on
 Table 3.14-97.
 - The overall operation of the street system is generally projected to be worse under cumulative conditions than under Adjusted Baseline conditions due to increased background traffic. Comparing Table 3.14-97 to Table 3.14-96, the number of study intersections projected to operate at LOS F consistently increases from Adjusted Baseline to cumulative conditions, with the exception of the scenario with all three venues operating concurrently. In this scenario, highly congested conditions at certain intersections constrains the ability of traffic to move through the system, resulting in lower volumes and apparent better conditions at downstream locations.
- With respect to freeway facilities:
 - Cumulative freeway impacts due to the Proposed Project would be nearly identical to
 those identified under Adjusted Baseline conditions. This is likely due to many facilities
 being at or near capacity and being unable to accommodate much more growth in trips
 during the peak hour. As a result, project impacts would be similar under each time
 period.
- With respect to freeway off-ramp queuing:
 - Off-ramp queues longer than the applicable standard would be expected at three offramps during the weekday and weekend pre-event hours with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to three additional off-ramps depending on the concurrent event.

Project-Specific Impacts and Mitigation Measures Associated with Other Concurrent Events

As described above and summarized in Table 3.14-3, this EIR analyzes combined effect of the Proposed Project assuming that one or more overlapping events would be occurring at the nearby NFL Stadium and The Forum. The following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum)
- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)
- Scenario 3 (Major Event at Proposed Project and Mid-Sized Event at NFL Stadium)
- Scenario 4 (Major Events at Proposed Project and The Forum, and Mid-Sized Event at NFL Stadium)
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

As described previously, analyses of neighborhood traffic volumes were not performed for these concurrent scenarios and concurrent event Scenario 1 was selected as the most appropriate concurrent event to mitigate. The detailed results are presented below.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the results in Tables 3.14-64, 3.14-67, 3.14-70, 3.14-73, and 3.14-76 and the significance criteria. Figures 3.14-24, 3.14-25, and 3.14-26 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. Figures 3.14-27 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. Figures 3.14-28 and 3.14-29 are study area maps displaying those intersections that would be significantly impacted during the weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-30 and 3.14-31 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-30 and 3.14-31 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. Figure 3.14-32 is a study area map displaying those intersections that would be significantly impacted during the weekday pre-event peak hours for Scenario 5.

The figures that follow refer to "baseline" conditions as the various scenarios atop of which the Proposed Project's impacts are measured. The term "baseline" as used in these figures, does not refer to the existing environmental setting as described in CEQA Guidelines section 15125. Each

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figure describes the specific scenario that constitutes the baseline condition to which the project's traffic is added.

These impacts are considered significant.

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Figure 3.14-24 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekday pre-event peak hour

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Figure 3.14-25 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekday post-event peak hour

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Figure 3.14-26 Impacted Intersections: Baseline (With The Forum) Plus Major Event Weekend pre-event peak hour

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Figure 3.14-27 Impacted Intersections: Baseline (With Football Game at NFL Stadium) Plus Major Event Weekend preevent peak hour

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Figure 3.14-28 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday preevent peak hour

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Figure 3.14-29 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday postevent peak hour

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Figure 3.14-30 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

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Figure 3.14-31 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

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Figure 3.14-32 Impacted Intersections: Baseline (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

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Mitigation Measure 3.14-28(a)

Implement Mitigation Measures 3.14-3(a) through 3.14-3(p)

Include all mitigation measures required under major event conditions.

Mitigation Measure 3.14-28(b)

On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows:

- At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic.
- At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.

These modifications Implementation of Mitigation Measure 3.14-28(b) would improve operations throughout the network, particularly along South Prairie Avenue and West Century Boulevard approaching the Project Site and The Forum.

Mitigation Measure 3.14-28(c)

On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).

Mitigation Measure 3.14-28(d)

Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on Table 3.14-98 for Scenario 1 (with Major Event at | The Forum). and Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can <u>cause secondary impacts</u>. The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would not cause any otherwise not significantly impacted intersections to become a secondary, significant impact. The average percent demand served at the 68 intersections analyzed using

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microsimulation increased from 58 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 71 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 45 significant intersection impacts, the above mitigation measures would cause ten to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 65 percent (Adjusted Baseline (With <u>Major Event at</u> The Forum) Plus Project without mitigation) to 69 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 41 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 79 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 85 percent with the recommended mitigation measures in place.

Mitigation measure testing did not account for the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

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¥	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No	Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
		x			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
			*****	Weekday Pre-Event	0.853	D	1.006	F		******
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	A	0.586	A		
				Weekend Pre-Event	0.696	В	0.850	D		
				Weekday Pre-Event	0.693	В	0.720	С		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	A	0.541	A		
				Weekend Pre-Event	0.564	A	0.577	A		
				Weekday Pre-Event	258.5	F	***	F	***	F
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	A	5.4	A	5.2	A
				Weekend Pre-Event	6.5	A	6.6	A	29.5	С
				Weekday Pre-Event	192.8	F	204.3	F	219.8	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	21.3	С	20.3	С	20.9	С
				Weekend Pre-Event	16.6	В	18.0	В	30.3	С
				Weekday Pre-Event	133.8	F	142.5	F	141.0	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В	32.1	С
			0	Weekend Pre-Event	26.0	С	68.2	E	72.6	Е
				Weekday Pre-Event	1.021	F	1.080	F		
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D		
				Weekend Pre-Event	0.884	D	0.943	E		
5	West Blvd/Florence Ave			Weekday Pre-Event	0.883	D	0.945	E		
		CMA	City of Los	Weekday Post-Event	0.625	В	0.713	С	**	
			Angeles	Weekend Pre-Event	0.737	С	0.799	C		
				Weekday Pre-Event	133.4	F	139.0	F	132.1	F
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Post-Event	3.3	A	2.5	A	15.8	В
				Weekend Pre-Event	3.3	A	36.6	D	88.6	F
				Weekday Pre-Event	163.6	F	80.2	F	73.0	E
3	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.8	A	28.8	ċ	45.9	D
_	· · · · · · · · · · · · · · · · ·			Weekend Pre-Event	4.7	A	104.9	F	112.2	Ę
				Weekday Pre-Event	87.0	F	81.2	F	78.0	E
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Post-Event	6.0	Å	67.0	Ē	53.5	D
-	Think Two D Regont broot	110-101	inglewood .	Weekend Pre-Event	7.6	A	68.3	L E	65.4	E

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		Baseline (with The Forum) Plus Project		a The Forum ect With ation
		x			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.755	С	0.847	D		***********
0	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.566	A	0.668	В		
				Weekend Pre-Event	0.626	В	0.719	С		
				Weekday Pre-Event	1.017	F	1.137	F	1.051	Ę
1	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D	0.855	D
				Weekend Pre-Event	0.782	С	0.901	E	0.820	D
				Weekday Pre-Event	150.4	F	178.6	F	213.8	F
2	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	24.6	С	13.8	В
				Weekend Pre-Event	101.0	F	131.9	F	131.6	F
				Weekday Pre-Event	53.3	D	62.7	E	62.7	E
3	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	A	55.3	E	16.9	В
				Weekend Pre-Event	77.5	E	109.5	F	96.2	P
				Weekday Pre-Event	169.0	F	128.8	F	144.8	F
4	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	105.8	F	126.0	F	169 1	F
				Weekend Pre-Event	106.1	F	179.2	F	197 1	F
				Weekday Pre-Event	155.0	F	131.2	F	123.3	F
5	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	42.8	D	54.0	D	60.8	Е
				Weekend Pre-Event	53.5	D	78.9	E	72.8	E
				Weekday Pre-Event	1.346	F	1.425	F	1.262	F
6	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.427	F	1.751	F	1.671	F
				Weekend Pre-Event	1.051	F	1.122	F	1.055	F
				Weekday Pre-Event	0.568	A	0.633	В	***	
7	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	A	0.410	A		
				Weekend Pre-Event	0.397	A	0.460	A		
				Weekday Pre-Event	0.515	A	0.580	A		
8	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.350	A	0.510	A		
			e e	Weekend Pre-Event	0.429	A	0.493	A		
				Weekday Pre-Event	70.0	Е	35.2	D	70.5	E
9	Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Post-Event	129.3	F	182.8	F	107.9	F
	5		· .	Weekend Pre-Event	29.1	С	26.2	С	76.0	E

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TABLE 3.14-98	
INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS	3

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project Forum) Plus Proj			Baseline (witl Plus Proj Mitig	ject With	
		a	ourisateron		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	13.1	В	12.4	В	12.5	В
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	A	7.7	A
				Weekend Pre-Event	13.2	В	11.7	В	16.9	В
				Weekday Pre-Event	168.1	F	184.8	F	146.3	F
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	В	19.6	В	16.0	В
				Weekend Pre-Event	20.6	С	42.0	D	21.3	С
				Weekday Pre-Event	192.2	F	179.1	F	133.4	F
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С	19.0	В
				Weekend Pre-Event	29.9	С	109.6	F	52.8	D
				Weekday Pre-Event	138.7	F	146.1	F	111.9	F
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.0	С	53.0	D	19.2	В
				Weekend Pre-Event	49.4	D	94.9	F	31.7	С
				Weekday Pre-Event	126.2	F	68.4	E	60.2	E
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	А	133.1	F	8.4	A
			-	Weekend Pre-Event	94.0	F	99.3	F	20.7	С
				Weekday Pre-Event	83.4	F	60.3	E	61.6	E
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F	202.8	F
			-	Weekend Pre-Event	69.7	E	72.1	E	49.2	D
				Weekday Pre-Event	13.1	В	62.9	F	34.1	С
6	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	10.8	В	9.6	A	9.1	A
				Weekend Pre-Event	13.1	В	68.0	Ε	14.1	В
				Weekday Pre-Event	8.2	A	7.4	A	19.6	В
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	6.9	A	7.0	A	6.8	А
	-		-	Weekend Pre-Event	9.7	A	8.8	A	9.2	A
				Weekday Pre-Event	21.2	С	24.6	С	27.0	С
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	147.6	F	***	F	287 7	F
	-		-	Weekend Pre-Event	19.9	В	24.2	С	20.7	С
				Weekday Pre-Event	9.7	A	48.5	D	9.8	A
9	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	F	110.9	F
	-		5	Weekend Pre-Event	9.1	А	8.7	A	8.7	A

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TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with The Forum Plus Project With Mitigation	
		a			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.558	A	0.571	A		
		ICU	Inglewood	Weekday Post-Event	0.329	A	0.390	A		
30	Van Ness Ave/Hardy St/96 th St			Weekend Pre-Event	0.469	A	0.473	А		
50	Van Ness Ave/Hardy 50/96" St		City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	А		
		CMA		Weekday Post-Event	0.243	A	0.308	А		
				Weekend Pre-Event	0.393	A	0.397	A		
			Inglewood/	Weekday Pre-Event	143.7	F	***	F	104.2	F
31	La Cienega Blvd/SB 405 On/Off Ramps (n/o Century)	HCM	City of Los Angeles/	Weekday Post-Event	25.4	С	49.5	D	56.6	E
	Ramps (n/o Century)		Caltrans	Weekend Pre-Event	17.1	В	149.7	F	41.2	D
				Weekday Pre-Event	15.5	В	21.3	С	10.9	В
32	Prairie Ave/97 th St	HCM	Inglewood	Weekday Post-Event	26.0	- C	232.5	F	34.3	_ C
			0	Weekend Pre-Event	11.5	В	14.6	В	14.2	В
				Weekday Pre-Event	9.8	A	72.9	E	28.3	С
33	Concourse Way/Century Blvd	HCM	City of Los	Weekday Post-Event	10.7	В	11.1	В	9.3	A
			Angeles	Weekend Pre-Event	11.6	В	10.3	В	11.5	В
			Inglewood/ City of Los Angeles/	Weekday Pre-Event	35.6	D	189.9	F	110.9	E
34	La Cienega Blvd/Century Blvd	HCM		Weekday Post-Event	30.3	С	41.8	D	33.6	С
			County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D	45.2	D
			T	Weekday Pre-Event	19.3	В	203.5	F	179.6	F
35	NB 405 On/Off Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С	76.2	Е
			Culture	Weekend Pre-Event	13.3	В	114 1	F	32.4	С
				Weekday Pre-Event	14.6	В	51.7	D	33.3	С
36	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F	118.1	4
				Weekend Pre-Event	13.2	В	19.6	В	15.7	В
				Weekday Pre-Event	27.4	С	220.7	F	159.1	Ę
37	Inglewood Ave/Century Blvd HCM	HCM	Inglewood	Weekday Post-Event	45.2	D	131.0	F	84 9	F
				Weekend Pre-Event	27.4	С	121.6	F	67 4	E
				Weekday Pre-Event	20.8	С	234.2	F	158.1	F
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	9.7	A	75.0	E	24.5	С
				Weekend Pre-Event	6.4	А	157.5	F	114.9	F

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TABLE 3.14-98	
INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS	

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
		æ			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	32.2	С	97.2	F	79.1	E
39	Grevillea Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	11.4	В	63 1	E	16.6	В
				Weekend Pre-Event	5.7	А	83.5	F	62 6	E
				Weekday Pre-Event	68.7	Е	131.5	F	136.4	F
10	Hawthorne Blvd/La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	F	64.8	Е
	Contary Divid			Weekend Pre-Event	40.8	D	126.6	F	108.7	Ę
				Weekday Pre-Event	87.5	F	81.5	F	50.9	D
11	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	A	105.6	F	18.8	В
	Contary Diva			Weekend Pre-Event	8.8	А	50.7	D	33.9	С
				Weekday Pre-Event	24.3	С	31.9	С	21.5	С
12	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	A	85.3	F	49.8	D
				Weekend Pre-Event	9.3	A	22.1	С	19.2	В
				Weekday Pre-Event	111.2	F	144.9	F	121.6	Ħ
13	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	E	259.5	F	134.7	F
	Century Divu			Weekend Pre-Event	71.2	Е	94.7	F	108.2	F
				Weekday Pre-Event	34.6	С	164.6	F	110.5	F
14	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	F	188.4	F
	Century Bivd			Weekend Pre-Event	32.0	С	38.8	D	69.6	Е
				Weekday Pre-Event	47.3	D	149.0	F	101.9	F
15	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F	130.4	F
	Century Bivd			Weekend Pre-Event	21.2	С	67.1	E	96.8	F
				Weekday Pre-Event	49.3	D	159.1	F	112.8	F
16	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	F	107.4	F
	Century Dive			Weekend Pre-Event	38.8	D	72.5	E	67 8	E
	11 th Ave/			Weekday Pre-Event	49.2	D	113.3	F	73.3	Е
17	Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F	76.3	E
	Century Blvd			Weekend Pre-Event	27.7	С	51.6	D	52.7	D
				Weekday Pre-Event	60.6	E	169.1	F	158.6	F
18	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	76.5	E	119.7	F	107.3	щ
	Century Diva	now	-	Weekend Pre-Event	39.2	D	142.0	F	159.6	F

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INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
	inclusion of	s v			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	ath a li			Weekday Pre-Event	12.1	В	123.4	F	100.1	F
19	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	19.1	В	21.8	С
	commity bird			Weekend Pre-Event	14.1	В	108.5	F	98.3	Ħ
			Inglewood/Lo	Weekday Pre-Event	0.758	С	0.870	D		
		ICU	s Angeles	Weekday Post-Event	0.568	A	0.809	D		
50	Van Ness Ave/		County	Weekend Pre-Event	0.658	В	0.786	С		
50	Century Blvd			Weekday Pre-Event	0.701	С	0.821	D		
			City of Los Angeles	Weekday Post-Event	0.499	A	0.757	С		
			Augeles	Weekend Pre-Event	0.595	A	0.731	С		
				Weekday Pre-Event	0.388	A	0.505	A		
		ICU	Los Angeles County	Weekday Post-Event	0.410	А	0.619	В		
	Gramercy Pl/		County	Weekend Pre-Event	0.362	A	0.473	A		
51	Century Blvd			Weekday Pre-Event	0.207	A	0.333	A		
		CMA	City of Los Angeles	Weekday Post-Event	0.231	A	0.453	A		
				Weekend Pre-Event	0.179	A	0.297	A		
				Weekday Pre-Event	0.771	С	0.973	E		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.587	A	0.910	E		
	Century Bivd			Weekend Pre-Event	0.641	В	0.842	D		
			Inglewood/Lo	Weekday Pre-Event	10.9	В	186.3	F	130.6	F
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	s Angeles County/Caltra	Weekday Post-Event	9.2	А	10.4	В	10.6	В
	3D 405 Oh/Oh Kanips (s/o Century)		ns/City of Los Angeles	Weekend Pre-Event	9.0	A	9.4	A	11.3	В
				Weekday Pre-Event	94.3	F	151.0	F	35.7	E
54	Prairie Ave/102nd St	HCM^3	Inglewood	Weekday Post-Event	6.2	A	***	F	***	F
				Weekend Pre-Event	85.6	F	23.2	С	14.0	В
				Weekday Pre-Event	33.0	D	10.0	В	9.3	A
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	A	79.3	F	4.9	A
	-		0	Weekend Pre-Event	10.2	В	8.2	A	9.1	A
				Weekday Pre-Event	91.5	F	***	F	218.0	F
56	Yukon Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	7.4	A	***	F	***	F
			inglewood	Weekend Pre-Event	15.1	С	79.7	F	188.9	F

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TABLE 3.14-98	
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITI	IONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ject With
"					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	***************************************		Los Angeles	Weekday Pre-Event	9.9	A	99.1	F	27.7	С
57	La Cienega Blvd/ 104 th St	HCM	County/City	Weekday Post-Event	5.8	A	5.3	A	5.2	A
	104** St		of Los Angeles	Weekend Pre-Event	7.4	A	7.5	A	8.2	A
		•••••••••••••••••••••••••••••••••••••••		Weekday Pre-Event	16.0	В	18.8	В	21.9	С
58	Inglewood Ave/ 104 th St	HCM	Los Angeles County	Weekday Post-Event	8.3	A	9.5	A	7.8	A
	104"' St			Weekend Pre-Event	15.6	В	16.0	В	14.7	В
			Inglewood/Lo	Weekday Pre-Event	23.8	С	165.1	F	146.0	F
59	Hawthorne Blvd/ 104 th St	HCM	s Angeles	Weekday Post-Event	15.7	В	94.6	F	17.8	В
	104" St		County	Weekend Pre-Event	24.8	С	109.8	F	44.5	D
				Weekday Pre-Event	141.0	F	250.7	F	142.9	F
60	Prairie Ave/104 th St	HCM	Inglewood	Weekday Post-Event	9.3	A	236.8	F	139.8	F
				Weekend Pre-Event	143.9	F	188.8	F	134.7	F
			Inglewood	Weekday Pre-Event	24.7	С	207.1	F	88.0	F
61	Doty Ave/104 th St	HCM (unsig.)		Weekday Post-Event	6.6	A	6.6	A	8.9	A
				Weekend Pre-Event	7.8	A	242.4	F	198.4	F
				Weekday Pre-Event	14.9	В	204.3	F	83 3	Ŗ
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Post-Event	8.4	A	12.3	В	34.7	С
				Weekend Pre-Event	12.9	В	135.4	F	52.9	D
				Weekday Pre-Event	28.3	С	115.5	F	107.5	F
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Post-Event	11.7	В	19.3	В	17.6	В
	104 50			Weekend Pre-Event	22.6	С	167.0	F	132.3	P
			Inglewood/Lo	Weekday Pre-Event	0.525	A	0.544	A		
64	Van Ness Ave/ 104 th St	ICU	s Angeles	Weekday Post-Event	0.301	A	0.327	A		
	104 50		County	Weekend Pre-Event	0.430	A	0.443	A		
				Weekday Pre-Event	0.704	С	0.732	С		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	A	0.662	В		
	LOTINA DIVU		County	Weekend Pre-Event	0.612	В	0.629	В		
	········ ······· ······ ······ ······ ····		Weekday Pre-Event	22.7	С	265.1	F	8.9	А	
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	5.4	A	102.2	F	56.9	Е
	LOURDA DIVG		County	Weekend Pre-Event	6.5	A	204.5	F	7.1	A

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 Table 3.14-98

 Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project			
		av			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	
	D A ./			Weekday Pre-Event	26.3	С	67.5	Е	32.7	С	
57	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	А	151.1	F	129.9	F	
	Liemon Dive			Weekend Pre-Event	32.2	С	54.9	D	37.4	D	
				Weekday Pre-Event	64.0	E	109.7	F	63.2	E	
58	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	7.3	А	66.6	E	62.6	Е	
				Weekend Pre-Event	108.5	F	114.2	F	81.6	F	
				Weekday Pre-Event	8.9	A	10.5	В	17.5	В	
59	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.7	А	8.2	А	7.5	А	
				Weekend Pre-Event	9.2	А	12.3	В	12.7	В	
				Weekday Pre-Event	0.538	А	0.703	С			
70	Crenshaw Blvd/ 109 th St	ICU	Inglewood	Weekday Post-Event	0.425	А	0.609	В			
	109 50			Weekend Pre-Event	0.450	A	0.617	В			
			Hawthorne/L	Weekday Pre-Event	0.706	С	0.768	С			
71	Hawthorne Blvd/ 111 th St	ICU	os Angeles County	Weekday Post-Event	0.405	А	0.578	A			
				Weekend Pre-Event	0.576	А	0.649	В			
				Weekday Pre-Event	31.1	С	100.9	F	91.7	Ę	
72	Prairie Ave/111 th St	HCM	Inglewood	Weekday Post-Event	33.4	С	178 1	F	172.3	F	
				Weekend Pre-Event	54.7	D	62.4	Е	106.9	F	
				Weekday Pre-Event	7.9	A	8.5	A	36.7	D	
73	Yukon Ave/111 th St	HCM	Inglewood	Weekday Post-Event	6.3	A	6.4	A	5.8	A	
				Weekend Pre-Event	8.6	А	8.4	A	9.1	A	
				Weekday Pre-Event	0.700	В	0.817	D			
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Post-Event	0.461	A	0.634	В			
	WB 105 OII Rallip			Weekend Pre-Event	0.582	A	0.702	С			
	Prairie Ave/			Weekday Pre-Event	94.9	F	230.7	F	282.5	F	
75	112 th St/	HCM	Inglewood/ Caltrans	Weekday Post-Event	66.7	E	172.5	F	135.6	F	
	105 On Ramps		Calualis	Weekend Pre-Event	51.6	D	164.1	F	207.0	F	
				Weekday Pre-Event	0.770	С	0.773	С			
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.411	A	0.443	A			
	ппренаї гіму			Weekend Pre-Event	0.578	А	0.608	В			

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TABLE 3.14-98
INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	tersection Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project			(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
"					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Freeman Ave/		T 1 1/	Weekday Pre-Event	25.6	С	98.1	F	73 1	Е
77	EB 105 On Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	E	70 3	Е
	Imperial Hwy		Cuitinii	Weekend Pre-Event	16.8	В	15.8	В	15.7	В
			Inglewood/ Hawthorne	Weekday Pre-Event	83.3	F	128.1	F	111.9	Ę
78	Prairie Ave/ Imperial Hwy	HCM		Weekday Post-Event	62.5	Е	55.1	Е	43.8	D
	Imperiarriwy			Weekend Pre-Event	39.2	D	45.8	D	63.3	E
			T 1	Weekday Pre-Event	58.6	Е	117.5	F	108.8	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	A	7.5	А	7.6	A
	impenai nwy		Hawmonie	Weekend Pre-Event	12.2	В	12.4	В	13.3	В
				Weekday Pre-Event	19.4	В	130.9	F	127.2	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.2	A	12.0	В	9.3	A
	ппренантку			Weekend Pre-Event	12.6	В	11.5	В	12.4	В
				Weekday Pre-Event	0.888	D	1.037	F		
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.570	А	0.820	D		
	Imperial Hwy			Weekend Pre-Event	0.790	С	0.940	E		
				Weekday Pre-Event	21.1	С	112.0	F	117.8	Ę
82	Prairie Ave/118 th St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В	10.2	В
				Weekend Pre-Event	18.3	В	18.6	В	19.7	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	E	0.969	E
83	WB 105 Off Ramp/	ICU	Hawthorne/	Weekday Post-Event	0.693	В	0.880	D	0.835	D
	118 th Pl		Caltrans	Weekend Pre-Event	0.782	С	0.952	E	0.943	Е
				Weekday Pre-Event	55.6	E	135.9	F	132.0	F
84	Prairie Ave/120 th St	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В	18.4	В
				Weekend Pre-Event	25.2	С	24.2	С	25.5	С
				Weekday Pre-Event	0.710	С	0.742	С		
85	EB 105 On/Off Ramp/ 120 th St	ICU	Hawthorne	Weekday Post-Event	0.721	С	0.951	E		
	120" St			Weekend Pre-Event	0.790	С	0.837	D	~~~	
				Weekday Pre-Event	0.742	С	0.865	D	0.821	D
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Post-Event	0.849	D	1.293	F	0.748	С
	120 th Street			Weekend Pre-Event	0.775	C	0.898	D	0.862	D
										-

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 Table 3.14-98

 Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	tion ¹ Peak Hour -	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.412	A	0.424	A		
	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.248	A	0.268	A		
07			county .	Weekend Pre-Event	0.284	A	0.296	A		
87			City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A		
		CMA		Weekday Post-Event	0.079	A	0.089	A		
				Weekend Pre-Event	0.098	A	0.109	A		
				Weekday Pre-Event	0.787	С	0.801	D		
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.444	A	0.487	A		
	Leiniox Divu		county .	Weekend Pre-Event	0.648	В	0.662	В		
				Weekday Pre-Event	14.8	В	150.8	F	81.6	F
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.2	В	166.3	F	178.1	F
	Centrally Enve			Weekend Pre-Event	15.4	В	82.1	F	108.7	F
	Prairie Ave/ Buckthom Street		Inglewood	Weekday Pre-Event	21.0	С	13.4	В	20.2	С
90		HCM		Weekday Post-Event	168.5	F	235.6	F	201.7	F
				Weekend Pre-Event	16.5	В	16.9	В	17.2	В
	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.967	E	1.140	F		
91				Weekday Post-Event	0.740	С	1.027	F		
	Century Ave			Weekend Pre-Event	0.815	D	0.985	E		
				Weekday Pre-Event	0.773	С	0.876	D	~~~	
		ICU	Los Angeles County	Weekday Post-Event	0.603	В	0.794	С		
~~	Vermont Ave/			Weekend Pre-Event	0.671	В	0.781	С		
92	Century Ave			Weekday Pre-Event	0.682	В	0.802	D		
		CMA	City of Los Angeles	Weekday Post-Event	0.484	A	0.707	С		
			migeres	Weekend Pre-Event	0.563	A	0.691	В		
			~	Weekday Pre-Event	0.489	A	0.558	A		
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.347	A	0.525	A		
	Contaily Five		LIReles	Weekend Pre-Event	0.431	A	0.513	A		
				Weekday Pre-Event	0.698	В	0.775	С		
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.455	A	0.617	В		
	Century Ave		- ungeles	Weekend Pre-Event	0.602	В	0.689	В		

TABLE 3.14-98
INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with The Forum Plus Project With Mitigation	
'n		methodology		1	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Grand Ave/		a'. 07	Weekday Pre-Event	0.452	A	0.558	A		
95	110 SB Off Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.339	A	0.461	A		
	Century Ave		i uigeies	Weekend Pre-Event	0.371	A	0.473	А		
	Olive St/			Weekday Pre-Event	0.432	A	0.461	A		
96	110 NB On Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.354	A	0.518	A		
	Century Ave		Angeles	Weekend Pre-Event	0.385	A	0.414	A		
				Weekday Pre-Event	1.179	F	1.323	F		
		ICU	Inglewood	Weekday Post-Event	1.054	F	1.319	F		
	Van Ness Ave/			Weekend Pre-Event	0.962	E	1.105	F		
97	Manchester Blvd			Weekday Pre-Event	1.051	F	1.205	F		
		CMA	City of Los	Weekday Post-Event	0.917	E	1.200	F		
			Angeles	Weekend Pre-Event	0.819	D	0.971	E		
			City of Los Angeles	Weekday Pre-Event	1.104	F	1.270	F		
98	Western Ave/	CMA		Weekday Post-Event	1.048	F	1.313	F		
	Manchester Blvd			Weekend Pre-Event	0.894	D	1.058	F		
				Weekday Pre-Event	0.805	D	0.897	D		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.711	С	0.848	D		
	Manchester Divd			Weekend Pre-Event	0.637	В	0.721	С		
				Weekday Pre-Event	0.859	D	0.962	E		
100	Vermont Ave/ Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.795	С	0.946	E		
	Manchester Divd		Angeles	Weekend Pre-Event	0.637	В	0.728	С		
				Weekday Pre-Event	0.770	С	0.855	D		
101	Hoover St/ Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.706	С	0.843	D		
	Manchester Bivd		Angeles	Weekend Pre-Event	0.631	В	0.715	С		
				Weekday Pre-Event	0.926	E	1.019	F		
102	Figueroa St/		City of Los	Weekday Post-Event	0.983	E	1.134	F		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.752	С	0.843	D	***	
				Weekday Pre-Event	0.752	С	0.895	D		
103	110 SB On/Off Ramps/	CMA	City of Los	Weekday Post-Event	0.892	D	0.979	E		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.509	A	0.660	В		

 Table 3.14-98

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	sdiction ¹ Peak Hour —	Baselin The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			our isuicuoli		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	440.3777 O. (O.M.T.)			Weekday Pre-Event	0.559	A	0.563	A		
04	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.760	С	1 092	F		
	President President			Weekend Pre-Event	0.539	А	0.544	А		
	G 1 DI 1/			Weekday Pre-Event	0.994	E	1.137	F		
05	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.938	E	1.113	F		
	T mody D1			Weekend Pre-Event	0.776	С	0.913	E		
	a 1 51 1/			Weekday Pre-Event	0.778	С	0.819	D		
06	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	A	0.653	В		
	Piblice Ave		. migores	Weekend Pre-Event	0.622	В	0.664	В		
				Weekday Pre-Event	0.937	Е	0.948	E	0.927	E
07	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	А	0.562	А	0.562	А
	Centineia Ave			Weekend Pre-Event	0.794	С	0.806	D	0.806	D
	La Cienega Blvd/ Centinela Ave			Weekday Pre-Event	1.006	F	1 044	F	0.947	E
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В	0.627	В
00				Weekend Pre-Event	0.993	Е	1.033	F	0.956	E
08		CMA	City of Los Angeles	Weekday Pre-Event	0.953	E	0.998	E	0.885	D
				Weekday Post-Event	0.542	A	0.552	A	0.513	A
				Weekend Pre-Event	0.939	E	0.986	E	0.896	D
			Inglewood	Weekday Pre-Event	0.723	С	0.738	С	~~~~	
		ICU		Weekday Post-Event	0.475	A	0.495	A		
	La Cienega Blvd/			Weekend Pre-Event	0.653	В	0.669	В		
09	La Tijera Blvd			Weekday Pre-Event	0.553	A	0.570	A		
		CMA	City of Los Angeles	Weekday Post-Event	0.295	A	0.316	A		
			Augeles .	Weekend Pre-Event	0.481	A	0.499	A		
				Weekday Pre-Event	0.906	E	0.913	E		
10	La Brea Ave/ Slauson Ave		Los Angeles	Weekday Post-Event	0.507	A	0.507	A		
	Siausofi Ave		County	Weekend Pre-Event	0.754	С	0.760	С		
				Weekday Pre-Event	0.930	Е	0.932	Е		
11	La Cienega Blvd/ Stocker St	ICU	Los Angeles	Weekday Post-Event	0.624	В	0.644	В		
	Stocker St		County .	Weekend Pre-Event	0.873	D	0.876	D		

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TABLE 3.14-98
INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project			e (with The Plus Project	Plus Pro	h The Forum) ject With gation
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
******	La Brea Ave/			Weekday Pre-Event	1.064	F	1.071	F		******
112	Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Post-Event	0.549	A	0.549	A		
				Weekend Pre-Event	0.807	D	0.814	D		
	Crenshaw Dr/ Manchester Blvd		Inglewood	Weekday Pre-Event	1.036	F	1 153	F		
113		ICU		Weekday Post-Event	0.627	В	0.666	В		
	Watchester Dive			Weekend Pre-Event	0.779	С	0.894	D		
				Weekday Pre-Event	0.931	Е	0.996	E		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	С		
	Ash 5/1-405 ND Off-Kallip			Weekend Pre-Event	0.768	С	0.861	D		
				Weekday Pre-Event			N/A	N/A		
115	Century Blvd/ West Structure	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	129.8	F	60.5	Е
	Driveway		-	Weekend Pre-Event			N/A	N/A	N/A	N/A
				Weekday Pre-Event			109.2	F	36.4	D
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist		N/A	N/A	N/A	N/A
				Weekend Pre-Event			51.2	D	35.7	D

TABLE 3.14-98 INTERSECTION OPERATIONS - ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar. Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable. N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all

movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

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Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results are presented for freeway operations in Tables 3.14-65, 3.14-68, 3.14-71, 3.14-74, and 3.14-77 and for freeway ramp queuing in Tables 3.14-66, 3.14-69, 3.14-72, 3.14-75, and 3.14-78. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on a number of the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 1 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered significant.

Mitigation Measures

Mitigation Measure 3.14-29(a)

Implement Mitigation Measure 3.14-3(h) (1-105 Westbound Off-ramp Widening at Crenshaw Boulevard)

Mitigation Measure 3.14-29(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

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Mitigation Measure 3.14-29(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-29(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-29(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-29(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. [Cite to table showing with mitigation?] Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 off-ramp at South Prairie Avenue, the maximum vehicle queue would be reduced from 9,175 feet (without mitigation) to 7,700 feet with mitigation, which is less than the applicable 8,720-foot storage. Thus, storage would be adequate with mitigation.
- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,247 feet (without mitigation) to 3,585 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in small
 decreases in the maximum queue at the I-405 northbound and southbound off-ramps at
 West Century Boulevard. However, the northbound off-ramp and the more southerly
 southbound off-ramp (south of West Century Boulevard) would continue to exceed the
 applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce two of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1 as described above, thereby mitigating this-impacts at these off-ramps to less-than-significant. However, the maximum queue at the I-405 northbound off-ramp onto West Century Boulevard and at the I-405 southbound off-ramp onto West Century Boulevard) would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impacts are considered to be significant and unavoidable.

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The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit. (Significant and Unavoidable)

The project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant**.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District¹⁹ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations. <u>Consistent</u> with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium will increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be less than significant.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inslewood. The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along <u>Prairie Avenue</u>. To the extent that congestion on South Prairie Avenue during the pre-event and postevent hours caused by the combination of traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pullout may be inadequate. Thus, the eurent-Proposed Project's plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

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¹⁹ City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

The following mitigation measure has been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-30(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (Transportation Demand Management Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Implementation of Mitigation Measure 3.14-30(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce concession on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBEC operator provide aufficient shuttles to ensure that there is auccessful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-30(a) would reduce transit impacts associated with attendees using shuttles to access light rail under a concurrent event scenario.

The following physical initiaation measure was identified that could further reduce transit impacts associated with attendees using shuttles to access light rail.

Level of Significance After Mitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

Mitigation Measure 3.14-30(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions; as such, the impacts or public bus operations are considered significant and unavoidable. Mitigation measures: 3:14-30(a) and 30(b) This measure would reduce the insuit impacts associated with attendees using similar to access light rail access to transit impact- under a concurrent event scenario to less than significant.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access. (Less than Significant with Mitigation)

As documented in **Impact 3.14-28**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

impact discussion under Impact 3.14-11 (transit impacts), Impact 3.14-25 (transit impacts under cumulative conditions), and Impact 3.14-35 (concurrent event impacts on transit under cumulative conditions). All further revisions should be consistent throughout these impacts.

Commented [WA3]: Revisions made to be consistent with

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At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access with concurrent major events at the major venues in the vicinity of the Project Site and Centinela Hospital is considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-31

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.

Impact 3.14-32: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium. (Less than Significant)

Temporary construction impacts of the Proposed Project on traffic, access, bus stops, and on-street parking were identified in **Impact 3.14-15**. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**. These impacts would be similar during major events at The Forum and/or the NFL Stadium.

Mitigation Measure 3.14-32

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.

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Cumulative Project Impacts and Mitigation Measures with Other Concurrent Events

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Cumulative conditions. (Significant and Unavoidable)

As presented in Tables 3.14-81, 3.14-84, 3.14-87, 3.14-90, and 3.14-93, and based on the significance criteria, significant impacts were identified at intersections during Major Events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium.. Figures 3.14-33, 3.14-34, and 3.14-35 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. Figures 3.14-36 is a study area map displaying those intersections that would be significantly impacted during the weekday pre-event peak hours for Scenario 2. Figures 3.14-37 and 3.14-38 are study area maps displaying those intersections that would be significantly impacted during the weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-39 and 3.14-40 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. Figures 3.14-39 and 3.14-40 are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. Figure 3.14-41 is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours, respectively, for Scenario 4.

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Figure 3.14-33 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekday pre-event peak hour

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Figure 3.14-34 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekday post-event peak hour

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Figure 3.14-35 Impacted Intersections: Cumulative (With The Forum) Plus Major Event Weekend pre-event peak hour

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Figure 3.14-36 Impacted Intersections: Cumulative (With Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

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Figure 3.14-37 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

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Figure 3.14-38 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

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Figure 3.14-39 Impacted Intersections: Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

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Figure 3.14-40 Impacted Intersections: Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

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Figure 3.14-41 Impacted Intersections: Cumulative (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

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These impacts are considered significant.

Mitigation Measure 3.14-33(a)

Implement Mitigation Measures 3.14-18(a) through 3.14-18(r)

Mitigation Measure 3.24-33(a) requires implementation of all mitigation measures required to mitigate impacts of a major event at the Proposed Project Arena under Adjusted Baseline conditions.

Mitigation Measure 3.14-33(b)

Implement Mitigation Measure 3.14-28(b) (Additional TCO placement and temporary lane changes at select intersections)

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on Table 3.14-99 for Scenario 1 (with The Forum). <u>Based on network-level microsimulation analysis</u>, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts.

The following describes their effectiveness of the above mitigation measures during each peak hour.

Weekday Pre-Event Peak Hour

Of the 71 significant intersection impacts, the above mitigation measures would cause 16 to become **less-than-significant**. No intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 60 percent without mitigation 65 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 52 significant intersection impacts, the above mitigation measures would cause 14 to become **less-than-significant**. Two intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 61 percent without mitigation to 70 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

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Of the 58 significant intersection impacts, the above mitigation measures would cause eight to become **less-than-significant**. These mitigation measures would cause one additional intersection to become new secondary, significantly impacted location. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 72 percent without mitigation to 78 percent with the recommended mitigation measures in place.

Mitigation measure testing did not consider the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional

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> right-of-way; however, some would require coordination with other responsible agencies. Further, there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulati The For Proj	um) No		ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
		memodology	Gurisaittion		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	1.189	F	1 3/13	F		*****
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.739	С	0.771	С		
				Weekend Pre-Event	1.065	F	1.220	F		
				Weekday Pre-Event	0.833	D	0.848	D	···	
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.520	А	0.592	А		
				Weekend Pre-Event	0.748	С	0.757	С		
	Hillcrest Blvd/ Florence Ave			Weekday Pre-Event	27.7	С	9.6	А	39.2	D
3		HCM	Inglewood	Weekday Post-Event	4.7	А	4.9	А	4.9	А
				Weekend Pre-Event	6.9	А	7.5	А	8.6	А
				Weekday Pre-Event	36.9	D	88.3	F	112.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	19.4	В	21.1	С	22.3	С
				Weekend Pre-Event	20.0	С	22.4	С	26.5	С
				Weekday Pre-Event	97.9	F	878	F	102.4	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	24.4	С	30.6	С	31.5	С
				Weekend Pre-Event	30.7	С	89.1	F	88.5	F
	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.104	F	1463	F		
				Weekday Post-Event	0.810	D	0.893	D	**	
_				Weekend Pre-Event	0.982	Е	1.041	F		
6			City of Los Angeles	Weekday Pre-Event	0.971	Е	1.033	F		
		CMA		Weekday Post-Event	0.658	В	0.746	С	~	
				Weekend Pre-Event	0.841	D	0.201	Е		
				Weekday Pre-Event	117.2	F	106.2	F	123.4	F
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Post-Event	4.1	А	92.5	F	44.3	D
	Glate Ave			Weekend Pre-Event	3.6	А	173.0	F	103.6	F
				Weekday Pre-Event	117.9	F	110.1	F	125.7	ą
8	Prairie Ave/ Fast Carondelet Way		Inglewood	Weekday Post-Event	5.3	А	156.5	F	991	F
	East Carondelet Way			Weekend Pre-Event	5.3	А	130.2	F	100.9	F
				Weekday Pre-Event	94.5	F	81.5	F	106.6	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	7.5	А	119.2	F	91.8	F
	15 Regent outer			Weekend Pre-Event	10.6	В	87.4	F	\$5.7	E

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project Wi Mitigation	
		nitillouology		1	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	r e' 51.10			Weekday Pre-Event	1.296	F	1.389	F		
10	La Cienega Blvd⁄ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.721	С	0.782	С		
	Minicitester Dive			Weekend Pre-Event	0.943	Е	1 01 9	F		
				Weekday Pre-Event	1.186	F	1 306	F	1 21 4	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.694	В	0.914	E	0.914	Е
	Winterfester Dive			Weekend Pre-Event	0.936	Е	1.056	F	0.971	Е
	Hillowet Divd/			Weekday Pre-Event	78.2	Е	891	F	91.5	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	95.2	F	94.4	F
	A A A A A A A A A A A A A A A A A A A			Weekend Pre-Event	80.2	F	97.0	F	78.2	Е
				Weekday Pre-Event	46.4	D	38.5	D	35.4	D
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	8.3	А	104.8	F	97.3	F
	Matchester Dive			Weekend Pre-Event	51.2	D	44.9	D	33.5	С
				Weekday Pre-Event	190.4	F	171.7	F	192.6	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	62.2	Е	124.1	F	162.3	F
				Weekend Pre-Event	134.8	F	214.5	F	170.9	F
				Weekday Pre-Event	56.2	Е	60.8	Е	62.7	Е
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	13.4	В	81.9	F	62.2	E
	Manchester Divu			Weekend Pre-Event	54.4	D	81.2	F	62.6	E
				Weekday Pre-Event	1.638	F	1 710	F	1.478	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.577	F	2 01 4	Ŧ	1.890	F
	Watchester Divu			Weekend Pre-Event	1.447	F	1.517	F	1.378	F
				Weekday Pre-Event	0.614	В	0.679	В	×	
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.295	А	0.444	Α		
	THICLEST DIVU			Weekend Pre-Event	0.440	А	0.502	А		
				Weekday Pre-Event	0.571	А	0.637	В		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.384	А	0.554	А		
				Weekend Pre-Event	0.493	А	0.556	А		
	Prairie Ave/			Weekday Pre-Event	43.5	D	38.5	D	110.7	F
19	Kelso St/	HCM	Inglewood	Weekday Post-Event	61.6	Е	130.3	F	98.1	F
	Pincay Dr			Weekend Pre-Event	21.9	С	86.8	F	98.2	P

 Table 3.14-99

 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Pro	um) No		ve (with The Plus Project	Cumulative Forum) Plus Mitig	Project With
	inci section	memoriology	Surisaction	i cax fiour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	77			Weekday Pre-Event	14.9	В	13.6	В	14.2	В
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	9.3	А	7.6	А	8.0	А
	1 mody 121			Weekend Pre-Event	11.7	В	11.5	В	11.6	В
				Weekday Pre-Event	78.7	Е	155.2	F	130.9	p
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.3	В	35.7	D	21.4	С
	Albert Vilae St			Weekend Pre-Event	32.6	С	137.3	F	103.4	F
				Weekday Pre-Event	123.2	F	136.4	F	192.8	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.2	В	49.8	D	19.4	В
	Albor vitae St			Weekend Pre-Event	119.8	F	164.7	F	142.2	P
				Weekday Pre-Event	66.5	Е	140.9	F	144.3	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.2	С	133.1	F	52.7	D
	Arbor vitae St			Weekend Pre-Event	32.8	С	152.2	F	75.6	Е
				Weekday Pre-Event	66.1	Е	75.6	В	93.7	F
24	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	9.0	А	257.9	F	142.8	Ŗ
	Arbor Vitae St			Weekend Pre-Event	37.3	D	116.2	F	72.2	E
				Weekday Pre-Event	153.7	F	160.6	F	90.3	F
25	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F	2044	F
	Arbor Vitae St			Weekend Pre-Event	79.4	Е	97.1	F	100.6	F
				Weekday Pre-Event	17.4	В	86.4	F	15.6	В
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	А	9.2	А	* 10.0	В
	Hardy St		0	Weekend Pre-Event	14.1	В	15.1	В	17.5	В
				Weekday Pre-Event	10.1	В	17.5	В		А
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	А	11.0	В	6.8	Α
	Hardy St			Weekend Pre-Event	9.6	A	9.4	Α	9.4	А
				Weekday Pre-Event	53.6	D	61.3	E	33.5	C
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	143.0	F	254.4	F	234.2	F
	Hardy St		0 -	Weekend Pre-Event	23.6	C	26.6	С	75.4	Ē
				Weekday Pre-Event	17.7	В	106.8	F	68.4	E
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F	82.5	F
	Hardy St			Weekend Pre-Event	9.6	A	55.6	Ē	1117	F

TABLE 3.14-99
INTERSECTION OPERATIONS - CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Proj	um) No		ve (with The Plus Project	Cumulativ Forum) Plus Mitig	Project Witl
		internet of the second s		1.0001000	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.595	А	0.608	В		******
		ICU	Inglewood	Weekday Post-Event	0.341	А	0.402	А		
30	Van Ness Ave/ Hardy St/			Weekend Pre-Event	0.503	А	0.507	А		
30	96 th St		a:, 61	Weekday Pre-Event	0.428	А	0.442	А		
		CMA	City of Los Angeles	Weekday Post-Event	0.157	А	0.221	А		
			1	Weekend Pre-Event	0.330	А	0.334	А		
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	43.7	D	225 0	F	165.9	F
31	SB 405 On/Off Ramps (n/o	HCM	City of Los Angeles/	Weekday Post-Event	49.3	D	82.2	F	31.1	С
	Century)		Caltrans	Weekend Pre-Event	27.1	С	88.2	F	61.8	Е
				Weekday Pre-Event	91.1	F	62.5	Е	24.7	С
32	Prairie Ave/ 97 th St	HCM	Inglewood	Weekday Post-Event	29.0	С	99.2	F	49.4	D
	97- St			Weekend Pre-Event	13.2	В	12.2	В	39.3	D
				Weekday Pre-Event	28.4	С	179.8	F	171.2	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	9.9	А	88.5	F	55.6	Е
	Century Bivd		Aligeles	Weekend Pre-Event	15.0	В	17.4	В	26.8	С
			Inglewood/	Weekday Pre-Event	76.5	Е	249.1	F	199.0	F
34	La Cienega Blvd/	HCM	City of Los Angeles/	Weekday Post-Event	49.1	D	135.5	F	124.1	
54	Century Blvd	nem	County of						129.1	F
			Los Angeles	Weekend Pre-Event	33.5	С	118.0	F	112.7	Þ
) TE 405 0 /0 (C R) /		T 1 1/	Weekday Pre-Event	100.5	F	183.6	F	233.0	F
35	NB 405 On/Off Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	28.0	С	32.0	С	27.8	С
	contary pira		Culture	Weekend Pre-Event	17.1	В	124.9	F	171.9	F
	The A			Weekday Pre-Event	37.3	D	62.4	Е	47.2	D
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	111.0	F	126.8	F	110.6	F
				Weekend Pre-Event	15.5	В	29.4	С	31.6	С
	Inglewood Ave/			Weekday Pre-Event	130.1	F	203.1	F	169.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F	83.3	P
	,			Weekend Pre-Event	35.7	D	127.0	F	138.0	F
				Weekday Pre-Event	167.2	F	194.9	F	179.2	Þ
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	8.3	А	95.8	F	27.7	С
				Weekend Pre-Event	10.8	В	144.5	F	153.2	Ł

Table 3.14-99 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulati The For Proj	um) No		Cumulative (with The Forum) Plus Project		e (with The Project Witl ation
				1	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	a 31 4 (Weekday Pre-Event	81.1	F	113.8	F	79.6	Е
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	В	108 7	F	23.6	С
				Weekend Pre-Event	10.7	В	730	Е	71.0	E
	Hawthorne Blvd/			Weekday Pre-Event	85.6	F	136.8	F	120.5	F
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F	63.0	Е
	Century Blvd			Weekend Pre-Event	52.5	D	104-3	F	109.5	F
				Weekday Pre-Event	66.8	Е	96.2	F	72.0	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	А	97.5	F	13.4	В
	Collinity Divid			Weekend Pre-Event	7.7	А	14.3	В	46.8	D
				Weekday Pre-Event	23.7	С	39.1	D	28.7	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.3	А	112.0	F	22.6	С
	Century Divd			Weekend Pre-Event	9.5	А	11.4	В	20.0	В
				Weekday Pre-Event	124.7	F	169.6	F	166.4	F
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	96.4	F	188.8	F	151.0	F
	Century Bivd			Weekend Pre-Event	71.0	Е	94.4	F	129.7	F
				Weekday Pre-Event	59.0	Е	117.5	F	92.5	F
14	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.4	В	147.7	F	141.1	Ŗ
	Century Bivd			Weekend Pre-Event	49.4	D	82.1	F	108.6	F
				Weekday Pre-Event	71.3	Е	109.2	F	86.1	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.1	В	135.5	F	141.1	F
	Century Bivd			Weekend Pre-Event	33.2	С	25.4	Е	93.5	F
				Weekday Pre-Event	91.7	F	1193	F	99.8	F
16	Club Dr/	HCM	Inglewood	Weekday Post-Event	16.8	В	107.2	F	126.2	F
	Century Blvd		-	Weekend Pre-Event	30.7	С	105.3	F	120.4	F
				Weekday Pre-Event	78.7	Е	118.8	F	97.2	Þ
47	11th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	81.5	F	98.1	F
			-	Weekend Pre-Event	42.1	D	873	F	1441	Ŗ
				Weekday Pre-Event	133.8	F	220.4	F	207.1	F
18	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	68.0	Е	93.8	F	125.3	F
	Century Blvd		5	Weekend Pre-Event	89.8	F	192.3	F	232.5	ą

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Proj	um) No		ve (with The Plus Project	Cumulative Forum) Plus Mitig	Project With
		memouology	our isaiction	1 CHAN LIVER	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	-1		******	Weekday Pre-Event	30.9	С	144.5	F	146.3	F
49	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.7	В	17.9	В	23.9	С
	Somaly Dire			Weekend Pre-Event	14.5	В	148.0	F	153.5	F
			Inglewood/	Weekday Pre-Event	0.845	D	0.957	E		
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.844	D		
50	Van Ness Ave/		County	Weekend Pre-Event	0.745	С	0.869	D		
30	Century Blvd			Weekday Pre-Event	0.695	В	0.813	D		
		CMA	City of Los Angeles	Weekday Post-Event	0.435	А	0.693	В		
			i ingeles	Weekend Pre-Event	0.589	А	0.719	С		
			- · · ·	Weekday Pre-Event	0.460	А	0.575	А		
		ICU	Los Angeles County	Weekday Post-Event	0.437	А	0.645	В		
51	Gramercy Pl/		county	Weekend Pre-Event	0.437	А	0.543	А		
51	Century Blvd		a). 67	Weekday Pre-Event	0.284	А	0.407	А		
		CMA	City of Los Angeles	Weekday Post-Event	0.259	А	0.481	А		
			i ingenes	Weekend Pre-Event	0.259	А	0.371	А		
	Western Arrel		City of I	Weekday Pre-Event	0.916	Е	1.120	F		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.642	В	0.965	Е		
				Weekend Pre-Event	0.788	С	0.991	Е		
			Inglewood/ Los Angeles	Weekday Pre-Event	26.1	С	147.8	F	123.8	F
53	La Cienega Blvd/	HCM	County/	Weekday Post-Event	12.2	В	12.4	В	13.0	В
	SB 405 On/Off Ramps (s/o Century)		Caltrans/City of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D	48.6	D
				Weekday Pre-Event	104.5	F	182.6	F	61.4	F
54	Prairie Ave/102nd St	HCM^3	Inglewood	Weekday Post-Event	15.5	В	***	F	***	F
				Weekend Pre-Event	78.5	Е	69.2	F	25.1	D
				Weekday Pre-Event	6.9	А	7.7	А	26.9	D
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	А	9.4	А	50.7	F
				Weekend Pre-Event	7.1	А	7.9	А	8.1	А
56	Yukon Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.7	С	58.9	F	200.2	F
			inglewood ·	Weekday Post-Event			***	F	***	F

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

Inglewood Basketball and Entertainment Center Environmental Impact Report

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulati The For Proj	um) No		ve (with The Plus Project	Cumulativ Forum) Plus Mitig	Project With
"		niemodology	ourisation	I CAR ITOM	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	13.5	В	21.0	С	123.0	F
			Los Angeles	Weekday Pre-Event	18.8	В	121.0	F	99.7	F
57	La Cienega Blvd/ 104 th St	HCM	County/City of Los	Weekday Post-Event	7.3	А	7.1	А	7.3	А
	104 50		Angeles	Weekend Pre-Event	5.4	А	25.3	С	38.6	D
				Weekday Pre-Event	21.5	С	27.1	С	49.6	D
58	Inglewood Ave/ 104 th St	HCM	Los Angeles County	Weekday Post-Event	8.1	A	9.3	А	9.7	А
	104" 50		County	Weekend Pre-Event	15.1	В	14.7	В	20.6	С
			Inglewood/	Weekday Pre-Event	25.9	С	91.9	F	1187	F
59		HCM	Los Angeles	Weekday Post-Event	16.3	В	101.2	F	20.3	С
	104 50		County	Weekend Pre-Event	23.8	С	82.9	F	78.1	E
				Weekday Pre-Event	190.4	F	232 7	F	136.8	F
60	Hawthorne Blvd/ 104 th St Prairie Ave/104 th St Doty Ave/104 th St	HCM	Inglewood	Weekday Post-Event	13.0	В	***	F	256.8	F
				Weekend Pre-Event	147.6	F	160.6	F	122.4	F
				Weekday Pre-Event	76.8	F	140.7	F	75.9	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.9	А	108.8	F	7.7	А
				Weekend Pre-Event	7.7	А	10.2	В	8.7	А
				Weekday Pre-Event	24.1	С	45.5	D	25.6	С
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Post-Event	9.3	А	12.5	В	14.9	В
				Weekend Pre-Event	13.6	В	21.3	С	35.2	D
				Weekday Pre-Event	105.2	F	132.0	F	148.9	F
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Post-Event	13.5	В	25.0	С	27.0	С
				Weekend Pre-Event	58.8	Е	140.2	F	169.1	F
			Inglewood/	Weekday Pre-Event	0.544	А	0.562	А		
64	Van Ness Ave/ 104 th St	ICU	Los Angeles	Weekday Post-Event	0.308	А	0.334	А		
			County	Weekend Pre-Event	0.447	А	0.460	А		
	TLauthana Dhal/		T an America	Weekday Pre-Event	0.749	С	0.769	С		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.494	А	0.686	В		
				Weekend Pre-Event	0.660	В	0.676	В		
	Engemon Are/		Les Aposter	Weekday Pre-Event	12.4	В	211.8	F	161.8	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	7.4	А	120.4	F	33.5	С
				Weekend Pre-Event	10.7	В	178.1	F	7.0	А

TABLE 3.14-99
INTERSECTION OPERATIONS - CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

Inglewood Basketball and Entertainment Center Environmental Impact Report [PAGE]

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project Cumulative (with The Forum) Plus Project			Cumulative Forum) Plus Mitig	Project Witl	
		memouology	our isatettoir		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	77 · · · · · · ·			Weekday Pre-Event	47.0	D	803	F	66.5	E
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	67.6	Е	201.4	F	213.4	F
	Loniox Dive			Weekend Pre-Event	38.0	D	56.8	Е	29.1	С
				Weekday Pre-Event	128.8	F	166.7	F	89.8	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	19.4	В	82.8	F	57.1	Е
				Weekend Pre-Event	109.3	F	118.3	F	78.7	Е
				Weekday Pre-Event	10.7	В	12.4	В	11.6	В
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.9	А	9.3	А	9.3	А
				Weekend Pre-Event	9.6	А	11.8	В	11.8	В
				Weekday Pre-Event	0.584	А	0.750	С		
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Post-Event	0.445	А	0.630	В		
				Weekend Pre-Event	0.507	А	0.675	В		
			Hawthorne/L	Weekday Pre-Event	0.752	С	0.811	D		
71	Hawthorne Blvd/111 th St	ICU	os Angeles	Weekday Post-Event	0.426	А	0.599	А		
			County	Weekend Pre-Event	0.622	В	0.699	В		
				Weekday Pre-Event	88.5	F	112.5	F	71.8	Е
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Post-Event	116.0	F	91.5	F	133.6	F
				Weekend Pre-Event	77.7	Е	80.3	F	91.1	F
				Weekday Pre-Event	9.9	А	9.5	А	24.4	С
73	Yukon Ave/111 th St	HCM	Inglewood	Weekday Post-Event	6.7	А	8.0	А	7.6	А
				Weekend Pre-Event	9.2	А	9.4	А	9.0	А
				Weekday Pre-Event	0.748	С	0.860	D		
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Post-Event	0.488	А	0.661	В		
	WB 105 OII Ramp			Weekend Pre-Event	0.634	В	0.745	С		
				Weekday Pre-Event	209.9	F	250.0	F	328.0	F
75	Prairie Ave/112 th St/105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	56.3	Е	59.0	Е	57.5	Е
	*		Caurans	Weekend Pre-Event	161.8	F	201.7	F	283.7	F
				Weekday Pre-Event	0.844	D	0.848	D		
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.453	А	0.485	Α		

Table 3.14-99 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

Inglewood Basketball and Entertainment Center Environmental Impact Report

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Pro	um) No		ve (with The Plus Project	Cumulative Forum) Plus Mitig	Project With
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Freeman Ave/		T 1 1/	Weekday Pre-Event	70.0	Е	117.7	F	112.9	Ł
77	EB 105 On Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	69.6	Е	72.7	Е	113.7	F
	Imperial Hwy		Children	Weekend Pre-Event	19.2	В	20.3	С	31.9	С
				Weekday Pre-Event	167.9	F	243.0	F	168.9	F
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	58.3	Е	78.5	Е	76.0	Е
			mawulome	Weekend Pre-Event	48.5	D	76.8	Е	86.1	F
				Weekday Pre-Event	102.7	F	188 3	F	177.8	p
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthome	Weekday Post-Event	11.5	В	68.1	В	66.0	E
			nawmonie	Weekend Pre-Event	14.5	В	97.1	Ŧ	77.2	Е
				Weekday Pre-Event	76.6	Е	169.9	F	168.3	F
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.5	А	17.2	В	10.2	В
				Weekend Pre-Event	10.1	В	27.6	С	49.8	D
		· ····· · ·····		Weekday Pre-Event	0.994	Е	1.144	F		
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.622	В	0.880	D	×	
			- · ·	Weekend Pre-Event	0.916	Е	1.067	F		
				Weekday Pre-Event	48.7	D	225.0	F	33.8	С
82	Prairie Ave/118 th St	HCM	Hawthorne	Weekday Post-Event	9.9	A	11.6	В	* 12.3	В
				Weekend Pre-Event	17.6	В	18.5	В	17.9	В
				Weekday Pre-Event	0.896	D	1.062	F	1.054	F
83	Crenshaw Blvd/WB 105 Off Ramp/ 118 th Pl	ICU	Hawthorne/	Weekday Post-Event	0.732	С	0.920	Е	0.869	D
	118 PI		Caltrans	Weekend Pre-Event	0.878	D	1.050	F	1.040	F
				Weekday Pre-Event	53.2	D	83.6	F	51.8	D
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.3	В	18.8	В	17.4	В
				Weekend Pre-Event	25.4	С	24.1	С	25.8	С
				Weekday Pre-Event	0.787	С	0.833	D		
85	EB 105 On/Off Ramp/120th St	ICU	Hawthorne	Weekday Post-Event	0.761	С	0.991	Е		
	*			Weekend Pre-Event	0.882	D	0.929	Е		
				Weekday Pre-Event	0.831	D	0.954	Е	0.903	E
86	Crenshaw Blvd/120 th Street	ICU	Hawthorne	Weekday Post-Event	0.897	 D	1.341	F	0.773	С
-	·····			Weekend Pre-Event	0.876	D	1.000	E	0.950	E

 Table 3.14-99

 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

Inglewood Basketball and Entertainment Center Environmental Impact Report [PAGE]

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Proj	um) No		ve (with The Plus Project	Cumulativ Forum) Plus Mitig	Project With
		memouology	ourisateron	I CONK LIOUR	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.440	А	0.451	А		*****
		ICU	Los Angeles County	Weekday Post-Event	0.310	А	0.329	А		
07			County	Weekend Pre-Event	0.372	А	0.375	А		
87	La Cienega Blvd/Lennox Blvd			Weekday Pre-Event	0.262	А	0.274	А		
		CMA	City of Los Angeles	Weekday Post-Event	0.119	А	0.139	А		
			Aligeles	Weekend Pre-Event	0.188	А	0.191	А		
				Weekday Pre-Event	0.841	D	0.855	D		
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.464	А	0.513	А		
			County	Weekend Pre-Event	0.704	С	0.717	С		
				Weekday Pre-Event	37.3	D	108.4	F	86.1	F
89	Hollywood Park Casino Driveway/	HCM	Inglewood	Weekday Post-Event	12.0	В	143.4	F	158.6	F
	Century Blvd			Weekend Pre-Event	20.2	С	677	Е	85.8	Я
				Weekday Pre-Event	30.9	С	21.4	С	24.4	С
90	Prairie Ave/Buckthorn Street	HCM	Inglewood	Weekday Post-Event	177.1	F	190.6	F	214.6	p
				Weekend Pre-Event	17.7	В	34.7	С	44.3	D
				Weekday Pre-Event	1.086	F	1 259	F		
91	Normandie Ave/Century Ave	ICU	Los Angeles	Weekday Post-Event	0.784	С	1.071	F		
			County	Weekend Pre-Event	0.932	Е	1.102	F		
				Weekday Pre-Event	0.872	D	0.920	Е		
		ICU	Los Angeles County	Weekday Post-Event	0.650	В	0.842	D	~	
			County	Weekend Pre-Event	0.801	D	0.901	Е		
92	Vermont Ave/Century Ave			Weekday Pre-Event	0.797	C	0.911	Е		
		CMA	City of Los	Weekday Post-Event	0.539	А	0.762	С	*	
			Angeles	Weekend Pre-Event	0.714	С	0.831	D		
				Weekday Pre-Event	0.585	А	0.653	В		
93	Hoover St/Century Ave	CMA	City of Los	Weekday Post-Event	0.383	А	0.561	А		
	-		Angeles	Weekend Pre-Event	0.537	А	0.619	В		
	Figueroa St/Century Ave			Weekday Pre-Event	0.791	С	0.865	D		
94		CMA	City of Los	Weekday Post-Event	0.496	А	0.658	В		
			Angeles	Weekend Pre-Event	0.706	С	0.793	C		

 Table 3.14-99

 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulat The For Proj	um) No		ve (with The Plus Project	Cumulativ Forum) Plus Mitig	Project With
'n	inci sectori	memodology	ourisaleton	i cax from	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.524	А	0.638	В		*****
95	Grand Ave/110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.372	А	0.494	А		
	Contary Ave		Augeles	Weekend Pre-Event	0.449	А	0.563	А		
				Weekday Pre-Event	0.545	А	0.574	А		
96	Olive St/110 NB On Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.395	А	0.562	А		
	Century Ave		Angeles	Weekend Pre-Event	0.525	А	0.553	А		
				Weekday Pre-Event	1.392	F	1.536	F		
		ICU	Inglewood	Weekday Post-Event	1.141	F	1 406	F		
				Weekend Pre-Event	1.198	F	1 340	F		
97	Van Ness Ave/Manchester Blvd			Weekday Pre-Event	1.279	F	1 433	F		
		CMA	City of Los	Weekday Post-Event	1.010	F	1 293	F		
			Angeles	Weekend Pre-Event	1.070	F	1.222	F		
				Weekday Pre-Event	1.341	F	1.508	F		
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.143	F	1 409	F		
			Angeles	Weekend Pre-Event	1.159	F	1 323	F		
				Weekday Pre-Event	0.891	D	0.983	Е		
99	Normandie Ave/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.759	С	0.896	D	**	
			Angeles	Weekend Pre-Event	0.739	С	0.823	D		
				Weekday Pre-Event	1.003	F	1.096	F		
100	Vermont Ave/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.852	D	1.002	P		
			Angeles	Weekend Pre-Event	0.768	С	0.859	D	**	
				Weekday Pre-Event	0.870	D	0.955	Е		
101	Hoover St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.752	С	0.889	D		
			Angeles	Weekend Pre-Event	0.727	С	0.810	D		
				Weekday Pre-Event	1.037	F	1 1 3 1	F		
102	Figueroa St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	1.039	F	1 190	F		
	.		Angeles	Weekend Pre-Event	0.858	D	0.949	Е		
				Weekday Pre-Event	0.839	D	0.982	Е		
103	110 SB On/Off Ramps/	CMA	City of Los	Weekday Post-Event	0.908	 E	1.027	F		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.596	A	0.745	С	*	

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Table 3.14-99 Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

Inglewood Basketball and Entertainment Center Environmental Impact Report [PAGE]

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	В	0.661	В		*****
104				Weekday Post-Event	0.819	D	1.151	F		
				Weekend Pre-Event	0.634	В	0.639	В		
	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.156	F	1 300	F		
105				Weekday Post-Event	0.991	Е	1.098	F		
				Weekend Pre-Event	0.922	Е	1.057	F		
	Crenshaw Blvd/Florence Ave		City of Los Angeles	Weekday Pre-Event	0.912	Е	0.940	Е		
106		CMA		Weekday Post-Event	0.621	В	0.697	В	~	
				Weekend Pre-Event	0.796	С	0.816	D		
	La Brea Ave/Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	Е	0.972	E	0.950	Е
107				Weekday Post-Event	0.525	А	0.573	А	0.573	А
				Weekend Pre-Event	0.810	D	0.824	D	0.824	D
	La Cienega Blvd/Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.041	F	1.080	F	0.982	Е
				Weekday Post-Event	0.674	В	0.684	В	0.650	В
				Weekend Pre-Event	1.042	F	1.082	F	1.004	F
108		СМА	City of Los Angeles	Weekday Pre-Event	0.995	Е	1.040	F	0.925	Е
				Weekday Post-Event	0.569	A	0.579	А	0.539	А
				Weekend Pre-Event	0.996	Е	1.043	F	0.951	Е
				Weekday Pre-Event	0.755	С	0.771	С	*	
	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Post-Event	0.491	А	0.511	Α		
				Weekend Pre-Event	0.691	В	0.707	С		
109			City of Los Angeles	Weekday Pre-Event	0.587	A	0.603	В		
		CMA		Weekday Post-Event	0.313	Α	0.334	Α		
				Weekend Pre-Event	0.521	А	0.538	А		
	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.928	Е	0.935	Е		
110				Weekday Post-Event	0.518	А	0.518	Α		
				Weekend Pre-Event	0.771	С	0.778	С		
	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	Е	0.977	Е		
111				Weekday Post-Event	0.651	В	0.671	В		
				Weekend Pre-Event	0.934	Е	0.937	Е		

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TABLE 3.14-99								
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS								

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	La Brea Ave/Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.151	F	1.158	F		
112				Weekday Post-Event	0.589	А	0.589	А		
				Weekend Pre-Event	0.881	D	0.887	D		
	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.045	F	1 162	F		
113				Weekday Post-Event	0.614	В	0.723	С		
				Weekend Pre-Event	0.801	D	0.916	Е		
	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F		
114				Weekday Post-Event	0.666	В	0.791	С		
				Weekend Pre-Event	0.929	Е	1.023	F		
	Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N/A	N / A	•	
115				Weekday Post-Event			96.8	F	52.3	D
				Weekend Pre-Event			N / A	N / A		
	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		109.5	F	54.7	D
116				Weekday Post-Event			N / A	N / A		
				Weekend Pre-Event			58 7	В	28.9	С

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.

Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

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*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Cumulative conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results for freeway operations in Tables 3.14-82, 3.14-85, 3.14-88, 3.14-91, and 3.14-94 and in Tables 3.14-83, 3.14-86, 3.14-89, 3.14-92, and 3.14-95 for freeway ramp queuing. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 6 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 2 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 2 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 to 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to seven off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered significant.

Mitigation Measures

Mitigation Measure 3.14-34(a)

Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

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Mitigation Measure 3.14-34(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-34(c)

Implement Mitigation Measure 3.14-3(0) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-34(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-34(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-34(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,755 feet (without mitigation) to 3,926 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in decreases in the maximum queue at the I-405 northbound and southerly southbound off-ramps at West Century Boulevard and at the I-105 westbound off-ramp to South Prairie Avenue. However, the queues on these ramps would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce one of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating this impact to less-than-significant. However, the maximum queues at the I-405 northbound off-ramp onto West Century Boulevard, at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard), and at the I-105 off-ramp onto South Prairie Avenue would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood,

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however, their implementation cannot be guaranteed and the impacts are considered to be significant and unavoidable.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (Significant and Unavoidable)

The Proposed Project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under cumulative conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District²⁰ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations. <u>Consistent with OPR guidance</u> an increase in transit demand is not considered an impact for CEQA purposes.

Project-related vehicular traffic would not be expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium and cumulative development would increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. <u>Consistent</u> with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be **less than significant**.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. The Proposed Project site plan indicates a 120-foot bas pull-out would be provided along Prarie Avenue. To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of cumulative traffic growth

²⁰ City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

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and traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the <u>outgrast Proposed Project's</u> plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

The following mitigation measure has been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-35(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Level of Significance After Affitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavaidable.

Implementation of Mitigation Measure 3.14-35(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBEC operator provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-35(a) would reduce transit impacts associated with attendees using shuttles to access light rail under a concurrent event second.

The following physical mitigation measure was identified that could further reduce transit impacts associated with attendees using shuttles to access light rail.

Mitigation Measure 3.14-35(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions; as such the impacts on public bus operations under a concurrent event scenario are considered significant and unavoidable. Mitigation measures 3:14-35(a) and 35(b) This-measure would reduce the transit impacts associated with aftendees using shuttles to access light rail under a concurrent event scenario access to transit impacts to less than significant.

Commented [WA5]: Revisions made to be consistent with impact discussion under Impact 3.14-11 (transit impacts), Impact 3.14-25 (transit impacts under cumulative conditions), and Impact 3.14-20 (concurrent event impacts). All further revisions should be consistent throughout these impacts.

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Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access under cumulative conditions. (Less than Significant with Mitigation)

As documented in **Impact 3.14-33**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created under cumulative conditions with cumulative traffic growth (particularly buildout of HPSP Phase 2) would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access is considered **potentially significant**. Because the Proposed Project would be one of three major venues to conduct major events that would result in large amounts of traffic on the streets in the vicinity of the Project Site and Centinela Hospital, the project contribution would be cumulatively considerable, and, thus, the cumulative impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.14-36

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.

Impact 3.14-37: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions. (Less than Significant with Mitigation)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. As discussed in

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Impact 3.14-27, the only known related projects in the vicinity of the Proposed Project that could have construction occurring concurrently with the construction of the Proposed Project would be construction of elements of the Hollywood Park Specific Plan Phase 1 that would not be completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 West Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project. Cumulative construction impacts on traffic, access, bus stops, and on-street parking during major events at The Forum and/or the NFL Stadium would therefore be similar to those identified in **Impact 3.14-27** for the Proposed Project itself. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**.

Mitigation Measure 3.14-37

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to less than significant.

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