

APPENDIX L

Transportation and Traffic Studies

This appendix describes the ridership analysis specific to the National Environmental Policy Act and related Environmental Assessment. The appendix also includes a Transportation Assessment Study prepared for the Environmental Impact Report as part of the California Environmental Quality Act. The

Transportation Assessment Study is included with the Draft EA because it describes the existing transportation network and relevant regulations. It also discusses proposed Project effects related to traffic congestion, transit, and active transportation.

Ridership Analysis using STOPS and Special Events Model



MEMORANDUM

To: Louis Atwell, Assistant City Manager and Public Works Director, City of Inglewood

From: Sujith Rapolu (Insight Transportation Consulting), David Schmitt (Insight Transportation Consulting), Naveen Chandra Iraganaboina (Nelson Nygaard)

Date: April 21, 2022

Subject: Inglewood Transit Connector Project – Forecasting Summary Memorandum

OVERVIEW

This memorandum summarizes the ridership and the reduction in auto vehicle-miles traveled (delta auto VMT) estimates for the Inglewood Transit Connector (ITC). These estimates were developed for the purpose of computing emissions estimates for the ITC environmental analysis.

The ITC is a 1.6-mile automated transit system (ATS) system connecting downtown Inglewood and Metro's Crenshaw/LAX (K Line) Line's Downtown Inglewood station with The Forum, SoFi Stadium, YouTube Theater, Hollywood Park, and the Inglewood Basketball & Entertainment Center (IBEC).

The ridership forecasting team applied the STOPS Ridership and Event Ridership models to generate ridership and delta auto VMT for three scenario years: 2019, 2027, and 2045. The STOPS Ridership Model was applied to generate average weekday (non-event) forecasts. The model is described in the enclosed technical memorandum entitled "Inglewood Transit Connector Project – STOPS Ridership Model Development". The Events Ridership Model was applied to generate forecasts for events held at The Forum, SoFi Stadium, YouTube Theater and the IBEC. This model is described in the enclosed technical memorandum entitled "Inglewood Transit Connector Project – Events Ridership Model Development".

DESCRIPTION OF SCENARIOS

The ITC project is an elevated ATS that connects downtown Inglewood with the event venues along Prairie Avenue, which include The Forum, SoFi Stadium, the YouTube Theater, and the IBEC. It is approximately 1.6 miles in length with 3 elevated stations. The service begins in downtown Inglewood at its Market Street / Florence Avenue Station, which is across the street from the Metro K Line's Downtown Inglewood Station. From there, it traverses south along Market Street, turning east along Manchester Boulevard. The midline station is located at Manchester Boulevard and Prairie Avenue.

From this station, it turns south along Prairie Avenue towards its southern terminus station at Prairie Avenue / Hardy Street.

The ITC project is planned to operate at a 6-minute frequency on weekdays, holidays and weekends when there is no NFL game at the SoFi Stadium. On NFL gamedays, the ITC is expected to operate at a 2-minute frequency 3 hours before and after the NFL game, and at a 6-minute frequency rest of the day. The end-to-end travel time is about 6 minutes. For events at The Forum and IBEC, the ITC can operate 2-6 minute frequencies depending on the size of the event.

Ridership estimates were developed for non-events using a STOPS model previously developed in the region and updated by the ridership team for this project. The ridership team developed separate events models to estimate ridership from the various events at SoFi Stadium, The Forum, and the IBEC. More information on these ridership models can be found in technical memoranda entitled “Inglewood Transit Connector Project – STOPS Ridership Model Development” and “Inglewood Transit Connector Project – Events Ridership Model Development” in Appendix L.

Assumptions for Non-Event Ridership Modeling

The Metro K Line is expected to open in 2022. On weekdays, within the Inglewood Transit Connector corridor, the K Line will operate at a 6-minute frequency during the AM peak, and at a 12-minute frequency during the midday. It offers 12-minute frequency service on Saturday evenings and Sunday mornings. Further, Metro has plans to alter Routes 40, 212, 607 and 740 when the K Line begins operations to improve and streamline connections. Route 40 is planned to terminate at the K Line’s Martin Luther King, Jr. Station and will no longer serve the corridor. Route 212 will be extended further south from its current southern terminus at the Hawthorne/Lennox Station to the South Bay Galleria. This extension provides the service formerly provided by Route 40’s original alignment. Route 607 will maintain its current alignment but operate bi-directional service. Route 740 will be discontinued.

The ridership team included the K Line and associated Metro bus changes described above in both the No-Build and Build service plans.

There are no other proposed weekday service changes to the Metro bus system after the introduction of the ITC project. Further, a free fare is assumed on the ITC project on weekdays and weekends with no events.

Assumptions for Event Ridership Modeling

The ridership team developed an Excel spreadsheet-based model for three types of events: SoFi Stadium, The Forum, and the IBEC. Each event type has a different attendance magnitude and spatial distribution of attendees. A list of the various events and attendees is summarized in Table 1.

Table 1 List of Events and Estimated Attendee Capacity for IBEC Events

Event type	Events per year	Estimated number of attendees	Event model used to estimate ridership
NFL games	20	70,240	SoFi Events Model
Major college football game	1	70,240	
Mid-sized events	16	40,000	
Small-sized events	8	25,000	
Concerts (The Forum)	75	17,500	The Forum Events Model
Concerts (YouTube Theater)	75	6,000	
NBA games	49	18,000	IBEC Events Model
Other Sporting Events	35	7,500	
Large-sized concerts	5	18,500	
Medium-sized concerts	8	14,500	
Small-sized concerts	10	9,500	
Family Shows	20	8,500	
Corporate/Community Events	100	2,000	
Plaza Events	16	4,000	

The detailed assumptions for the event models along with the annualization factors used for each of the event models is described in the “Inglewood Transit Connector Project – Events Ridership Model Development” memo included in Appendix L.

The ridership team included the K Line and associated Metro bus changes described in the previous section in both the No-Build and Build service plans for all the three event models.

There are no other proposed Saturday evening service changes to the Metro bus system after the introduction of the ITC project. Further, from a ridership modeling perspective, a free fare is assumed on the ITC project in the event models.

On Sunday NFL game days, the IPark&Go shuttles to downtown Inglewood, El Segundo and Playa Vista will be discontinued. Instead, the game attendees will be directed to park in downtown Inglewood and take the ITC to the SoFi Stadium. The GTrans 7X and Metro GameDay shuttles are proposed to be discontinued. Riders will be able to use the K line to the ITC to access the SoFi Stadium.

A range of ridership forecasts was generated for the event models based on the potential mode share for each venue. The lower range forecasts were developed by calibrating the event models to mode shares observed during the 2021 surveys of Forum and SoFi attendees. These mode shares were generally less than 3% of attendees. However, these surveys were conducted during the COVID-19 pandemic and particularly during a nationwide spike in cases due to the omicron variant.

Therefore, the ridership team decided to develop a secondary set of forecasts by re-calibrating the event models to mode shares achieved by other venues in the country before the COVID-19 pandemic. The Forum event model was re-calibrated to a base mode share of 7%, the SoFi event model was re-calibrated to 9%, and the IBEC event model was re-calibrated to a 14% mode share. The IBEC mode share was consistent with the reported mode share from a pre-pandemic survey of Los Angeles Clippers (one of the two National Basketball Association franchises in the region) ticket holders.

Analysis Years

Ridership and delta auto VMT forecasts were developed for the ITC project for three scenario years: a 2019 “current year”, a 2027 ITC opening year, and a 2045 horizon year. The estimates for the opening year (2027) are based on a linear interpolation of the current and horizon year estimates.

There are no planned changes to the transit service in the corridor between the current (2019) and horizon (2045) years in the Inglewood Transit Connector corridor. Therefore, the horizon year No Build and Build service plans in the corridor are assumed to be the same as the current year service plans described in the previous section for all the events and non-events models. Outside the project corridor, the horizon year service plan includes the proposed Measure M changes to the rail network, that are expected to be in place by 2045.

The non-event ridership model uses the Metropolitan Planning Organization’s (MPO) current and forecasted population and employment data as an input. The project team provided the latest Traffic Analysis Zone (TAZ) level current year (2019) and horizon year (2045) population and employment data to the ridership team. The data is consistent with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). It also includes additional population and employment resulting from six large development projects in the ITC corridor. The events model uses attendance of each venue.

The auto distances and travel times in the models for both the current and horizon years are from the Metro’s regional travel demand model.

FORECASTING RESULTS

The annual ITC ridership and auto VMT reduction estimates are shown in Table 2 and Table 3. A range of estimates is provided, which correspond to differences in potential mode share for events only. Average weekday estimates remain the same for both the lower and upper range. The annual project ridership for the existing year (2019) would be between 1.22 and 1.58 million, whereas it would be between 2.41 and 2.77 million for the horizon year (2045). The annual project ridership for the opening year (2027) is based on the interpolation of the existing and horizon year ridership and is estimated to be between 1.58 and 1.95 million.

Table 2 Annualized Ridership for 2019, 2027, 2045

Year	Description	Annualized Project Trips	
		Upper-end	Lower-end
2019	Non-Event	975,000	975,000
	IBEC Event	136,000	-
	Forum Event	111,000	86,000
	SoFi Event	361,000	157,000
	Total	1,583,000	1,217,000
2027	Non-Event	1,304,074	1,304,00
	IBEC Event	137,531	19,000
	Forum Event	116,984	90,000
	SoFi Event	390,311	171,000
	Total	1,948,899	1,584,000
2045	Non-Event	2,044,000	2,044,000
	IBEC Event	141,000	63,000
	Forum Event	131,000	101,000
	SoFi Event	456,000	203,000
	Total	2,773,000	2,411,000

The annualized VMT savings estimated for the project would be between 1.57 million and 1.84 million for the existing year (2019); while for the horizon year (2045), it could be between 2.37 to 2.65 million. The annual auto VMT savings for the opening year (2027) is estimated by interpolating the estimates of existing and horizon year forecasts and is estimated to be between 1.82 and 2.09 million.

Table 3 Annualized Reduction in Auto VMT for 2019, 2027, 2045 (reductions are displayed within parentheses)

Year	Description	Annualized Delta Auto VMT	
		Upper-end	Lower-end
2019	Non-Event	(1,384,000)	(1,384, 000)
	IBEC Event	(73,000)	-
	Forum Event	(35,000)	(30, 000)
	SoFi Event	(344,000)	(158, 000)
	Total	(1,837,000)	(1,572,000)
2027	Non-Event	(1,587,000)	(1,587, 000)
	IBEC Event	(72,600)	(10,000)

Year	Description	Annualized Delta Auto VMT	
		Upper-end	Lower-end
	Forum Event	(52,000)	(43, 000)
	SoFi Event	(378,000)	(178, 000)
	Total	(2,089,000)	(1,818,000)
2045	Non-Event	(2,044,000)	(2,044, 000)
	IBEC Event	(68, 000)	(31, 000)
	Forum Event	(92, 000)	(71,000)
	SoFi Event	(455,000)	(224, 000)
	Total	(2,658,000)	(2,370,000)

SUMMARY

The ridership forecasting team developed a range of ridership and change in auto VMT estimates for subsequent environmental analysis. The estimates were developed using non-event and event ridership models to reflect the ridership and change in auto VMT impacts on average non-event weekdays as well as events held at The Forum, SoFi Stadium, YouTube Theater, Hollywood Park, and the IBEC.

A range of annual ITC ridership and auto VMT reduction corresponds to differences in potential transit mode share for events only. Average weekday estimates remain the same for both the lower and upper range. The annual project ridership for the existing year (2019) would be between 1.22 and 1.58 million, whereas it would be between 2.41 and 2.77 million for the horizon year (2045). The annual project ridership for the opening year (2027) is based on the interpolation of the existing and horizon year ridership and is estimated to be between 1.58 and 1.95 million.



MEMORANDUM

To: Project Team

From: Sujith Rapolu (Nelson Nygaard), David Schmitt (Insight Transportation Consulting)

Date: February 15, 2022

Subject: Inglewood Transit Connector Project – STOPS Ridership Model Development

OVERVIEW

This memorandum documents the development of a Simplified Trips on Project Software (STOPS) model for the Inglewood Transit Connector (ITC) project. The project is currently in the New Starts Project Development phase of Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program.

The modeling team received a STOPS model from the ITC project team. This model was previously used to develop high-level ridership forecasts for the East San Fernando Valley (ESFV) Light Rail Transit project. The modeling team used this ESFV STOPS model as the basis and updated it for CIG analysis for the ITC project. The memo summarizes the updates made to the ESFV STOPS model.

The updated STOPS model was applied to develop the non-events ridership forecasts for the ITC project. Separate events models were developed to estimate ridership from the various events at SoFi Stadium, The Forum, and the International Basketball and Entertainment Center (IBEC). The development of these events models is documented in a separate memo.

STOPS INPUTS AND PARAMETERS

The most recent available version of STOPS (version 2.50 – dated 07/22/2020) was used by the modeling team for this project.

Data Reconciliation to 2019 Conditions

The ESFV model uses the "incremental" approach of STOPS based on the following origin-destination surveys conducted in the region – 2011 LA Metro, 2014 Municipal operators, and 2015 Metrolink. The modeling team was informed that the datasets were expanded to 2019 and incorporated in the ESFV model. 2019 is also the current year in the model.

The modeling team reviewed the National Transit Database (NTD) reports for 2019 and scaled all the input ridership data to generally match the 2019 NTD ridership. The following input data was updated:

- The target for unlinked transit trips was updated to 1,489,482. The breakdown by agency is shown in the table below.

Table 1: 2019 Average Weekday Unlinked Transit Trip Targets by Agency

Agency	Average Weekday Unlinked Transit Trips	Source
LA Metro – Buses	878,862	2019 NTD report; https://isotp.metro.net/MetroRidership/IndexRail.aspx
LA Metro – Rail	280,680	
Big Blue Bus	41,891	2019 NTD report
Long Beach Transit	73,170	
Culver City Bus	15,362	
LADOT	63,607	
City of Gardena	10,198	
Foothill Transit	42,916	
City of Glendale	5,274	
Metrolink	45,786	
Torrance Transit System	11,900	
Pasadena Transit	5,421	
Santa Clarita Transit	9,129	
Norwalk Transit System	5,286	
Total	1,489,482	

- The stop-level Automatic Passenger Counter (APC) data in the STOPS Station shape file was scaled to match the above unlinked trips at the agency level. Missing station level data on Metrolink was requested from the project team and incorporated into the file.
- The route counts text file which contains the route level average weekday boardings was also scaled to match the above unlinked trips at the agency level. Missing route level data for various Municipal operators was requested from the project team, and where available, was incorporated into the file.
- The incremental trip table input file was scaled as well to appropriately reflect the revised unlinked trip targets.

Other Inputs

- **Population and Employment Data:** STOPS uses the Metropolitan Planning Organization's (MPO) current and forecasted population and employment data to grow the CTPP JTW data to the current and forecasted years. The project team provided the latest TAZ level current year (2019) and horizon year (2045) population and employment data to the modeling team. The data is consistent with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan /Sustainable Communities Strategy (2020 RTP/SCS). It also includes additional population and employment resulting from six large development projects in the ITC corridor.
- **Auto Travel Times and Distances:** STOPS requires zone-to-zone current year AM peak period automobile travel times and distances as an input. The ESFV STOPS model already has this data for the current and horizon years and no other changes were made to this data.
- **District System:** STOPS uses districts to define a logical grouping of TAZs both within transportation corridors and throughout the region. Districts are used by STOPS to scale the CTPP JTW trips to the MPO population and employment forecasts and for reporting STOPS outputs within a logical and concise framework.

The modeling team updated the district boundaries by defining finer districts in the project corridor and coarser districts further away from the corridor. The figure below shows defined for the project.

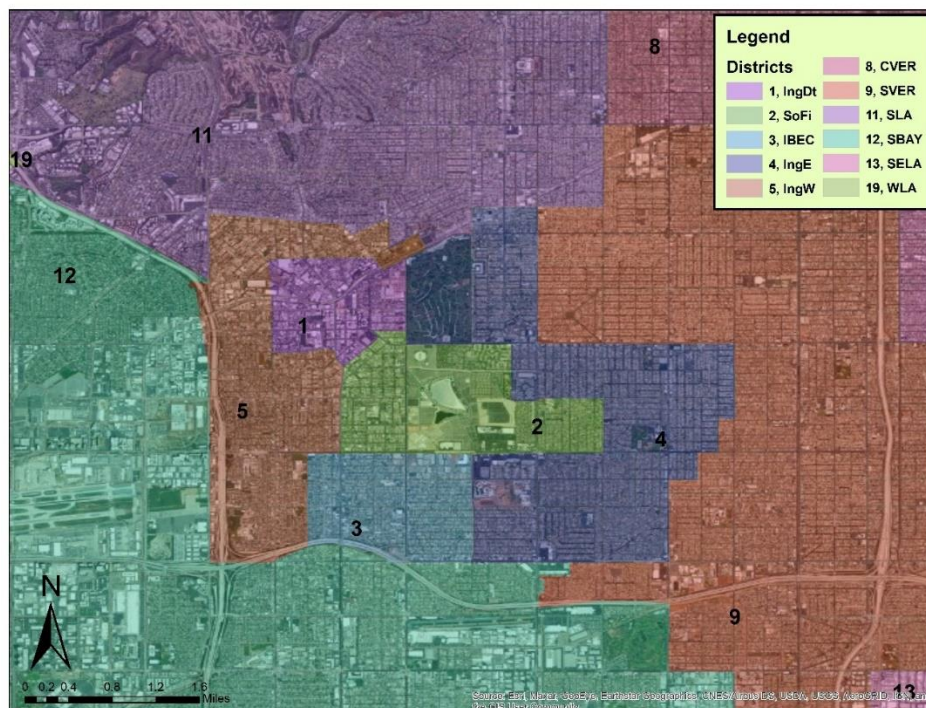


Figure 1: Corridor Districts for the STOPS Model

- **Park-and-Rides:** The modeling team coded all the formal park-and-ride (PNR) lots in the region based on publicly available data from agencies websites.
- **Transit Network:** The General Transit Feed Specification (GTFS) format is used by STOPS to represent the transit network. The transit network in the “Existing” scenario utilizes the October 2019 GTFS files for all the agencies in the model.

No-Build Scenario. The No-Build scenario reflects the “Existing” GTFS plus the proposed Crenshaw Line in both the current and horizon years.

Build Scenario. In the current year, the Build scenario reflects the “No-Build” scenario plus the ITC project. In the horizon year, the ESFV STOPS model included additional GTFS files to reflect the system expected in 2045. The modeling team utilized these GTFS files in the horizon year and added the ITC project to develop the horizon year forecasts.

- **Fare Structure File:** A free fare is assumed on the ITC project on weekdays and weekends.
- **Walk Links File:** The path-building component of STOPS can generate zone centroid-to-transit walk connector links using two different techniques – straight line distances (the default) or by walking over a street database. This model uses the walking over the street database method. The modeling team added additional walk links in the project corridor to better reflect walk access between the project stations and key zones.
- **Fixed Guideway Setting:** STOPS uses two Fixed Guideway Settings (FGS), denoted as “Partial FGS” and “Full FGS,” that approximate the perceived differentiation between fixed-guideway alternatives and regular bus services. Both FGS settings can vary between 0.0 and 1.0. FGS values near zero imply that the fixed-guideway mode is not perceived by riders to be meaningfully different from traditional bus services beyond headway and travel time characteristics. Larger FGS values imply that riders perceive the benefits of fixed-guideway systems beyond headway and travel time.

The Full FGS is generally applied to heavy rail and commuter rail services and was updated to 1.0 in the model. The Full FGS gets applied to the Metro B/G Lines, and all Metrolink rail lines in this model. This value also gets applied to the ITC project in the Build scenario.

The Partial FGS is applied to routes with route type coded as zero in the GTFS files. In this model, the Partial FGS applies to the Light Rail Transit (LRT) lines in the “Existing” scenario – Metro A, C, L, and E Lines. In the “No-Build” and “Build” scenarios, the K Line is the key route where this Partial FGS is applied. The modeling team set this value to 0.90 during model re-calibration so that the estimated ridership on the existing LRT lines is close to the observed ridership.

- **Auto Time Factor:** The 'Auto Time Factor' is a multiplicative scaling factor that adjusts the zone-to-zone automobile time from the region's travel demand model to reflect highway travel time more accurately. The 'Auto Time Factor' is usually developed based on the spreadsheet (provided by FTA) calculations to normalize the MPO travel times to Google online automobile travel time estimates. This factor is set to 1.18 for this model.
- **Parameter File:** The modeling team cleaned up the parameter file to reflect an average weekday in 2019 for all the GTFS files being used in the model. The linked transit trip targets and all the other settings in this file were appropriately modified to reflect all the updates that were made during the model development and recalibration phase of this project.



MEMORANDUM

To: Project Team

From: David Schmitt (Insight Transportation Consulting), Naveen Iraganaboina (Nelson Nygaard), Sujith Rapolu (Nelson Nygaard)

Date: February 15, 2022

Subject: Inglewood Transit Connector Project – Events Ridership Model Development

OVERVIEW

This memo describes the characteristics and components of the Special Events Model (SEM) used for the Inglewood Transit Connector (ITC) project. The SEM is used to estimate ridership on the ITC project and the change in automobile vehicle-miles traveled (VMT) for No-Build and Build scenarios across three analysis years (2019, 2027 and 2045).

The model is in Production/Attraction (P/A) format, meaning that it will estimate trips both coming to and from events but will represent both directions in the origin-to-event direction. This P/A format is commonly used for models such as these, since it reduces the amount of transit network management needed (one time period versus two). P/A format assumes that attendees will return home from events using the same mode and path they used to travel from home to the event.

The SEM is developed in Excel workbook format. Separate workbooks have been developed for the three types of events: SoFi Stadium, The Forum and the International Basketball and Entertainment Center (IBEC). Each event type has a different attendance magnitude and spatial distribution of attendees.

For each SEM, the 2027 forecasts are developed based on a linear interpolation of the 2019 and 2045 forecasts.

The transit network in the No-Build and Build scenarios are identical for all three SEMs. The major difference between the Existing and the No-Build scenarios is the addition of the Metro K Line to the system. The Build scenario is the No-Build scenario with the ITC project added. The background and regional transit system is changed to reflect the 2019 system and the system expected in 2045.

A description of the SEM of each venue is provided first. The development of annualization factors for each venue, which convert the daily ridership to annual ridership, follows. Finally, details of the survey data used to develop the SEMs are provided.

DESCRIPTION OF MODELS

The SEMs are simplified four-step models using as much information from other sources to minimize development and setup time. The traditional four steps of a four-step model are Generation, Distribution, Mode Choice and Assignment. Details of each step for the SoFi, The Forum and IBEC SEM is described in the sections below.

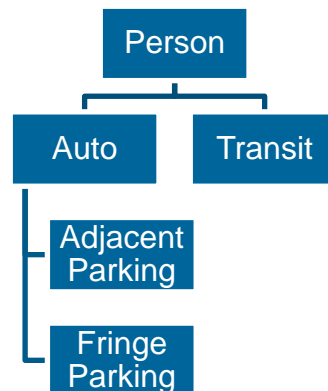
Events Model: SoFi Stadium

The traditional three-step modeling approach is used in the SoFi SEM: generation, distribution, and mode choice.

Trip Generation: The number of trips is twice the number of expected attendees, as the attendees make return journey trips after the event. The summary of attendees by zip code and travel mode, estimated from the expanded 2022 SoFi event survey is multiplied by two to estimate the number of trips generated by each zip code.

Trip Distribution: The spatial distribution of the generated trips is based on two data sources: a subset of ticket holder zip codes and the origin zip codes for SoFi attendees using transit or parking shuttles. The datasets were combined and scaled to the number of trips produced in trip generation.

Mode Choice: The SoFi SEM model uses a nested logit model structure, as presented below:



The model estimates two modes: auto and transit. The attendees using the auto travel model can either park at adjacent parking facilities (SoFi and The Forum) or at fringe parking locations (downtown LAZ parking lots, Flyte parking lot, and Playa Vista lot).

- Transit – attendees using transit (but possibly not the project) for their entire trip
- Adjacent Parking – attendees using auto and parking adjacent to the event location, and
- Fringe Parking – attendees using auto and parking away from the event location.

Adjacent and Fringe parking are computed in a hierarchical manner. Auto trips will first use all adjacent parking spots. Excess auto trips will use fringe parking spots, beginning with the closest lots, and moving farther away from the event location.

A binary logit model is setup for the transit and auto trips. The auto trips are then distributed using the above rule-based method. The auto trips exceeding the adjacent parking capacity are assumed to spill over to the fringe parking. The following table provides the coefficients and constants for the mode choice model.

Table 1: Mode Choice Model Coefficients and Constants for the SoFi Stadium Events Model

Variable	Coefficient / Constant	Description	Remarks
Auto			
ASC_{Auto}	0	Alternative specific constant for auto	--
$IVTT_{Coeff}$	-0.025	In-vehicle travel time coefficient	--
$OVTT_{Coeff}$	-0.0625	Out of vehicle travel time coefficient	2.5x relative weight to IVTT
$Cost_{Coeff}$	-0.15	Cost coefficient	\$10/hour
Transit			
$ASC_{Transit}$	-4.5	Alternative specific constant for transit	180 mins of additional IVTT
$IVTT_{Coeff}$	-0.025	In-vehicle travel time Coefficient for bus	--
$IVTT_{FG_{Coeff}}$	-0.02125	In-vehicle travel time coefficient for fixed guideway transit	85% of IVTT
$OVTT_{Coeff}$	-0.0625	Out of vehicle travel time coefficient	2.5x relative weight to IVTT
$Cost_{Coeff}$	-0.15	Cost coefficient	
$NumBoard_{Coeff}$	-0.10625	Number of boardings coefficient	4.25 minutes of IVTT
Other Constants			
$ParkingCost$	\$60	Parking cost at the SoFi stadium	--
$AutoOcc$	3.3	Auto Occupancy Rate estimated from the SoFi stadium survey	--
$Distance_{Auto}$	--	From STOPS auto skim file	--
$OperatingCostRate$	\$0.099	Auto operating cost per mile	--

The utility expressions used for auto and transit in the logit model specifications are described below

$$Utility_{Auto} = ASC_{Auto} + IVTT_{Auto} * IVTT_{Coeff} + OVTT_{Auto} * OVTT_{Coeff} + \left[\frac{ParkingCost}{AutoOcc} + \frac{Distance_{Auto} * OperatingCostRate}{AutoOcc} \right] * Cost_{Coeff}$$

$$Utility_{Transit} = ASC_{Transit} + IVTT_{Bus} * IVTT_{Coeff} + IVTT_{FG} * IVTT_{FG_{Coeff}} + OVTT_{Transit} * OVTT_{Coeff} + Cost * Cost_{Coeff} + (NumBoardings * NumBoard_{Coeff})$$

Where:

- $IVTT_{Auto}$ is in-vehicle travel time from STOPS auto skims
- $OVTT_{Auto}$ is out of vehicle travel time which is assumed to be 20 mins
- $Distance_{Auto}$ is auto distance from STOPS auto skims
- $IVTT_{Bus}$ and $IVTT_{FG}$ are in-vehicle travel times for bus and fixed guideway, from STOPS transit skim file
- $OVTT_{Transit}$ is out of vehicle travel time for transit, is the sum of access time, wait time, transfer time and egress time, from STOPS transit skim file
- $NumBoardings$ is the number of boardings from STOPS transit skim file

Transit travel times and paths from origin zones to SoFi stadium are provided by using STOPS path-building procedures for an average Sunday morning. The auto skims are from a recently developed version of the ESFV STOPS model with an additional 25 minutes of auto time applied to reflect congestion around SoFi stadium during events.

The auto and transit shares from each zone to the SoFi stadium zone are estimated using the following expressions

$$Share_{Auto} = \frac{e^{Utility_{Auto}}}{e^{Utility_{Auto}} + e^{Utility_{Transit}}}$$

$$Share_{Transit} = 1 - Share_{Auto}$$

The share of auto and transit from each zone to the SoFi stadium zone estimated in the mode choice part is multiplied with the attendee trips to estimate the auto and transit attendee trips. The auto attendee trips from all the zones are aggregated to estimate total auto trips to SoFi. Similarly, all the transit trips are aggregated to estimate total transit trips to SoFi. Transit trips are assigned to the project if the skim file's "Project

Flag” is set to 1. All other transit trips are not assigned to the project. Auto fringe parking trips are assigned to the project if they are assigned to parking lots near downtown Inglewood.

The SoFi SEM was calibrated to 2019 conditions using the transit share from the January 9th, 2022 survey. The model parameters are then applied to estimate the auto and transit shares for No-Build and Build scenarios.

Events Model: The Forum

The traditional three-step modeling approach is used in The Forum SEM: generation, distribution, and mode choice.

Trip Generation: The number of trips is twice the number of expected attendees, as the attendees make return journey trips after the event. The summary of attendees by zip code and travel mode, estimated from the expanded 2022 Forum event survey is multiplied by two to estimate the number of trips generated by each zip code.

Trip Distribution: The spatial distribution of the generated trips is based on the origin ZIP code for Forum attendees and scaled to the number of trips produced in trip generation.

Mode Choice: The Forum SEM model uses a binary logit model. The model estimates the shares of auto and transit. The following table provides the coefficients and parameters for the mode choice model.

Table 2: Mode Choice Model Coefficients and Constants for the Forum Events Model

Variable	Coefficient / Constant	Description	Remarks
Auto			
ASC_{Auto}	0	Alternative specific constant for auto	--
$IVTT_{Coeff}$	-0.025	In-vehicle travel time coefficient	--
$OVTT_{Coeff}$	-0.0625	Out of vehicle travel time coefficient	2.5x relative weight to IVTT
$Cost_{Coeff}$	-0.15	Cost coefficient	\$10/hour
Transit			
$ASC_{Transit}$	-2.9	Alternative specific constant for transit	116 mins of additional IVTT
$IVTT_{Coeff}$	-0.025	In-vehicle travel time Coefficient for bus	--
$IVTT_{FG_{Coeff}}$	-0.02125	In-vehicle travel time coefficient for fixed guideway transit	85% of IVTT
$OVTT_{Coeff}$	-0.0625	Out of vehicle travel time coefficient	2.5x relative weight to IVTT
$Cost_{Coeff}$	-0.15	Cost coefficient	
$NumBoard_{Coeff}$	-0.10625	Number of boardings coefficient	4.25 minutes of IVTT

Variable	Coefficient / Constant	Description	Remarks
Other Constants			
<i>ParkingCost</i>	\$30	Parking cost at the Forum	--
<i>AutoOcc</i>	3.3	Auto Occupancy Rate estimated from the Forum survey	--
<i>Distance_{Auto}</i>	--	From STOPS auto skim file	--
<i>OperatingCostRate</i>	\$0.099	Auto operating cost per mile	--

The utility expressions used for auto and transit in the logit model specifications are described below

$$Utility_{Auto} = ASC_{Auto} + IVTT_{Auto} * IVTT_{Coeff} + OVTT_{Auto} * OVTT_{Coeff} + \left[\frac{ParkingCost}{AutoOcc} + \frac{Distance_{Auto} * OperatingCostRate}{AutoOcc} \right] * Cost_{Coeff}$$

$$Utility_{Transit} = ASC_{Transit} + IVTT_{Bus} * IVTT_{Coeff} + IVTT_{FG} * IVTT_{FGCoeff} + OVTT_{Transit} * OVTT_{Coeff} + Cost * Cost_{Coeff} + (NumBoardings * NumBoard_{Coeff})$$

Where:

- *IVTT_{Auto}* is in-vehicle travel time from STOPS auto travel skims
- *OVTT_{Auto}* is out-off vehicle travel time which is assumed to be 20 mins
- *Distance_{Auto}* is auto distance from STOPS auto travel skims
- *IVTT_{Bus}* and *IVTT_{FG}* are in-vehicle travel times for bus and fixed guideway, from STOPS transit skims file
- *OVTT_{Transit}* is out-off vehicle travel time for transit, is the sum of access time, wait time, transfer time and egress time, from STOPS transit skim files
- *NumBoardings* is the number of boardings from STOPS transit skim file

Transit travel times and paths from origin zones to The Forum are provided by using STOPS path-building procedures for an average Saturday evening. The auto skims are from a recently developed version of the ESFV STOPS model with an additional 25 minutes of auto time applied to reflect congestion around The Forum during events.

The auto and transit shares from each ACS zone to the SoFi ACS zone are estimated using the following expressions

$$Share_{Auto} = \frac{e^{Utility_{Auto}}}{e^{Utility_{Auto}} + e^{Utility_{Transit}}}$$
$$Share_{Transit} = 1 - Share_{Auto}$$

The share of auto and transit from each zone to The Forum zone estimated in the mode choice part is multiplied with the attendee trips to estimate the auto and transit attendee trips. The auto attendee trips from all the zones are aggregated to estimate total auto trips to The Forum. Similarly, all the transit trips are aggregated to estimate total transit trips to The Forum. Transit trips are assigned to the project if the skim file's "Project Flag" is set to 1. All other transit trips are not assigned to the project.

The Forum SEM was calibrated to a transit share of 18% to reflect pre-pandemic conditions since the January 15th, 2022 survey data was impacted by rain and a local spike in the COVID-19 Omicron variant. (The January 15th survey reported a transit share of <2%).

The model parameters are then applied to estimate the auto and transit shares for No-Build and Build scenarios.

Events Model: IBEC

The traditional three-step modeling approach is used in the IBEC SEM: generation, distribution, and mode choice.

Trip Generation: The number of trips is twice the number of expected attendees, as the attendees make return journey trips after the event. The summary of attendees by zip code and travel mode, estimated from the expanded 2018 Clippers' survey is multiplied by two to estimate the number of trips generated by each zip code. The calibration of the model was done for the trips to Crypto.com center, while the forecasts were made to the IBEC.

Trip Distribution: The spatial distribution of the generated trips is based on a 2018 survey of Clippers' (one of the two National Basketball Association franchises in the region) ticket holders and scaled to the number of trips produced in trip generation.

Mode Choice: The IBEC SEM model uses binary logit model. The model estimates the shares of auto and transit. The coefficients and parameters used in the logit model are same as that of The Forum SEM, except the alternative specific constant for transit, which was calibrated to 1.3, and an auto occupancy of 2.33 is used. The utility expressions, transit skims, auto skims, and estimation of auto and transit shares are similar to The Forum SEM.

The share of auto and transit from each zone to the IBEC zone estimated in the mode choice part is multiplied with the attendee trips to estimate the auto and transit attendee trips. The auto attendee trips from all the zones are aggregated to estimate total auto

trips to the IBEC. Similarly, all the transit trips are aggregated to estimate total transit trips to the IBEC.

The IBEC SEM was calibrated to a transit share of 28% (transit trips divided by attendees), which was the transit share reported by a 2018 survey of Clippers' ticket holders. The calibration skims reflect travel to/from the Staples Center (now Crypto.com Center). The model parameters are then applied to estimate the auto and transit shares for No-Build and Build scenarios using the skims with a destination at the planned location of the IBEC Center in the ITC project corridor. Transit trips are assigned to the project if the skim file's "Project Flag" is set to 1.

ANNUALIZATION FACTORS

Annualization factors allow the daily values to be converted to their corresponding annualized value. For example, an event that happens 100 times a year would have an annualization factor of 100. For the ITC project, annualization factors were developed for each venue to convert their daily values to annualized values.

All three venues – SoFi Stadium, The Forum, and IBEC – are now handling or expected to handle multiple types of events, with each type varying in the expected number of attendees. However, the SEMs are tailored to just one specific event type, as detailed information is only known about the largest event types at each venue. Consequently, the annualization factors were developed in a manner that weighted event types based on their estimated number of attendees. This provides an annualization factor that allows one SEM for each venue, but the annualized ridership includes all event types.

Each section below discusses the event types and the computation used to estimate the annualization factor for each venue.

SoFi Stadium. The project team identified four event types for SoFi Stadium: National Football League (NFL) games, a major college football game, mid-sized events, and small-sized events. The estimated number of attendees was also identified. The events per year for each event type was weighted to the largest event – NFL games. For each event, the estimated number of attendees was divided by the estimated NFL game attendance and rounded to the nearest integer. Then, the weighted events/year was summed over all event types to compute the annualization factor for all SoFi events.

Table 3: Annualization Factor for the SoFi Stadium SEM

Event Type	Events / Year (1)	Estimated Number of Attendees (2)	Weighted Events/Year^ [(2) / 70,240 * (1)]
NFL games	20	70,240	20
Major college football game	1	70,240	1
Mid-sized events	16	40,000	9
Small-sized events	8	25,000	3
Annualization Factor for the SoFi Stadium SEM			33

[^] Weighted to NFL game attendance

The estimated project trips from the SEM are multiplied by the annualization factor to generate the annual project trips. The project trips are estimated for the base year (2019) and horizon year (2045). The estimates for the opening year (2027) are based on a linear interpolation of the base and horizon year estimates.

The Forum. For The Forum's annualization factor, the project team included events from both The Forum and the YouTube Theater, a 6,000-person venue expected to hold events similar to The Forum but with one-third of the seating capacity. The YouTube Theater is located just south of The Forum, adjacent to the SoFi stadium.

The project team identified the estimated number of attendees. The events/year for each event type was weighted to the largest event – concerts at The Forum. For each event, the estimated number of attendees was divided by the estimated Forum concert attendance and rounded to the nearest integer. Then, the weighted events/year was summed over all event types to compute the annualization factor for all The Forum and YouTube Theater events.

Table 4: Annualization Factor for the Forum SEM

Event Type	Events / Year (1)	Estimated Number of Attendees (2)	Weighted Events/Year^ [(2) / 17,500 * (1)]
Concerts (The Forum)	75	17,500	75
Concerts (YouTube Theater)	75	6,000	26
Annualization Factor for The Forum SEM			101

[^] Weighted to attendance at The Forum concerts

The estimated project trips from the SEM are multiplied by the annualization factor to generate the annual project trips. The project trips are estimated for the base year (2019) and horizon year (2045). The estimates for the opening year (2027) are based on a linear interpolation of the base and horizon year estimates.

IBEC. The project team identified eight event types at IBEC: National Basketball Association (NBA) games, other sporting events, large concerts, medium concerts, small concerts, family shows, corporate/community events, and plaza events. The estimated number of attendees was also identified. The events/year for each event type was weighted to the most frequent event, NBA games. For each event, the estimated number of attendees was divided by the estimated NBA game attendance and rounded to the nearest integer. Then, the weighted events/year was summed over all event types to compute the annualization factor for all IBEC events.

Table 5: Annualization Factor for the IBEC SEM

Event Type	Events / Year (1)	Estimated Number of Attendees (2)	Weighted Events/Year^ [(2) / 18,000 * (1)]
NBA games	49	18,000	49
Other Sporting Events	35	7,500	15
Large-sized concerts	5	18,500	5
Medium-sized concerts	8	14,500	7
Small-sized concerts	10	9,500	5
Family Shows	20	8,500	9
Corporate/Community Events	100	2,000	11
Plaza Events	16	4,000	4
Annualization Factor for the IBEC SEM			105

^ Weighted to NBA game attendance

The estimated project trips from the SEM are multiplied by the annualization factor to generate the annual project trips. The project trips are estimated for the base year (2019) and horizon year (2045). The estimates for the opening year (2027) are based on a linear interpolation of the base and horizon year estimates.

SURVEY DATA

This section describes the survey data used to develop the SEMs.

SoFi Stadium Survey

The SoFi survey was conducted to understand the travel patterns of the SoFi football game attendees. The survey was conducted on January 9th, 2022, during the LA Rams vs San Francisco 49ers game (final regular season game), using in-person interviews. The survey was conducted before the game (10:00 AM to 2:00 PM). A post-game shift (3:30 PM to 5:00 PM) targeted transit riders only. Vehicle counts were conducted for the Harbor Gateway Transit Center and Hawthorne/Lennox station to understand the existing park-and-ride usage. The details of the survey are tabulated below.

No.	Item	Value
1	SoFi Stadium capacity	71,000
2	SoFi attendees on January 9 th , 2022	68,812
3	Number of attendees surveyed	1,214
4	Number of valid survey records	849
5	Percentage of attendees surveyed	1.2%
6	Park-and-Ride counts	
	Harbor Gateway Transit Center	331
	Hawthorne/Lennox Station	311

Interviews were conducted at the following locations:

- SoFi and The Forum parking lots
- TNC (Uber/Lyft/Cab/Taxi) drop-off location
- LAZ Downtown Park & Go locations
- LAZ Remote Park & Go locations (Flyte / Segundo Lot and Playa Vista Lot)
- Hawthorne / Lennox Station park and ride
- Intermodal Transit Facility (ITF), a transit stop where all the transit shuttles from LAZ, Metro Green Line, and the GTrans game day shuttle drop-off the attendees
- Metro bus stops surrounding SoFi Stadium

In addition, GTrans conducted its own distinct on-board survey during the same period. A selected number of questions were added to their survey questionnaire and distributed to the riders of the Route 7X shuttle. GTrans' survey was manually distributed, with riders manually writing their answers in the distributed forms. These records were summarized and combined with interview survey responses.

These survey responses were expanded to target attendee totals, received from various sources. The table below summarizes the target totals used in the survey expansion.

No.	Location	Attendees
1	Onsite person (Auto)	59,428
2	Onsite person (Transit Total)	257
	Metro Line 115	105
	Metro Line 117	90
	Metro Line 212	62
3	Onsite person (Drop-off)	2,714
4	LAZ Park & Go	
	Downtown	2,295
	Flyte / Segundo Lot	453
	Playa Vista Lot	377
5	Hawthorne / Lennox Station	1,763
6	Harbor Gateway	608
Total		67,900

The expanded survey is summarized by zip code and travel mode. This summary is used in calibrating the Sofi Stadium SEM.

The Forum Survey

The Forum survey was conducted to understand the travel patterns of The Forum event attendees. The survey was conducted on January 15th, 2022, during iHeart's AlterEGO concert that featured performances from many popular musical acts, using in-person interviews. The survey was conducted both before the event (3:30 PM to 8:00 PM) and post-event (10:00 PM to 11:00 PM). Vehicle counts at The Forum lot and person counts of attendees dropped off at the designated TNC drop-off location were also collected. The details of the survey are tabulated below.

No.	Item	Value
1	The Forum capacity	18,000
2	The Forum event attendees on January 15, 2022	12,500
3	Number of attendees surveyed	1,378
4	Number of valid survey responses	1,177
5	Percentage of attendees surveyed	7.3%
6	Additional counts	
	Cars parked in The Forum parking lot	2,272
	Attendees dropped-off at the TNC drop-off location	420

Interviews were conducted in The Forum parking lot and the Metro bus stop surrounding The Forum.

The survey responses were expanded to the target attendee totals received from various sources. The table below summarizes the target totals used in the survey expansion.

No.	Location	Attendees
1	The Forum Parking (including SoFi)	14,838
2	TNC (Uber/Lyft/Cab/Taxi) Drop-off Location	1,039
3	Metro buses	
	Metro Line 115	106
	Metro Line 212	77
4	Walk/Bicycle	12
Total		16,072

The expanded survey is summarized by zip code and travel mode. This summary is used in calibrating the Forum SEM.

IBEC Survey

Inglewood Basketball and Entertainment Center (IBEC or Intuit Dome) is a proposed basketball stadium in the city of Inglewood, which will be the future home stadium of the Los Angeles Clippers team. Crypto.com Arena (formerly Staples Center) is the current home stadium for the Los Angeles Clippers. Given the fact that Los Angeles Clippers would be moving to the IBEC, the attendees currently attending the games at Crypto.com arena are assumed to be traveling to IBEC for the Los Angeles Clippers games. However, the travel patterns would alter to the new location. So, the survey of Los Angeles Clippers game attendees conducted in May 2018 is used to understand the distribution of the attendees. The details of the survey are tabulated below.

No.	Item	Value
1	Capacity	
	The Crypto.com Arena	18,000
	IBEC	18,000
2	Average number of attendees during the survey period	Not available
3	Number of attendees surveyed	715
4	Percentage of attendees surveyed	Not available
5	Additional data	
	Ticket sales information by zip code	17,019

Additional details can be found in the Technical Memorandum #2 of the report in this link: http://ibecproject.com/K_TransportationData.pdf

The expanded survey is summarized by zip code and travel mode. This summary is used in calibrating the IBEC SEM.

APPENDIX: SURVEY QUESTIONNAIRES

The table below presents the survey questionnaires used for the surveys conducted at the SoFi stadium and The Forum.

#	SoFi Survey	Forum Survey
Q1	Survey Location <ol style="list-style-type: none"> 1. SoFi Parking Lot 2. The Forum Parking Lot 3. Metro Green Line - Hawthorne / Lennox Station 4. Civic Center / Inglewood Public Library Garage - LAZ Park & Go 5. Senior Center / Locust Street Garage - LAZ Park & Go 6. Flyte / Segundo Lot - LAZ Park & Go 7. Playa Vista Lot - LAZ Park & Go 8. Intermodal Transit Facility (ITF) 9. TNC (Uber/Lyft/Cab/Taxi) Drop-off Location 10. Metro Line 115 Bus Stops 11. Metro Line 117 Bus Stops 12. Metro Lines 211/215 Bus Stops 13. Metro Line 212 Bus Stops 	Survey Location <ol style="list-style-type: none"> 1. The Forum Parking Lot 2. TNC Drop-off Location 3. Metro Line 115 Bus Stops 4. Metro Lines 211/215 Bus Stops 5. Metro Line 212 Bus Stops
Q2	Were you Surveyed Pre-game? <ol style="list-style-type: none"> 1. Yes 2. No 	Were you Surveyed Pre-concert? <ol style="list-style-type: none"> 1 Yes 2 No
Q3	Are you attending this event or working at this event? <ol style="list-style-type: none"> 1. Attendee 2. Worker 	Are you attending this event or working at this event? <ol style="list-style-type: none"> 1 Attendee 2 Worker
Q4	What is your home address? Address _____ Address2 _____ City / Town _____ State _____ Zip Code: _____ Nearest Intersection: _____	What is the Zip code of where you are coming from? Zip Code: _____ Nearest Intersection: _____
Q5	What type of place are you coming from now? <ol style="list-style-type: none"> 1. Home (skip Q6) 2. Work 3. Social visit / Religious 4. Recreation / Restaurant 5. Other 	Not Applicable

#	SoFi Survey	Forum Survey
Q6	What is the address of this (Origin) location? Address _____ Address2 _____ City / Town _____ State _____ Zip Code: _____ Nearest Intersection: _____	Not Applicable
Q7	How many people are traveling with you, including yourself? _____	How many people are traveling with you, including yourself? _____
Q8	What was your PRIMARY mode of travel from your origin? <ol style="list-style-type: none"> 1. Drove my car OR rode with others in their private car (go to Q10) 2. Uber/Lyft/Taxi/Car share (go to Q11) 3. Was dropped off (go to Q11) 4. Transit (bus/rail) (go to Q12) 5. Walk (go to Q17) 6. Bicycle (go to Q17) 7. Other (go to Q17) 	What was your PRIMARY mode of travel from your origin? <ol style="list-style-type: none"> 1. Drove my car OR rode with others in their private car (go to Q10) 2. Uber/Lyft/Taxi/Car share (go to Q11) 3. Was dropped off (go to Q11) 4. Transit (bus/rail) (go to Q12) 5. Walk (go to Q17) 6. Bicycle (go to Q17) 7. Other (go to Q17)
Q9	Did everybody traveling with you use the same PRIMARY MODE of travel? <ol style="list-style-type: none"> 1. Yes 2. No 	Did everybody traveling with you use the same PRIMARY MODE of travel? <ol style="list-style-type: none"> 1. Yes 2. No
Q10	Where did you park? (go to Q17) <ol style="list-style-type: none"> 1. SoFi Stadium Parking Lot 2. Casino Parking Lot 3. The Forum Parking Lot 4. Civic Center / Inglewood Public Library Garage – LAZ Park & Go 5. Senior Center / Locust Street Garage - LAZ Park & Go 6. Playa Vista Lot - LAZ Park & Go 7. Segundo Lot - LAZ Park & Go 8. Metro Green Line Hawthorne / Lennox station Park and Ride 9. Other; Please specify _____ 	Where did you park? (go to Q17) <ol style="list-style-type: none"> 1. SoFi Stadium Parking Lot 2. Casino Parking Lot 3. The Forum Parking Lot 4. Other; Please specify _____
Q11	Where were you dropped off? (go to Q17) <ol style="list-style-type: none"> 1. TNC Drop-off Location 2. Other; Please specify _____ 	Where were you dropped off? (go to Q17) <ol style="list-style-type: none"> 1. TNC Drop-off Location 2. Other; Please specify _____

#	SoFi Survey	Forum Survey
Q12	<p>How did you get from your origin to the very first bus / rail you used for this one-way trip?</p> <ol style="list-style-type: none"> 1. Walk 2. Bicycle 3. Was dropped off 4. Drove alone and parked 5. Drove or rode with others and parked 6. Uber/Lyft/Taxi 7. Other 	<p>How did you get from your origin to the very first bus / rail you used for this one-way trip?</p> <ol style="list-style-type: none"> 1. Walk 2. Bicycle 3. Was dropped off 4. Drove alone and parked 5. Drove or rode with others and parked 6. Uber/Lyft/Taxi 7. Other
Q13	<p>Where did you board the first bus / rail line? (Nearest intersection / PNR lot) Stop / Station name _____</p>	<p>Where did you board the first bus / rail line? (Nearest intersection / PNR lot) Stop / Station name _____</p>
Q14	<p>Please list the bus routes / rail lines in the Exact order of the trip?</p> <p>1st route / rail line _____</p> <p>2nd route / rail line _____</p> <p>3rd route / rail line _____</p> <p>4th route / rail line _____</p>	<p>Please list the bus routes / rail lines in the Exact order of the trip?</p> <p>1st route / rail line _____</p> <p>2nd route / rail line _____</p> <p>3rd route / rail line _____</p> <p>4th route / rail line _____</p>
Q15	<p>Which stop / station did you get off your last bus / rail line? Stop / Station name _____</p>	<p>Which stop / station did you get off your last bus / rail line? Stop / Station name _____</p>
Q16	<p>Which stop / station did you get off your last bus / rail line? _____</p>	<p>Which stop / station did you get off your last bus / rail line? _____</p>
Q17	<p>Will you make exactly the same trip in opposite direction after the event?</p> <ol style="list-style-type: none"> 1. Yes 2. No 	<p>Will you make exactly the same trip in opposite direction after the event?</p> <ol style="list-style-type: none"> 1. Yes 2. No
Q18	<p>How many vehicles (cars, trucks, or motorcycles) are available to your household? _____</p>	<p>How many vehicles (cars, trucks, or motorcycles) are available to your household? _____</p>
Q19	<p>Not Applicable</p>	<p>What is the address of where you are coming from? (Home, work, Social visit/Religious, Recreation/Restaurant, other) Address _____ Address2 _____ City / Town _____ State _____</p>

**TRANSPORTATION ASSESSMENT STUDY
FOR THE
INGLEWOOD TRANSIT CONNECTOR PROJECT DEIR**

SEPTEMBER 2021

Prepared for :



Submitted by :



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FOR THE
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SEPTEMBER 2021

Prepared for:

CITY OF INGLEWOOD

Prepared by:

RAJU ASSOCIATES, INC.
505 E. Colorado Boulevard, Suite 202
Pasadena, California 91101
(626) 792-2700

Ref: RA 675

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EXECUTIVE SUMMARY

A detailed transportation study has been performed by Raju Associates, Inc. to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project located in the City of Inglewood, California. The following executive summary highlighting the key findings of this study are presented below:

- The ITC Project is an Automated People Mover (APM) System connecting the activity centers within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations located at Market Street / Florence Avenue, Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street.
- The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require minor changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed.
- Pursuant to Senate Bill (SB) 743, the latest Technical Advisory from the California Governor's Office of Planning and Research (OPR) explicitly stated that the transit projects including passenger rail projects would be presumed to not cause significant impacts since they would reduce vehicle miles traveled (VMTs), encourage development of multimodal transportation networks and encourage development of mixed-use projects (diversity of land uses), the three primary goals of SB 743.
- Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.
- Several scenarios were evaluated in this study including the following:
 - Adjusted Baseline Conditions (non-event) weekdays without the ITC Project
 - Adjusted Baseline Conditions (non-event) weekdays with the ITC Project
 - Opening Year 2027 Conditions with NFL event without the ITC Project
 - Opening Year 2027 Conditions with NFL event with the ITC Project
 - Future Horizon Year 2045 Conditions with NFL event without the ITC Project
 - Future Horizon Year 2045 Conditions with NFL event with the ITC Project
- The detailed analysis results indicate that the proposed ITC Project would provide operational benefits by reducing daily traffic volumes (ADTs) along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis. These benefits are

more substantial when an NFL game event at the Sofi Stadium was evaluated. A brief summary of these benefits is provided below:

- **Adjusted Baseline Conditions** - The typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 40,400 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline Conditions. Further, daily traffic volumes would be reduced along key travel corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, thereby improving traffic flows. The estimated (non-event) daily ITC ridership under Adjusted Baseline Conditions would be approximately 1,850 daily passengers.
- **Future Opening Year (2027) with Event Conditions** - The weekday daily VMT would be reduced by approximately 247,550 vehicle-miles (4.7%) with the proposed ITC Project under Future Opening Year (2027) with Event conditions. Additionally, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue, Manchester Boulevard and Century Boulevard, thereby reducing congestion and improving travel conditions on a system-wide basis. The estimated daily ITC ridership during Future Opening Year (2027) with NFL Event conditions would be approximately 29,300 passengers.
- **Future Horizon Year (2045) with Event Conditions** – The ITC Project is estimated to reduce the weekday daily VMT by approximately 316,900 vehicle-miles (5.6%) under cumulative Future Horizon Year (2045) with Event conditions. Daily traffic volumes are also estimated to decrease along the same key corridors as in the future opening year conditions providing improved traffic flow on a system-wide basis. The daily ITC ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated to be approximately 34,650 daily passengers.
- Construction impacts are temporary in nature and therefore, are typically not considered as significant under CEQA. However, effects of the proposed ITC Project construction anticipated to occur in eight phases were evaluated. This evaluation focused primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.
- Temporary roadway, bicycle, pedestrian and transit network constraints anticipated to occur during the time period of construction of the ITC Project were identified.
- A detailed construction traffic management program (CTMP) to address all issues during construction will be prepared at the time of final design. The CTMP would consist of numerous measures and requirements during construction of the ITC Project. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays.

I. INTRODUCTION

A detailed transportation study has been conducted to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project. The ITC Project is an Automated People Mover (APM) System providing “first-mile / last-mile” connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City of Inglewood. The major activity center includes the Hollywood Park Specific Plan area with thousands of residential units and millions of square feet of retail and commercial uses, as well as the National Football League (NFL) SoFi Stadium with 70,240 seats and a 6,000-seat Performance Venue. Additionally, the ITC Project would serve The Forum, one of the largest indoor concert and entertainment venues in the country, as well as the recently approved Inglewood Basketball and Entertainment Center (IBEC).

The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro’s Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro’s Exposition LRT Line with the Metro’s C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.

The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations, as shown in Figure 1. The stations will be located at:

1. Market Street – Florence Avenue
2. Prairie Avenue – Manchester Boulevard, and
3. Prairie Avenue – Hardy Street.

The Market Street – Florence Avenue Station site would also include vertical circulation elements including an above-grade pedestrian bridge connecting with the Downtown Inglewood Station of the Crenshaw/LAX LRT Line; a surface parking lot with approximately 650 public parking spaces; and two pick-up and drop-off areas for buses, shuttles and others located along the west side of Locust south of Florence Avenue and along the north side of Regent Street between Locust and Market Streets. This station would also serve patrons using the ITC to get to and from the Inglewood Downtown area.

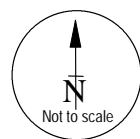
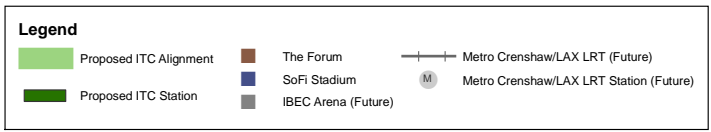


FIGURE 1
LOCATION OF PROPOSED ITC ALIGNMENT AND STATIONS

The Prairie Avenue – Manchester Boulevard Station would include vertical circulation elements including an above-grade pedestrian bridge connecting with the east side of Prairie Avenue providing connections to both the Forum site and the NFL SoFi Stadium sites. Access and circulation to connect with additional uses within the Hollywood Park Specific Plan area will also be available to and from this station.

The Prairie Avenue – Hardy Street Station would include vertical circulation elements including an above-grade pedestrian bridge connecting with the east side of Prairie Avenue providing connections to the NFL SoFi Stadium site, the Performance Venue site and the Inglewood Basketball and Entertainment (IBEC) Venue site. Access and circulation to connect with the commercial and residential uses within the Hollywood Park Specific Plan area will be available to and from this station. A surface parking lot is proposed at the Hardy Street Station located at the northwest corner of the intersection of Prairie Avenue and Hardy Street. This parking lot would have approximately 80 parking spaces and a shuttle bus pick-up and drop-off area. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

A Maintenance and Storage Facility (MSF) located at the southeast corner of the intersection of Manchester Boulevard and Hillcrest Boulevard will also be a key component of the proposed ITC Project. Additionally, a Power Distribution System Sub-Station (PDS) will be provided at this site.

The ITC Project also includes a surface parking facility with approximately 50 spaces located at the north-east corner of the intersection of Market Street and Manchester Boulevard to facilitate public parking. An additional PDS for the ITC Project will also be located within the Inglewood Transit Facility site at the intersection of Prairie Avenue and Arbor Vitae Street or at the Prairie Avenue / Hardy Street Station site.

The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed. A more detailed description of the roadway changes and provisions is provided in Chapter 3 – Project Description.

REGULATORY FRAMEWORK

A brief discussion of federal, state and local regulations that are relevant to the proposed ITC Project is provided below:

Federal:

Federal regulations relating to the Americans with Disabilities Act (ADA), Title VI, and Environmental Justice relate to transit service and therefore, would be relevant for the proposed ITC Project. The proposed ITC Project fully complies with all federal regulations related to ADA, Title VI and Environmental Justice.

State:

Senate Bill 743 (SB 743)

Senate Bill (SB) 743, passed in 2013, required that the California Governor's Office of Planning and Research (OPR) develop new CEQA guidelines that address traffic performance metrics. Per the legislation, *"automobile delay characterized solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment"*.

In December 2018, OPR published final technical guidance for implementing SB 743. Pursuant to that, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, vehicle miles traveled (VMT) was chosen as the primary performance metric used to identify transportation impacts. As of July 1, 2020, Section 15064.3 became mandatory.

The primary goals of the Senate Bill 743 included the following:

1. Reduction of Greenhouse Gas (GHG) emissions
2. Development of multi-modal transportation networks; and
3. Encouragement of diversity of land uses (mixed use development)

The latest OPR's technical guidance specifically states that *"Transit and Active Transportation Projects generally reduce VMTs and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, bicycle and pedestrian infrastructure projects. Streamlining transit and other active transportation projects align with each of the statutory goals contained in SB 743 by reducing GHG emissions, increasing multi-modal networks and facilitating mixed-use development."*

Since SB 743 is currently mandatory, this study contains a comprehensive analysis of the project's VMT and the potential benefits associated with reduction in VMT/GHG as well as average daily traffic along key facilities within the study area for the Project.

Regional:

Southern California Association of Governments: Connect SoCal – The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

As the metropolitan planning organization for the region's six counties and 191 cities, Southern California Association of Governments (SCAG) develops a long-term regional transportation and sustainability plan every four years, as mandated by law. In September 2020, the Regional Council of Southern California Association of Governments adopted *Connect SoCal - The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The 2020–2045 RTP/SCS is a long-range visioning plan for the region's transportation system over the next 25 years that balances mobility and housing needs with economic, environmental and public health goals. *Connect SoCal* includes over 4,000 transportation projects ranging from highway improvements, railroad grade-separations, bicycle lanes, new transit hubs and replacement bridges - to reduce bottlenecks, improve the efficiency of the region's network and expand the mobility choices for everyone in the six-county southern California region.

The *Connect SoCal* documents the RTP/SCS' goals into four core categories – economy, mobility, environment and healthy/complete communities. The plan explicitly addresses goals associated with housing, transportation technologies, equity and resilience reflecting enhanced importance of these topics in the region linking them to potential performance measures and targets.

The following ten goals are pursued by *SoCal Connect – The 2020-2045 RTP/SCS*:

1. *Encourage regional economic prosperity and global competitiveness*
2. *Improve mobility, accessibility, reliability, and travel safety for people and goods*
3. *Enhance the preservation, security, and resilience of the regional transportation system*
4. *Increase person and goods movement and travel choices within the transportation system*
5. *Reduce greenhouse gas emissions and improve air quality*
6. *Support healthy and equitable communities*
7. *Adapt to a changing climate and support an integrated regional development pattern and transportation network*
8. *Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
9. *Encourage development of diverse housing types in areas that are supported by multiple transportation options*
10. *Promote conservation of natural and agricultural lands and restoration of habitats*

An evaluation of the ITC Project revealed that it was found to be consistent with Goals 1,2,4,5,6,7 and 8 based on its promoting regional economic prosperity; improving mobility, accessibility, reliability and travel safety; increasing travel choices for person movement; reducing greenhouse gases and improving air quality; supporting active transportation and consequently supporting healthy and equitable communities; adapting to climate change and supporting integrated mixed-use development and transportation networks; and leveraging new transportation technologies and data-driven solutions resulting in more efficient travel. In summary, review of the ITC Project against applicable goals and policies contained in *SoCal Connect – The 2020-2045 RTP/SCS* document identified substantial overall consistency and no inconsistencies.

Local:

City of Inglewood General Plan Circulation Element

The Circulation Element of the City of Inglewood General Plan, adopted in 1992, identifies the system of roadway transportation elements including freeways, major and minor arterials, and collector streets needed to carry traffic within and through the community. The primary purpose of the Circulation Element as stated, was to require that the provision of adequate street access and traffic capacity be considered for current and future land use needs. The Circulation Element also

provided description of transit services within Inglewood and designated truck routes and bicycle routes throughout the City.

An updated draft Mobility and Circulation Plan for the City of Inglewood was prepared in 2019. The Circulation Plan included the following categories of improvements - Travel Demand Management, Intelligent Transportation System, Regional Transit System Connectivity, and critical roadway and ramp improvements. As part of the regional transit connectivity improvements, the ITC Project was identified as a first/last mile mass-transit connection to and from the Crenshaw/LAX LRT line to major activity centers within the City of Inglewood similar to the proposed Project alignment. Additionally, the *SoCal Connect - The 2020-2045 RTP/SCS* included the ITC Project as one of the plan improvements. Therefore, the proposed ITC Project is consistent with the updated draft City of Inglewood Mobility and Circulation Plan.

STUDY SCOPE

The latest Technical Advisory from the Governor's OPR determined that VMT was the performance metric for CEQA analysis and impact evaluation. Additionally, it was explicitly stated that the VMT estimation be not artificially curtailed within a certain jurisdiction's boundaries. Therefore, all VMTs associated with trips to and from all areas within the City of Inglewood are included in this study for further inclusion in Air Quality, GHG and other evaluations.

Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of the magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.

The various scenarios evaluated in this study include the following:

- Existing Conditions
- Adjusted Baseline Conditions during typical non-event weekdays without the ITC Project
- Adjusted Baseline Conditions during typical non-event weekdays with the ITC Project
- Future Opening Year (2027) Conditions with NFL event without the ITC Project
- Future Opening Year (2027) Conditions with NFL event with the ITC Project
- Future Horizon Year (2045) Conditions with NFL event without the ITC Project
- Future Horizon Year (2045) Conditions with NFL event with the ITC Project

As alluded to earlier, the geographic scope for evaluation in this study includes all the traffic analysis zones (TAZs) within the City of Inglewood such that all trips and consequently, VMTs to and from all geographic areas (represented by TAZs) within the City are included. The Average Daily Traffic (ADT) estimates at all roadway facilities within approximately ½ mile from the proposed Project alignment have also been prepared in this study for all analysis scenarios to quantify potential reduction in ADTs with the ITC Project, for use in noise impact analysis.

METHODOLOGY AND ASSUMPTIONS

The Inglewood Travel Demand Forecasting Model (ITDF) based on the SCAG's Regional Travel Demand Model, and an event model based on the Metro's Mode Split Model were used to forecast the daily trips on the roadway system and the corresponding VMTs including both non-event and event-based traffic for the various scenarios evaluated in this Study. The SCAG's 2020-2045 RTP/SCS socio-economic data was used as the base input and updated to include all the growth associated with the related projects assembled as part of this study. The ITDF, similar in structure to the SCAG's Regional Travel Demand Model involves very sophisticated four-step models including Trip Generation, Trip Distribution, Mode Split and Traffic Assignment procedures, implemented using TransCAD software package.

The event model includes a series of spreadsheet-based pivot tables using Metro's Mode-Split Model. The event model includes total attendance, average vehicle ridership, transit accessibility for both walk-access and drive-access and modal-split parameters to estimate the ITC ridership values for each of the different types of events at each of the venues. Vehicular traffic generation estimated in the event model was then distributed utilizing trip distribution based on season ticket data or mobile source data for each type of event at the various venues, and then finally assigned on the roadway network using specialized procedures in ArcGIS' network analyst extension.

The ITDF model and the Metro Mode-Split model were utilized to estimate the non-event based travel demand without and with the ITC Project, while the event model was utilized to estimate the event travel forecasts without and with the ITC Project. The non-event and event-based travel forecasts were aggregated on the various roadway segments identified within the study area to obtain ADT estimates for the various scenarios evaluated in this Study.

For evaluation of vehicle-miles of travel (VMTs), the ITDF model was used with all Inglewood TAZs used as 'select-zones' in the model to determine the trips and associated VMTs to and from the City TAZs for non-event conditions under each of the scenarios analyzed in this study. For events of all types at each of the venues, VMTs were estimated including private vehicles, shuttles, and TNCs for both attendees and employees in the event model spreadsheets.

PERFORMANCE METRICS

Pursuant to SB 743 and the final Technical Advisory from the OPR, vehicle miles traveled (VMTs) and average daily trips (ADTs) were used as the performance metrics in this study to quantify benefits associated with the ITC Project. Additionally, transit ridership forecasts have been prepared to quantify the utilization, effectiveness and benefits associated with the ITC Project.

SIGNIFICANCE CRITERIA

The significance criteria used in the evaluation of transportation impacts include both operational impacts and construction impacts. As stated earlier, per the OPR's final Technical Advisory, the proposed ITC Project is presumed to not cause significant transportation impacts given that it reduces VMT, encourages development of multi-modal transportation networks and encourages diversity of land uses (mixed-use projects).

Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes of CEQA. Therefore, no significance criteria are established for evaluation of impacts. However, based on the duration of construction and the extent of disruption during various construction activities, potential effects associated with construction may occur. Therefore, a detailed evaluation of the construction effects and potential recommended actions are provided in this report.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of the report. The rest of the report is divided into ten chapters.

Chapter I presents an introduction to the project and provides details on the various elements of the study. Chapter II describes the environmental setting including the study area and existing roadway, transit, bicycle and pedestrian circulation system conditions. A brief discussion of on-street parking available within the study area that could potentially be affected is also provided in this chapter. A detailed description of the proposed ITC Project including the various components, the project-related roadway and intersection layout, and the on-street and off-street parking along the alignment roadways is provided in Chapter III. Chapter IV provides the methodology and applies the same to develop daily traffic and VMT estimates during adjusted baseline conditions without and with the ITC Project. Additionally, the ITC transit ridership for adjusted baseline conditions with the proposed ITC Project is provided in this chapter. Chapter V provides detailed profile of events at the various entertainment venues in the City of Inglewood and estimates of ITC transit ridership and associated VMTs during each of these events.

Chapter VI provides details of the methodology and analysis of conditions during future opening year 2027 with an NFL game, without and with the proposed ITC Project. The benefits associated with reduction in ADTs and VMTs due to the proposed ITC Project under Year 2027 with NFL game conditions are summarized in Chapter VI. The methodology and analysis of conditions during future horizon year (2045) with an NFL game, without and with the proposed ITC Project are detailed in Chapter VII. Additionally, a summary of the benefits relative to reduction in ADTs and VMTs due to the ITC Project is provided in Chapter VII.

Chapter VIII details the construction effects associated with the proposed ITC Project. An evaluation of construction effects on the roadway, transit, bicycle and pedestrian circulation systems and potential recommended actions are detailed in Chapter VIII. Alternatives analysis is presented in Chapter IX, wherein four project alternatives are analyzed and compared to the proposed ITC Project. Chapter X provides a detailed summary of conclusions of the study.

II. ENVIRONMENTAL SETTING

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, average daily traffic volumes, transit system, bicycle system, and pedestrian circulation system serving the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The study area, which is shown in Figure 2, is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108th Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the proposed ITC Project, encompassing approximately 6-square-miles.

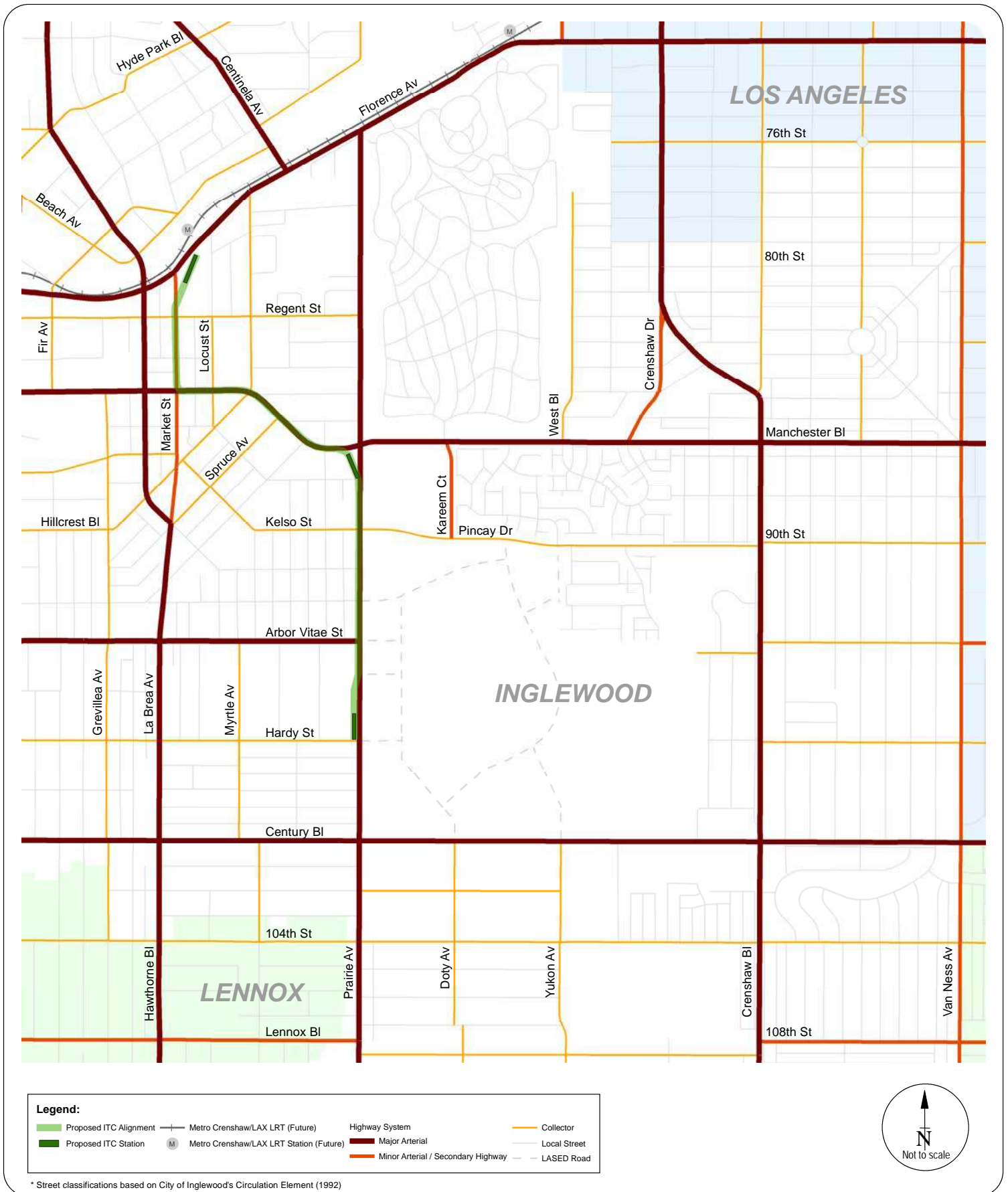
EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes of the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway and the Harbor (I-110) Freeway.

Figure 3 illustrates a street map of the study area including street classifications as described in the City of Inglewood's Circulation Element and City of Los Angeles's Mobility Element. Brief descriptions of these facilities and additional collectors and local streets serving the study area including number of lanes, speed limits, parking availability, and functional classes are included in the following section.



**FIGURE 2
STUDY AREA**



**FIGURE 3
EXISTING STREET SYSTEM**

Freeways

- San Diego (I-405) Freeway – The I-405 Freeway is a north-south freeway that transverses the Southern California region from its northern terminus at the I-5 Freeway in Sylmar to its southern terminus at the I-5 Freeway in Irvine. In the vicinity of the study area, this freeway provides six lanes (including one HOV lane) in each direction. There are ramps at Manchester Boulevard, La Cienega Boulevard, Century Boulevard, Imperial Highway, I-105 Freeway in the vicinity of the study area.
- Glenn Anderson (I-105) Freeway – The I-105 Freeway runs from its westerly terminus on Imperial Highway west of Sepulveda Boulevard to its easterly terminus at the San Gabriel (I-605) Freeway in the City of Norwalk. This freeway generally provides four mixed-flow traffic lanes and a carpool lane in each direction. A light rail line (the Metro C Line) runs along the I-105 Freeway in its center median. Ramps are located at La Cienega Boulevard/Aviation Boulevard, I-405 Freeway, Hawthorne Boulevard, Prairie Avenue, and Crenshaw Boulevard in the vicinity of the study area.
- Harbor (I-110) Freeway – The Harbor Freeway is a north-south freeway that extends from Gaffey Street in San Pedro to the City of Pasadena. North of Interstate 10 (I-10), the Harbor Freeway becomes California State Highway 110 (CA-110). In the vicinity of the study area this facility consists of two High Occupancy Toll (HOT) lanes, four general mixed-flow traffic lanes, and one auxiliary lane in each direction. The freeway's HOT lanes also include a designated busway facility that carries the Metro Silver Line Bus Rapid Transit (BRT), which connects the Los Angeles Harbor and San Pedro Area to Downtown Los Angeles and beyond. Ramps are located at Florence Avenue, Manchester Avenue, Century Boulevard and Imperial Highway.

Major Arterials

- La Brea Avenue/Hawthorne Boulevard – This roadway runs in a north-south direction. The roadway segment that runs north of Century Boulevard is called La Brea Avenue, and the segment that runs south of Century Boulevard is called Hawthorne Boulevard. The roadway is classified as a major arterial within the study area. This roadway generally provides two travel lanes in each direction north of Spruce Avenue and three lanes in each direction south of Spruce Avenue, plus left-turn channelization at major intersections through the study area. Parking is generally allowed along many stretches of this roadway. The posted speed limit is 35 mph. Hawthorne Boulevard provides connections to the I-105 Freeway.
- Prairie Avenue – Prairie Avenue runs in a north-south direction and is classified as a major arterial in the study area. This roadway provides two travel lanes in each direction north of Manchester Boulevard and three travel lanes in each direction south of Manchester Boulevard, plus left-turn channelization at most major intersections through the study area. The posted speed limit is 40 mph. Parking is generally not allowed on Prairie Avenue within the study area. Prairie Avenue provides access to the I-105 Freeway.

- Crenshaw Boulevard – Crenshaw Boulevard is classified as a major arterial roadway in the City of Inglewood and a secondary arterial (Avenue I) in the City of Los Angeles within the study area. The roadway runs in a north-south direction. Within the study area, this roadway provides two lanes in each direction north of Manchester Boulevard and three lanes in each direction south of Manchester Boulevard, plus left-turn channelization at major intersections. Parking is allowed along many stretches of this roadway, and the posted speed limit is 40 mph. Crenshaw Boulevard provides access to the I-105 Freeway.
- Centinela Avenue – Centinela Avenue is classified as a major arterial roadway and generally runs in an east-west direction; it runs diagonally east of Hyde Park Place. The roadway generally provides two travel lanes in each direction plus left-turn channelization at major intersections. Parking is generally allowed along this roadway, and the posted speed limit is 40 mph.
- Florence Avenue – Florence Avenue is classified as a major arterial in the City of Inglewood and as a secondary arterial (Avenue I) in the City of Los Angeles. It runs east-west with two to three lanes in each direction with left-turn channelization at major intersections through the study area. Parking is generally not allowed along this roadway, although some parking is permitted east of West Boulevard. Bike lanes are provided along some stretches of this roadway between Locust Street and West Boulevard. The posted speed limit is 40 mph west of West Boulevard and 35 mph east of West Boulevard.
- Manchester Boulevard – Manchester Boulevard is classified as a major arterial roadway in the study area. It runs east-west and has generally two lanes in each direction west of Prairie Avenue and three lanes in each direction east of Prairie Avenue, plus left-turn channelization at major intersections through the study area. Parking is allowed along most of Manchester Boulevard with some restricted segments. The posted speed limit along Manchester Boulevard is 35 mph west of Prairie Avenue and 40 mph east of Prairie Avenue. Manchester Boulevard provides access to the I-405 Freeway and I-110 Freeway.
- Arbor Vitae Street – Arbor Vitae Street west of Prairie Avenue is classified as a major arterial roadway that runs in an east-west direction. Arbor Vitae Street between Prairie Avenue and Van Ness Avenue is classified as a collector roadway. Within the study area, this roadway west of Prairie Avenue generally provides one to two lanes in each direction with parking on both sides of the street. The posted speed limit is 35 mph.
- Century Boulevard – Century Boulevard is classified as a major arterial roadway in the study area and runs in an east-west direction. It provides one of the major direct access options into the LAX Central Terminal Area (CTA). Within the study area, this roadway generally provides three to four lanes in each direction with left-turn lanes at key intersections. The posted speed limit is 40 mph. There is no parking allowed on either side of the street within the study area. Century Boulevard provides access to the I-405 Freeway and I-110 Freeway.

Minor Arterial / Secondary Arterial

- Market Street – Market Street is classified as a minor arterial roadway and runs in a north-south direction, beginning at Florence Avenue and terminating at La Brea Avenue. This roadway provides one lane in each direction between Florence Avenue and Hillcrest

Boulevard, and two lanes in each direction between Hillcrest Boulevard and La Brea Avenue. On-street parking is permitted on both sides of the street. The prima facie speed limit is 25 mph.

Collectors & Local Streets

- Locust Street – Locust Street runs in a north-south direction beginning at Florence Avenue and terminating at the intersection of Hillcrest Boulevard and Nutwood Street. The roadway is classified as a collector roadway between Regent Street and Hillcrest Boulevard, and as a local street between Florence Avenue and Regent Street. This roadway provides one lane in each direction, with on-street parking generally permitted on both sides of the street. Bike lanes are generally provided on both sides of the street between Florence Avenue and Manchester Boulevard. The posted speed limit is 30 mph.
- Myrtle Avenue – Myrtle Avenue is a north-south roadway that is classified as a collector roadway between Arbor Vitae Street and Century Boulevard, and as a local street between Kelso Street and Arbor Vitae Street. This roadway generally provides one lane in each direction, with on-street parking available on both sides of the street. The posted speed limit is 30 mph.
- Doty Avenue – Doty Avenue is a north-south roadway that is classified as a collector roadway. The roadway provides one lane in each direction. On-street parking is available on both sides of the street south of 102nd Street. The prima facie speed limit is 25 mph.
- Yukon Avenue - Yukon Avenue is a north-south roadway that is classified as a collector roadway. The roadway generally provides one to two lanes in each direction. On-street parking is available on west side along some restricted segments in the study area. The posted speed limit is 30 mph.
- Regent Street – Regent Street is classified as a collector roadway and runs in an east-west direction, beginning west of Oak Street and terminating at Inglewood Park Cemetery. This roadway provides one lane in each direction with on-street parking available between La Brea Avenue and Prairie Avenue. It provides two lanes in each direction with on-street parking prohibited between Fir Avenue and La Brea Avenue. The posted speed limit is 35 mph.
- Hillcrest Boulevard – Hillcrest Boulevard is classified as a collector roadway. It runs in an east-west direction between Aviation Boulevard and Grevillea Avenue, diagonally between Grevillea Avenue and Manchester Boulevard, and in a north-south direction between Manchester Boulevard and Florence Avenue. Within the study area, Hillcrest Boulevard generally provides one travel lane in each direction and has on-street parking on both sides of the street. The posted speed limit is 30 mph.
- Spruce Avenue – Spruce Avenue is classified as a collector roadway that runs diagonally between La Brea Avenue and Manchester Boulevard, and runs in an east-west direction between Hindry Avenue and Fir Avenue. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.

- Kelso Street – Kelso Street runs generally in an east-west direction and is classified as a collector roadway. It runs diagonally between Market Street and Myrtle Avenue. The roadway ends at Prairie Avenue where the street name changes to Pincay Drive. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.
- Pincay Drive – Pincay Drive is classified as a collector roadway that begins at Prairie Avenue and ends at Crenshaw Boulevard where the street name changes to 90th Street. It runs in an east-west direction. This roadway generally provides two lanes in each direction. On-street parking is available on the south side of the street between Carlton Drive and Crenshaw Boulevard. The posted speed limit is 45 mph.
- Hardy Street – Hardy Street is classified as a collector roadway that runs in an east-west direction. West of LASED, it begins at Inglewood Boulevard and terminates at Prairie Avenue. East of LASED, it begins at Crenshaw Boulevard and ends at Van Ness Avenue. Hardy Street is discontinuous between Prairie Avenue and Crenshaw Boulevard. This roadway generally provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 30 mph.
- Queen Street – Queen Street is a local street that runs in an east-west direction. The roadway provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 25 mph.

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

Seventy-five (75) segments within the study area were identified as key roadway segments for evaluation and are shown in Figure 4 and listed in Table 1. The existing average daily traffic volumes (ADT) on roadway segments in the study area are presented in Table 2 and illustrated in Figure 5.

Existing ADTs were estimated using the validated Inglewood Travel Demand Forecasting Model (ITDF). The ITDF Model was utilized along with existing transportation networks for each of the four time periods (AM/MD/PM/NT) and the associated socio-economic database consistent with the SCAG RTP/SCS Regional Model. The results for all four time periods were aggregated to reflect the average daily conditions. The resulting ADT volumes reflect typical weekday operations under the existing (2020) conditions.



FIGURE 4
LOCATION OF STUDY STREET SEGMENTS

**TABLE 1
ANALYZED ROADWAY SEGMENTS**

Street	Facility Type	Segment	
		From	To
NORTH/SOUTH STREETS			
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av
		Florence Av	Manchester Bl
		Manchester Bl	Spruce Av/Market St
		Spruce Av/Market St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	Century Bl
Hawthorne Bl	Major Arterial	Century Bl	104th St
		104th St	Lennox Bl
Prairie Av	Major Arterial	Florence Av	Regent St
		Regent St	Manchester Bl
		Manchester Bl	Pincay Dr/Kelso St
		Pincay Dr/Kelso St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	97th St
		97th St	Century Bl
		Century Bl	102nd St
		102nd St	104th St
Crenshaw Bl	Major Arterial	104th St	Lennox Bl
		80th St	Manchester Bl
		Manchester Bl	Pincay Dr/90th St
		Pincay Dr/90th St	Arbor Vitae St
		Arbor Vitae St	Hardy St
		Hardy St	Century Bl
Market St	Minor Arterial	Century Bl	104th St
		Florence Av	Regent St
Myrtle Av	Collector	Regent St	Manchester Bl
Doty Av	Collector	Arbor Vitae St	Hardy St
Yukon Av	Collector	Century Bl	104th St
Locust St	Collector	Century Bl	104th St
Locust St	Collector	Florence Av	Manchester Bl
EAST/WEST STREETS			
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av
Florence Av	Major Arterial	Fir Av	La Brea Av
		La Brea Av	Market St
		Market St	Centinela Av
		Centinela Av	Prairie Av
		Prairie Ave	West Bl
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av
		La Brea Av	Market St
		Market St	Locust St
		Locust St	Hillcrest Bl
		Hillcrest Bl	Spruce Av
		Spruce Av	Prairie Av
		Prairie Av	Kareem Ct
		Kareem Ct	Crenshaw Dr
		Crenshaw Dr	Crenshaw Bl
		Crenshaw Bl	Van Ness Av
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av
		La Brea Av	Myrtle Av
		Myrtle Av	Prairie Av
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl
		La Brea Av/Hawthorne Bl	Myrtle Av
		Myrtle Av	Freeman Av
		Freeman Av	Prairie Av
		Prairie Av	Doty Av
		Doty Av	HP Casino Dr
		HP Casino Dr	Yukon Av
		Yukon Av	Club Dr
		Club Dr	Crenshaw Bl
Regent St	Collector	Crenshaw Bl	Van Ness Av
		Grevillea Av	La Brea Av
		La Brea Av	Market St
Hillcrest Bl	Collector	Market St	Prairie Ave
		Grevillea Av	La Brea Av
		La Brea Av	Market St
		Market St	Nutwood St/Locust St
		Nutwood St/Locust St	Manchester Bl
Spruce Av	Collector	Manchester Bl	Florence Av
		La Brea Av	Manchester Av
Kelso St/Pincay Dr	Collector	Spruce Av	Prairie Av
		Prairie Av	Kareem Ct
		Kareem Ct	Crenshaw Bl
Hardy St	Collector	La Brea Av	Prairie Ave
104th St	Collector	Grevillea Av	Hawthorne Bl
		Hawthorne Bl	Prairie Ave
		Prairie Av	Doty Av

TABLE 2
WEEKDAY DAILY TRAFFIC VOLUMES - EXISTING CONDITIONS

Street	Facility Type	Segment		Existing ADT
		From	To	
NORTH/SOUTH STREETS				
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	20,930
		Florence Av	Manchester Bl	24,598
		Manchester Bl	Spruce Av/Market St	19,252
		Spruce Av/Market St	Arbor Vitae St	24,819
		Arbor Vitae St	Hardy St	28,459
		Hardy St	Century Bl	29,570
Hawthorne Bl	Major Arterial	Century Bl	104th St	43,049
		104th St	Lennox Bl	48,127
Prairie Av	Major Arterial	Florence Av	Regent St	21,787
		Regent St	Manchester Bl	21,853
		Manchester Bl	Pincay Dr/Kelso St	28,283
		Pincay Dr/Kelso St	Arbor Vitae St	37,215
		Arbor Vitae St	Hardy St	30,516
		Hardy St	97th St	32,712
		97th St	Century Bl	32,712
		Century Bl	102nd St	29,893
		102nd St	104th St	30,586
Crenshaw Bl	Major Arterial	104th St	Lennox Bl	31,691
		80th St	Manchester Bl	23,440
		Manchester Bl	Pincay Dr/90th St	25,921
		Pincay Dr/90th St	Arbor Vitae St	31,523
		Arbor Vitae St	Hardy St	30,078
		Hardy St	Century Bl	30,794
Market St	Minor Arterial	Century Bl	104th St	27,245
		Florence Av	Regent St	3,153
Myrtle Av	Collector	Regent St	Manchester Bl	7,764
		Arbor Vitae St	Hardy St	3,832
Doty Av	Collector	Century Bl	104th St	4,950
Yukon Av	Collector	Century Bl	104th St	10,123
Locust St	Collector	Florence Av	Manchester Bl	3,677
EAST/WEST STREETS				
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,664
Florence Av	Major Arterial	Fir Av	La Brea Av	16,710
		La Brea Av	Market St	20,923
		Market St	Centinela Av	24,293
		Centinela Av	Prairie Av	40,560
		Prairie Ave	West Bl	39,882
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	21,396
		La Brea Av	Market St	21,690
		Market St	Locust St	18,782
		Locust St	Hillcrest Bl	20,035
		Hillcrest Bl	Spruce Av	24,352
		Spruce Av	Prairie Av	28,558
		Prairie Av	Kareem Ct	31,638
		Kareem Ct	Crenshaw Dr	36,400
		Crenshaw Dr	Crenshaw Bl	27,704
		Crenshaw Bl	Van Ness Av	31,036
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	13,506
		La Brea Av	Myrtle Av	9,066
		Myrtle Av	Prairie Av	8,205
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	50,447
		La Brea Av/Hawthorne Bl	Myrtle Av	40,914
		Myrtle Av	Freeman Av	37,612
		Freeman Av	Prairie Av	32,957
		Prairie Av	Doty Av	39,615
		Doty Av	HP Casino Dr	40,253
		HP Casino Dr	Yukon Av	40,253
		Yukon Av	Club Dr	39,608
		Club Dr	Crenshaw Bl	41,542
Regent St	Collector	Crenshaw Bl	Van Ness Av	35,913
		Grevillea Av	La Brea Av	5,149
		La Brea Av	Market St	16,068
Hillcrest Bl	Collector	Market St	Prairie Ave	8,174
		Grevillea Av	La Brea Av	8,677
		La Brea Av	Market St	7,287
		Market St	Nutwood St/Locust St	9,013
		Nutwood St/Locust St	Manchester Bl	4,941
Spruce Av	Collector	Manchester Bl	Florence Av	7,844
		La Brea Av	Manchester Av	2,945
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	5,493
		Prairie Av	Kareem Ct	18,768
		Kareem Ct	Crenshaw Bl	14,005
Hardy St	Collector	La Brea Av	Prairie Ave	4,394
104th St	Collector	Grevillea Av	Hawthorne Bl	6,769
		Hawthorne Bl	Prairie Ave	4,031
		Prairie Av	Doty Av	3,460

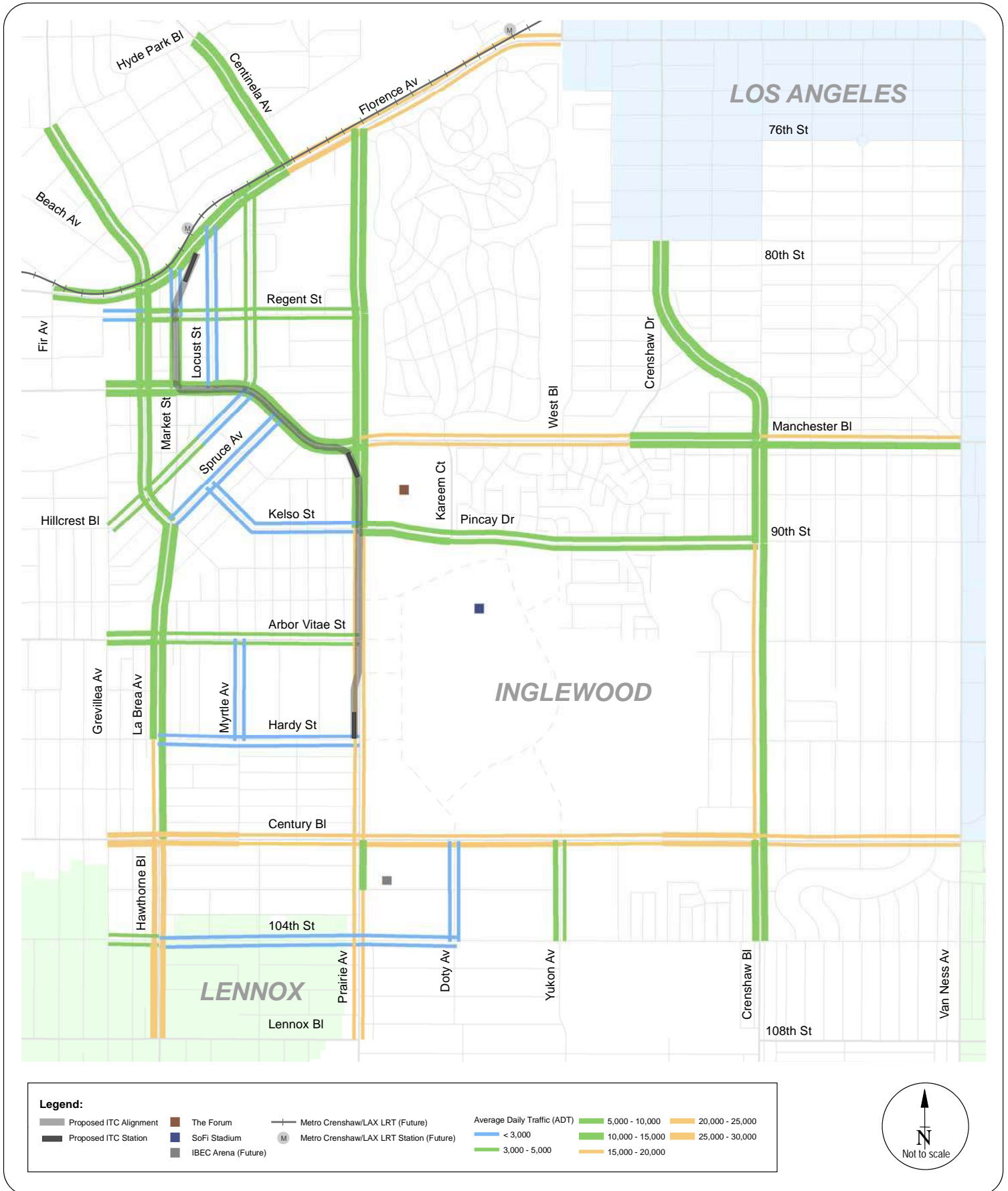


FIGURE 5
EXISTING DAILY TRAFFIC VOLUMES - WEEKDAY CONDITIONS

As indicated in Table 2, daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 33,000 to 50,500 vehicles per day.

EXISTING TRANSIT CONDITIONS

Fourteen (14) bus lines provide services in the study area including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA), and one bus line operated by the County of Los Angeles. Additionally, the Metro C Line (Green Line) is located south of the study area. These transit lines are described below:

- MTA 40 – Line 40 is a local north/south line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along La Brea Avenue, Florence Avenue and Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 8 minutes during commute hours. The northern terminus is at Union Station in Downtown Los Angeles. The southern terminus is at the South Bay Galleria in Redondo Beach. Line 40 stops at the Inglewood Transit Center located along La Brea Avenue.
- MTA 111 - Line 111 is a local east/west line that provides service from Norwalk to the Los Angeles International Airport and travels primarily along Arbor Vitae Street, La Brea Avenue and Florence Avenue within the study area. This line runs every day, including holidays, at a frequency of approximately 12-15 minutes during peak commute hours. The eastern terminus is at Metro C Line (Green Line) Norwalk Station in Norwalk. The western terminus is at the LAX City Bus Center in Los Angeles. Line 111 provides service to the Inglewood Transit Center located along La Brea Avenue.
- MTA 115 - Line 115 is a local east/west line that provides service from Norwalk to Playa del Rey and travels primarily along Manchester Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 15 minutes during peak commute hours. The eastern terminus is at Metro C Line (Green Line) Norwalk Station in Norwalk. The western terminus is at the intersection of Pacific Avenue and Culver Boulevard in Playa del Rey. Line 115 provides service to the Inglewood Transit Center located along La Brea Avenue.
- MTA 117 – Line 117 is a local east/west line that provides service from Downey to the LAX Bus Center and travels primarily along Century Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 25 minutes during peak commute hours. The eastern terminus is at the Lakewood Green Line Station in Downey. The western terminus is at the LAX City Bus Center in Los Angeles.

- MTA 126 - Line 126 is a local east/west line that provides service from Manhattan Beach to Hawthorne, and travels along Prairie Avenue, Lennox Boulevard, and Hawthorne Boulevard within the study area. This line runs Monday through Friday at a frequency of 60 minutes during peak commute hours. The eastern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. The western terminus is at Manhattan Beach Boulevard/Valley Drive in Manhattan Beach. Per Metro, this line has been discontinued as of 2021.
- MTA 209 – Line 209 is a local north/south line that provides service from Jefferson Park to Hawthorne and travels primarily along Van Ness Avenue in the proximity of the study area. This line runs Monday through Friday at a frequency of approximately 60 minutes during peak commute hours. No service is provided on weekend days and holidays. The northern terminus is at the Metro E Line (Expo Line) Expo/Crenshaw Station in Jefferson Park. The southern terminus is at the intersection of Crenshaw Boulevard and Rosecrans Avenue in Hawthorne.
- MTA 210 – Line 210 is a local north/south line that provides service from Hollywood to Redondo Beach and travels primarily along Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a peak frequency of approximately 10 minutes during peak commute hours. The northern terminus is at the Metro B Line (Red Line) Hollywood/Vine Station in Hollywood. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach.
- MTA 211/215 - Lines 211 and 215 are local north/south lines that provide service from Redondo Beach to Inglewood and travel primarily along Locust Street, Prairie Avenue, Manchester Boulevard, and Grace Avenue within the study area. The lines run Monday through Friday at a frequency of approximately 60 minutes during peak commute hours. No service is provided on weekend days and holidays. The northern terminus for both lines is at the Inglewood Transit Center in Inglewood. The southern terminus for Line 211 is at the South Bay Galleria Transit Center in Redondo Beach. The southern terminus for Line 215 is at the Redondo Beach Station in Redondo Beach.
- MTA 212/312 – Line 212 is a local north/south line that provides service from Hollywood to Hawthorne and travels primarily along La Brea Avenue, Manchester Boulevard, Prairie Avenue, Lennox Boulevard, and Hawthorn Boulevard within the study area. This line runs every day, including holidays, at a frequency of approximately 15 minutes during peak commute hours. The northern terminus is at the Metro B Line (Red Line) Hollywood/Vine Station in Hollywood. The southern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. Line 312 provides limited service along the same route. Per Metro, Line 312 has been discontinued as of 2021.
- MTA 442 – Line 442 is a north/south express line that provides service from Downtown Los Angeles to Hawthorne and travels primarily along La Brea Avenue and Manchester Boulevard within the study area. This line runs only on Monday through Friday during peak commute hours at a peak frequency of approximately 25-55 minutes. The northern terminus is at the Patsaouras Transit Plaza in Downtown Los Angeles. The southern terminus is at the Metro C Line (Green Line) Hawthorne/Lennox Station in Hawthorne. Line 442 provides service to the Inglewood Transit Center located along La Brea Avenue. Per Metro, this line has been discontinued as of 2021.

- MTA 607 – Line 607 is a circulator route that begins at the Inglewood Transit Center in Inglewood and goes clockwise with major stops at the intersections of Slauson Avenue / La Brea Avenue in Windsor Hills, and Crenshaw Boulevard / 54th Street in Los Angeles. This line travels along many corridors within the study area including La Brea Avenue, Locust Street, Hyde Park Boulevard, Centinela Avenue, Florence Avenue, Regent Street, Manchester Boulevard. This line runs only during the weekday morning and evening peak commute hours, at a frequency of approximately 55 minutes. MTA 607 has a stop at the Inglewood Transit Center on La Brea Avenue. Per Metro, this line has been discontinued as of 2021.
- MTA 710 – Line 710 is a north/south ‘Rapid Bus’ line that provides service from Koreatown to Redondo Beach and travels along Crenshaw Boulevard within the study area. This line runs every day, including holidays, at a frequency of 10-20 minutes. The northern terminus is at the Metro D Line (Purple Line) Western/Wilshire Station in Koreatown. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach. Per Metro, this line has been discontinued as of 2021.
- MTA 740 – Line 740 is a north/south ‘Rapid Bus’ line that provides service from Jefferson Park to Redondo Beach and travels primarily along La Brea Avenue, Hawthorne Boulevard, Crenshaw Boulevard, and Florence Avenue within the study area. This line runs every day, including holidays, at a frequency of 15 minutes. The northern terminus is at the intersection of Crenshaw Boulevard / Jefferson Boulevard in Jefferson Park. The southern terminus is at the South Bay Galleria Transit Center in Redondo Beach. MTA 740 provides service to the Inglewood Transit Center located along La Brea Avenue. Per Metro, this line has been discontinued as of 2021.
- Los Angeles County Lennox Link – Lennox Link is a circulator route that begins at Lennox Park and travels in a counter-clockwise direction along Lennox Boulevard, Burin Avenue, 111th Street, Freeman Avenue, 104th Street, Yukon Avenue, Century Boulevard, Flower Street, Hardy Street, Myrtle Avenue and La Brea Avenue. This line runs Monday through Saturday at a frequency of 30 minutes. No service is provided on Sundays and holidays.
- Metro C Line (Green Line) – The Metro C Line is an east/west light rail line that provides service to Norwalk, Lynwood, Willowbrook, Hawthorne, El Segundo, and Redondo Beach. The C Line’s Hawthorne / Lennox Station lies approximately 0.8 miles south of Century Boulevard. This line runs every day, including holidays, at a peak frequency of approximately 10 minutes during peak commute hours. The eastern terminus is at the Norwalk Station in Norwalk. The western terminus is at the Redondo Beach Station in Redondo Beach.

Table 3 summarizes these transit lines serving the study area and are illustrated in Figure 6. The table includes the service provider, line number, service origin/destination, service type, weekday operations including hours of operation, frequency of service, and average ridership, for the transit lines. The average ridership for Metro bus lines serving the study area was compiled using data provided by Metro in 2019 (pre-COVID 19). As indicated in the table, Metro Bus Lines 40, 111 and

TABLE 3
EXISTING WEEKDAY TRANSIT SERVING THE STUDY AREA

Line/Name	Direction	Origin	Destination	Service Type	Hours of Operation	Weekday Operations [3] [4]				Average Ridership
						Approximate Frequency (Min.)				
						Peak	Midday	Evening		
METRO [1]										
40	North/South	Downtown LA	Redondo Beach	Local	24 Hours		8	10	10-60	14,561
111	East/West	Norwalk	LAX City Bus Center	Local	24 Hours		12-15	12-15	15-60	15,653
115	East/West	Norwalk	Playa del Rey	Local	M-F 4:22AM-12:28AM		15	20	20-60	14,811
117	East/West	LAX	Downey	Local	M-F 4:06AM-2:04AM		25	25	25-60	9,375
126*	East/West	Hawthorne	Manhattan Beach	Local	M-F 6:23AM-8:35AM; 2:33PM-6:04PM		60	No Service	No Service	217
209	North/South	Jefferson Park	Hawthorne	Local	M-F 5:29AM-9:08PM		60	60	60	911
210	North/South	Hollywood	Redondo Beach	Local	M-F 4:21AM-2:43AM		10	10	10-60	10,785
211/215	North/South	Inglewood	Redondo Beach	Local	M-F 5:12AM-9:49AM; 2:45PM-7:58PM		50-60	No Service	No Service	653
212/312*	North/South	Hollywood	Hawthorne	Local (MTA 212) Limited (MTA 312)	M-F 4:31AM-2:49AM		15	15	15-60	11,603
442*	North/South	Downtown LA	Hawthorne	Express	M-F 5:46AM-8:42AM; 3:44PM-7:25PM		25-55	No Service	No Service	183
607*	Circulator	Hyde Park/Ladera Heights/Inglewood	Hyde Park/Ladera Heights/Inglewood	Shuttle/Circulator	M-F 5:44AM-10:13AM; 2:48PM-7:25PM		55	No Service	No Service	62
710*	North/South	Koreatown	Redondo Beach	Rapid Bus	M-F 5:23AM-9:24PM		10-20	18	30	6,804
740*	North/South	Jefferson Park	Redondo Beach	Rapid Bus	M-F 4:49AM-9:30PM		15	30	24	2,294
C Line (Green Line)	East/West	Redondo Beach	Norwalk	Light Rail	M-F 3:33AM-12:44AM		10	15	20	30,236
LACDPW [2]										
Lennox-Link	Circulator	Lennox	Lennox-Inglewood	Shuttle/Circulator	M-F 7:00AM-6:00PM		30	30	30	n/a

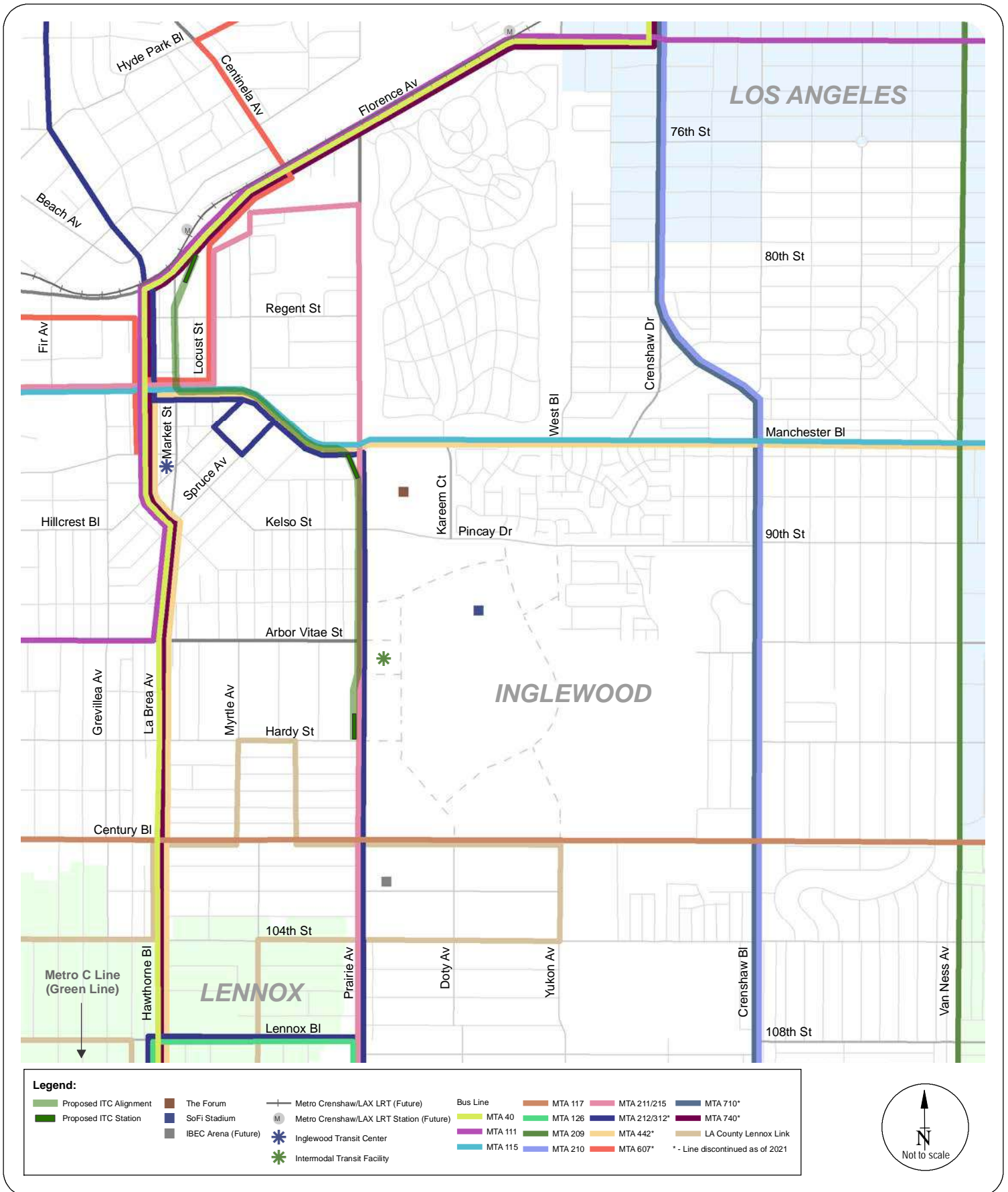
* Per Metro, this line has been discontinued as of 2021.

[1] Route data for Los Angeles Metro from LA Metro's website.

[2] Route data for Lennox-Link from Los Angeles County Department of Public Works' website.

[3] Hours of operations and frequency based on 2021 Metro system data.

[4] Ridership data from Metro' Interactive Estimated Ridership Stats website for the period of October 2019 (pre-COVID-19).



**FIGURE 6
EXISTING TRANSIT SYSTEM**

115 have an average daily bus ridership ranging from 14,561 (Line 40) to 15,653 (Line 111) passenger trips; while Metro Bus Lines 126, 209, 211/215, 442 and 607 have an average daily ridership ranging from 62 (Line 607) to 911 (Line 209) daily passengers. Additionally, Metro C LRT line (Green) has an average of 30,236 daily ridership.

MTA is constructing the Metro Crenshaw/LAX Light-Rail Train (LRT) Line that extends from the existing Metro E Line (Exposition Line) at Crenshaw Boulevard/Exposition Boulevard, and travels 8.5 miles south to connect with the Metro C Line (Green Line) at the Aviation/Imperial Station. The Crenshaw/LAX Line is projected to be completed and commence operations shortly. The Crenshaw/LAX LRT line connects the Metro's E Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Downtown Inglewood station at Florence Avenue and Market Street will serve as the transfer point between the proposed ITC Project and the Crenshaw/LAX Line.

Transit Ridership Along Corridors

Transit ridership data for average weekday in October 2019 (pre-COVID 19) for transit lines serving the study area were obtained from Metro. This data includes the average daily bus boardings and alightings at each stop. Table 4 summarizes the transit ridership at each stop along corridors within the study area. As shown in the table, Crenshaw Boulevard at the Florence Avenue stop has the highest boarding and alighting activities with 997 boardings and 904 alightings compared to other bus stops within the study area. La Brea Avenue – Hawthorne Boulevard appears to be the busiest transit corridors within the study area; the corridor has a daily average of 259 boardings and 269 alightings.

EXISTING BICYCLE FACILITIES

The *Draft Inglewood Active Transportation and Safe Routes to School Plan* (City of Inglewood, June 2019) documents the existing bicycle facilities within the City. These facilities are classified as Bike Paths (Class I), Bike Lanes/Buffered Bike Lanes (Class II), Bike Routes/Bike Boulevards (Class III), and Protected Bike Lanes (Class IV). A brief description of these facilities follows:

TABLE 4
AVERAGE WEEKDAY RIDERSHIP AT BUS STOPS WITHIN STUDY AREA

Corridor	Stops Crossing Street	Metro Lines Serving Stop	Boardings	Alightings
La Brea Avenue - Hawthorne Boulevard	Hyde Park Boulevard	212	203	204
	Hazel Street	212	101	103
	Beach Avenue	212	82	87
	Florence Avenue	40/111/212	437	215
	Regent Street	40/111/212/740	532	913
	Queen Street	212/740	313	135
	Manchester Boulevard	40/111/607	168	240
	Inglewood Transit Center	40/111/442/607/740	626	551
	Market Street	40/111/442	92	114
	Tamarack Avenue	40/111/442	73	82
	Arbor Vitae Street	40/111/442	271	270
	Hardy Street	40/442	177	195
	Century Boulevard	40/442/740	603	562
	104th Street	40/442	92	120
	Lennox Boulevard	40/442	117	248
	Average		259	269
Prairie Avenue	Grace Avenue	211	3	0
	Howland Drive	211	6	0
	Regent Street	211	1	1
	Manchester Boulevard	211	7	13
	Kelso Street/Pincay Drive	211/212	27	38
	Arbor Vitae Street	211/212	72	78
	Hardy Street	211/212	69	73
	Century Boulevard	211/212	169	165
	104th Street	211/212	86	84
	Lennox Boulevard/108th Street	211/212	127	124
	Average		57	58
Crenshaw Boulevard	Florence Avenue	40/210/710/740	997	904
	76th Street	210	24	47
	78th Street	210	29	37
	80th Street	210	27	32
	82nd Street	210	26	35
	Manchester Boulevard	210/710	761	724
	Pincay Drive/90th Street	210	30	38
	Arbor Vitae Street	210	62	77
	Hardy Street	210	25	54
	Century Boulevard	210/710	750	788
	104th Street	210	93	95
	108th Street	210	91	110
	Average		243	245
Centinela Avenue	Hyde Park Boulevard	607	2	1
	Warren Lane	607	0	1
	Average		1	1
Florence Avenue	La Brea Avenue	40/111	252	191
	Market Street	40/111	85	37
	Hillcrest Boulevard	40/111/607	53	90
	Centinela Avenue	40/111/607/740	126	132
	Prairie Avenue	40/111	96	100
	West Boulevard	40/111	151	185
	Crenshaw Boulevard	111/740	562	505
	8th Avenue	111	141	159
	5th Avenue	111	63	82
	Van Ness Avenue	111	193	196
	Average		172	168
Manchester Boulevard	Fir Avenue	115/211	13	13
	Grevillea Avenue	115/211	174	210
	Market Street	115/211/212/442/607	519	603
	Hillcrest Avenue	115/212	321	353
	Spruce Avenue	115/212	17	53
	Tamarack Avenue	115/212	54	36
	Prairie Avenue	115/212/442	207	193
	Kareem Court	115	16	22
	Carlton Drive	115	4	4
	West Boulevard	115/442	25	26
	Crenshaw Drive	115	52	48
	11th Avenue	115	32	38
	Crenshaw Boulevard	115/442	548	589
	5th Avenue	115	70	79
	Van Ness Avenue	115/442	126	141
	Average		145	161
Arbor Vitae Street	Grevillea Avenue	111	39	36
	La Brea Avenue	111	90	89
	Average		65	63
Century Boulevard	Fir Avenue/Firmona Avenue	117	26	35
	La Brea Avenue/Hawthorne Boulevard	117	346	345
	Freeman Avenue	117	92	101
	Prairie Avenue	117	185	163
	Doty Avenue	117	41	43
	Yukon Avenue	117	130	153
	Club Drive	117	232	206
	11th Avenue	117	236	205
	Crenshaw Boulevard	117	394	398
	5th Avenue	117	15	14
	Van Ness Avenue	117	120	125
	Average		165	163

Source: LACMTA Stops Data, Los Angeles County Metropolitan Transportation Authority (MTA), October 2019

* Per Metro, Lines 442, 607, 710 and 740 have been discontinued as of 2021.

- Class I – Bike Paths are exclusive car free facilities that provide a paved right-of-way for bicyclists, pedestrians, and other non-motorized travel modes with cross flow of motorists minimized.
- Class II – Bike Lanes are on-street lanes that are dedicated only for bicycles and identified by a striped one-way bike lane separating from vehicle lanes. Buffered Bike Lanes are conventional bike lanes with a designated buffer space separating the bike lane from the adjacent motor vehicle lane and parking lane. Colored pavement may be added for bike lanes and buffered bike lanes to increase visibility of the facility, identify conflict areas, and reinforce priority to bicyclists in conflict areas.
- Class III – Bike Routes are in-road bikeways (typically the right most lane) where bicycles and motor vehicles share the roadway. Bike Boulevards are bike routes with low motorized traffic volumes. They are designated and designed to give bicycle travel priority. Posted signage for bicycle use and shared lane markings (sharrows or greenback sharrows) are typically included for bike routes and bike boulevards.
- Class IV – Protected Bike Lanes are bike lanes with physical barriers provided between the bike lane and other travel lanes. Protected bike lane treatments may be one-way or two-way facilities. Colored pavement may be added.

Figure 7 shows the designated bicycle facilities within the study area. As shown in the figure, bicycle facilities are identified along the following streets:

Class II Bike Lanes / Buffered Bike Lanes

- Bike Lanes
 - Hawthorne Boulevard from Lennox Boulevard to 111th Street
 - Locust Street from Florence Avenue to Manchester Boulevard
 - Van Ness Avenue from 81st Street to Manchester Boulevard
 - Florence Avenue from Locust Street to Hillcrest Boulevard
 - Florence Avenue from Prairie Avenue to mid-way between Prairie Avenue and West Boulevard
- Buffered Bike Lanes
 - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (westbound only)

Class III Bike Routes / Bike Boulevard

- Bike Routes with Sharrows
 - Van Ness Avenue from Century Boulevard to Imperial Highway
 - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (eastbound only)



**FIGURE 7
EXISTING BICYCLE FACILITIES**

- Florence Avenue from Centinela Avenue to Prairie Avenue
- Florence Avenue from mid-way between Prairie Avenue and West Boulevard to West Boulevard
- 76th Street from Crenshaw Drive to Vermont Avenue

EXISTING PEDESTRIAN FACILITIES

The pedestrian circulation system includes crosswalks, crosswalk push buttons, intersection traffic control, and sidewalks available to serve pedestrians. Sidewalks are generally provided along all streets in the study area. Florence Avenue, Market Street, Locust Street and Regent Street offer pedestrian access and circulation possibilities to the proposed ITC Market Street Station. Currently, sidewalks are available on the south side of Florence Avenue and on both sides of Market Street, Locust Street and Regent Street adjacent to and in the vicinity of the proposed station. Figure 8 illustrates the pedestrian facilities in the vicinity of the Project Site including location of crosswalk and intersection traffic control. As shown in the figure, pedestrian crosswalks to the proposed station are available at adjacent intersections of Florence Avenue/Market Street and Florence Avenue/Locust Street.

Prairie Avenue, Manchester Boulevard and Kelso Street-Pincay Drive offer pedestrian access and circulation possibilities to the proposed Project station at the Forum. Sidewalks are available on both sides of Prairie Avenue, Manchester Boulevard and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed station. Pedestrian crosswalks to the proposed station are available at adjacent intersections of Prairie Avenue/Kelso Street–Pincay Drive and Prairie Avenue/Manchester Boulevard.

Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed Project station at Hardy Street. Sidewalks are available on both sides of Prairie Avenue and Hardy Street adjacent to and in the vicinity of the proposed station. Pedestrian crosswalks to the proposed station are available at adjacent intersections of Prairie Avenue/Hardy Street and Prairie Avenue/Arbor Vitae Street.



FIGURE 8
EXISTING PEDESTRIAN FACILITIES

The location of pedestrian crossing locations and other amenities is illustrated in Figure 8. The majority of intersections near the proposed ITC alignment and stations are signalized and generally provide pedestrian amenities. A brief description of the pedestrian crossing locations and amenities, including traffic signals, intersection crosswalks, and crosswalks with push buttons, along the proposed ITC Project alignment follows:

Pedestrian Crossing Locations along Market Street

- Intersection of Market Street/Florence Avenue: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Pedestrian call pushbuttons are provided on the west leg of the intersection. Pedestrian indications are actuated / automated on the south leg of the intersection.
- Intersection of Market Street/Regent Street: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the north, west and east legs of the intersection and a crosswalk with decorative design is available on the south leg. Pedestrian call pushbuttons are provided on all approaches.
- Intersection of Market Street/Queen Street: This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Pedestrian call pushbuttons are provided on all approaches.

Pedestrian Crossing Locations along Manchester Boulevard

- Intersection of Market Street/Manchester Boulevard: This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Pedestrian call pushbuttons are provided on all approaches of the intersection.
- Intersection of Locust Street/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.
- Intersection of Hillcrest Boulevard/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.
- Intersection of Spruce Avenue/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Pedestrian call pushbuttons are provided on the west and south legs of the intersection.

Pedestrian Crossing Locations along Prairie Avenue

- Intersection of Prairie Avenue/Manchester Boulevard: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call push-buttons are provided on all approaches of the intersection.
- Intersection of Prairie Avenue/Nutwood Street: This intersection is unsignalized with the eastbound approach stopped at the intersection. A continental (ladder) crosswalk is available on the west leg of the intersection.
- Intersection of Prairie Avenue/Kelso Street–Pincay Drive: This intersection is signalized with pedestrian indications. Yellow school crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.
- Intersection of Prairie Avenue/La Palma Drive: This intersection is unsignalized and stop controlled on the eastbound approach. A continental crosswalk is available on the west leg of the intersection.
- Intersection of Prairie Avenue/Buckthorn Street–Touchdown Drive: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.
- Intersection of Prairie Avenue/Arbor Vitae Street: This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Pedestrian call pushbuttons are provided on all approaches of the intersection.
- Prairie Avenue/Hardy Street: This intersection is signalized with standard parallel crosswalks being available on the north and west legs of the intersection, and east leg from the HPSP area. A crosswalk is not provided on the south leg of the intersection. Pedestrian call pushbuttons are provided on the north, west, and east legs of the intersection.

Potential Pedestrian Destinations

The pedestrian circulation network consisting of sidewalks, intersections with signalized pedestrian indications and crosswalks provide connectivity to potential pedestrian destinations in the study area. These potential pedestrian destinations are shown in Figure 9 and summarized in Table 5. Table 5 indicates the facility types, names, and locations of potential pedestrian destinations within the study area. Potential pedestrian destinations within the study area include a transit center, numerous bus stops, schools, parks, government offices, a cemetery, a public library, a hospital, the Forum, SoFi Stadium and IBEC Arena.



FIGURE 9
POTENTIAL PEDESTRIAN DESTINATIONS

**TABLE 5
POTENTIAL PEDESTRIAN DESTINATIONS**

Facility Type	Name	Location
Bus Stops	La Brea / Hyde Park - Northbound	NE corner of La Brea Avenue / Hyde Park Boulevard
	La Brea / Hyde Park - Southbound	SW corner of La Brea Avenue / Hyde Park Boulevard
	La Brea / Hazel - Southbound	NW corner of La Brea Avenue / Hazel Street
	La Brea / Hazel - Northbound	SE corner of La Brea Avenue / Hazel Street
	La Brea / Beach - Southbound	NW corner of La Brea Avenue / Beach Avenue
	La Brea / Beach - Northbound	SE corner of La Brea Avenue / Beach Avenue
	La Brea / Florence - Southbound	NW corner of La Brea Avenue / Florence Avenue
	La Brea / Florence - Northbound	SE corner of La Brea Avenue / Florence Avenue
	La Brea / Regent - Southbound	NW corner of La Brea Avenue / Regent Street
	La Brea / Queen - Northbound	SE corner of La Brea Avenue / Queen Street
	La Brea / Manchester - Northbound	NE corner of La Brea Avenue / Manchester Avenue
	La Brea / Market - Northbound	NW corner of La Brea Avenue / Market Street
	La Brea / Market - Southbound	SW corner of La Brea Avenue / Market Street
	La Brea / Tamarack - Southbound	SW corner of La Brea Avenue / Tamarack Avenue
	La Brea / Tamarack - Northbound	SE corner of La Brea Avenue / Tamarack Avenue
	La Brea / Arbor Vitae - Northbound	NE corner of La Brea Avenue / Arbor Vitae Street
	La Brea / Arbor Vitae - Southbound	NW corner of La Brea Avenue / Arbor Vitae Street
	La Brea / Hardy - Southbound	NW corner of La Brea Avenue / Hardy Street
	La Brea / Hardy - Northbound	SE corner of La Brea Avenue / Hardy Street
	La Brea / Century - Southbound	NE corner of La Brea Avenue / Century Boulevard
	La Brea / Century - Northbound	SW corner of La Brea Avenue / Century Boulevard
	Locust / Grace - Southbound	SW corner of Locust Street / Grace Avenue
	Locust / Grace - Northbound	SE corner of Locust Street / Grace Avenue
	Locust / Regent - Southbound	SW corner of Locust Street / Regent Street
	Locust / Regent - Northbound	SE corner of Locust Street / Regent Street
	Locust / Manchester - Northbound	NE corner of Locust Street / Manchester Avenue
	Myrtle Ave & 98th St - Southbound	NW corner of Myrtle Avenue & 98th Street
	Flower St Mid-Block - Westbound	NE corner of Flower Street / Hardy Street (between Myrtle Avenue and Flower Street)
	Flower St & Hardy St - Northbound	SE corner of Flower Street / Hardy Street
	Flower St & 99th St - Northbound	NE corner of Flower Street / 99th Street
	Centinela / Warren - Southbound	NW corner of Centinela Avenue / Warren Lane
	Prairie / Grace - Southbound	SW corner of Prairie Avenue / Grace Avenue
	Prairie / Grace - Southbound	SW corner of Prairie Avenue / Grace Avenue (between Grace Avenue and Carondelet Way)
	Prairie / Howland - Southbound	NW corner of Prairie Avenue / Howland Drive
	Prairie / Regent - Southbound	NW corner of Prairie Avenue / Regent Street
	Prairie / Manchester - Northbound	NE corner of Prairie Avenue / Manchester Avenue
	Prairie / Manchester - Southbound	NW corner of Prairie Avenue / Manchester Avenue
	Prairie / Kelso - Northbound	NE corner of Prairie Avenue / Kelso Street - Pincay Drive
	Prairie / Kelso - Southbound	SW corner of Prairie Avenue / Kelso Street - Pincay Drive
	Prairie / Arbor Vitae - Northbound	NE corner of Prairie Avenue / Arbor Vitae Street
	Prairie / Arbor Vitae - Southbound	SW corner of Prairie Avenue / Arbor Vitae Street
	Prairie / Hardy - Northbound	NE corner of Prairie Avenue / Hardy Street
	Prairie / Hardy - Southbound	NW corner of Prairie Avenue / Hardy Street
	Prairie / Century - Northbound	SE corner of Prairie Avenue / Century Boulevard
	Prairie / Century - Southbound	SW corner of Prairie Avenue / Century Boulevard
	Florence / Prairie - Westbound	NE corner of Florence Avenue / Prairie Avenue
	Florence / Prairie - Eastbound	SE corner of Florence Avenue / Prairie Avenue
	Florence / Centinela - Westbound	NW corner of Florence Avenue / Centinela Avenue
	Florence / Centinela - Eastbound	SW corner of Florence Avenue / Centinela Avenue
	Florence / Hillcrest - Westbound	NE corner of Florence Avenue / Hillcrest Boulevard
	Florence / Hillcrest - Eastbound	SW corner of Florence Avenue / Hillcrest Boulevard
	Florence / Market - Eastbound	SE corner of Florence Avenue / Market Street
	Grace / Prairie - Westbound	NW corner of Grace Avenue / Prairie Avenue

TABLE 5 (CONTINUED)
POTENTIAL PEDESTRIAN DESTINATIONS

Facility Type	Name	Location
Bus Stops (continued)	Regent / Grevillea - Westbound	NE corner of Regent Street / Grevillea Avenue
	Regent / Fir - Westbound	NE corner of Regent Street / Fir Avenue
	Manchester / Carlton - Westbound	NW corner of Manchester Avenue / Carlton Drive
	Manchester / Carlton - Eastbound	SW corner of Manchester Avenue / Carlton Drive
	Manchester / Inglewood Cemetery - Westbound	NW corner of Manchester Avenue / Kareem Court
	Manchester / Kareem Court - Eastbound	SW corner of Manchester Avenue / Kareem Court
	Manchester / Prairie - Westbound	NW corner of Manchester Avenue / Prairie Avenue
	Manchester / Prairie - Eastbound	SW corner of Manchester Avenue / Prairie Avenue
	Manchester / Tamarack - Eastbound	SW corner of Manchester Avenue / Tamarack Avenue
	Manchester / Spruce - Westbound	NE corner of Manchester Avenue / Spruce Avenue
	Manchester / Hillcrest - Eastbound	NW corner of Manchester Avenue / Hillcrest Boulevard
	Manchester / Hillcrest - Westbound	SW corner of Manchester Avenue / Hillcrest Boulevard
	Manchester / Market - Westbound	NE corner of Manchester Avenue / Market Street
	Manchester / Market - Eastbound	SE corner of Manchester Avenue / Market Street
	Manchester / Grevillea - Eastbound	SE corner of Manchester Avenue / Grevillea Avenue
	Manchester / Grevillea - Westbound	NW corner of Manchester Avenue / Grevillea Avenue
	Manchester / Fir - Eastbound	SW corner of Manchester Avenue / Fir Avenue
	Hillcrest / Nutwood - Eastbound	SE corner of Hillcrest Boulevard / Nutwood Street
	Arbor Vitae / Grevillea - Westbound	NE corner of Arbor Vitae Street / Grevillea Avenue
	Arbor Vitae / Grevillea - Eastbound	SW corner of Arbor Vitae Street / Grevillea Avenue
	Century / Doty - Westbound	NW corner of Century Boulevard / Doty Avenue
	Century / Doty - Eastbound	SW corner of Century Boulevard / Doty Avenue
	Century / Prairie - Westbound	NE corner of Century Boulevard / Prairie Avenue
	Century / Prairie - Eastbound	NW corner of Century Boulevard / Prairie Avenue
	Century / Freeman - Westbound	NE corner of Century Boulevard / Freeman Avenue
	Century / Freeman - Eastbound	SE corner of Century Boulevard / Freeman Avenue
	Century / La Brea - Westbound	NE corner of Century Boulevard / La Brea Avenue
	Century / La Brea - Eastbound	SE corner of Century Boulevard / La Brea Avenue
	Century / Fir - Westbound	NE corner of Century Boulevard / Fir Avenue
	Century / Fir - Eastbound	SW corner of Century Boulevard / Fir Avenue
Schools	St. John Chrysostom School	530 E Florence Ave, Inglewood, CA 90301
	Saint Mary's Academy	701 Grace Ave, Inglewood, CA 90301
	Crozier Middle School & City Honors High School	120 W Regent St, Inglewood, CA 90301
	Inglewood High School	231 S Grevillea Ave, Inglewood, CA 90301
	Kelso Elementary School	809 E Kelso St, Inglewood, CA 90301
	Century Community Charter School	901 Maple St, Inglewood, CA 90301
	Beulah Payne Elementary School	215 W 94th St, Inglewood, CA 90301
	ICEF Inglewood Elementary Charter Academy	434 S Grevillea Ave, Inglewood, CA 90301
	ICEF Inglewood Middle Charter Academy	304 E Spruce Ave, Inglewood, CA 90301
Parks	Inglewood Adult School	106 E Manchester Blvd # 350, Inglewood, CA 90301
	Edward Vincent Jr Park	700 Warren Ln, Inglewood, CA 90302
Venues	Queen Park	652 E Queen St, Inglewood, CA 90301
	The Forum	3900 W Manchester Blvd, Inglewood, CA 90305
	SoFi Stadium	1000 S Prairie Ave, Inglewood, CA 90301
Government Offices	IBEC Arena (Under Design)	SE corner of Prairie Avenue / Century Boulevard
	Inglewood Courthouse	1 E Regent St, Inglewood, CA 90301
Cemetery	Inglewood City Hall	1 W Manchester Blvd, Inglewood, CA 90301
Cemetery	Inglewood Park Cemetery	720 E Florence Ave, Inglewood, CA 90301
Public Library	Inglewood Public Library	101 W Manchester Blvd, Inglewood, CA 90301
Hospital	Centinela Hospital Medical Center	555 E Hardy St, Inglewood, CA 90301
Transit Stations	Inglewood Transit Center	East of La Brea Avenue between Nutwood Street and Hillcrest Boulevard
	Intermodal Transit Facility	SE corner of Prairie Avenue / Arbor Vitae Street
Metro Rail Station	Downtown Inglewood Station @ LAX/Crenshaw Line (Under Construction)	North of Florence Avenue between Market Street and Locust Street

*Based on field observations using Google Maps.

ON-STREET PARKING

A summary of the number of on-street parking spaces and parking restrictions along Market Street, Manchester Boulevard and Prairie Avenue along the proposed ITC alignment are described below:

- There are currently 104 on-street parking spaces located along Market Street between Florence Avenue and Manchester Boulevard with parking restrictions listed below.
 - Metered 2-hour on-street parking is allowed on both sides of Market Street between Florence Avenue and Regent Street, all day except from 3:00 A.M. to 7:00 A.M. There are 30 on-street parking spaces on west side of the street and 14 on-street parking spaces on the east side of the street.
 - Metered 2-hour on-street parking is allowed on both sides of Market Street between Regent Street and Manchester Boulevard. There are 31 on-street parking spaces on the west side of the street and 29 on-street parking spaces on the east side of the street.
- There are currently 70 on-street parking spaces located along Manchester Boulevard between Market Street and Prairie Avenue with the parking restrictions listed below.
 - On-street parking is prohibited on both sides of Manchester Boulevard between Market Street and the alley to the east.
 - Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between the alley (west of Locust Street) and Locust Street all day except from 3:30 AM to 7:00 A.M. There are four on-street parking spaces on the south side of the street and seven on-street parking spaces on the north side of the street.
 - Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between Locust Street and Hillcrest Boulevard all day, except from 3:30 A.M. to 7:00 A.M. There are nine on-street parking spaces on the south side of the street and six on-street parking spaces on the north side of the street.
 - On-street parking is prohibited on south side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue; metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are 12 on-street parking spaces located on the north side of the street.
 - Metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Spruce Avenue and Tamarack Avenue with the exception of no parking allowed during the evening peak hours from 4:00 P.M. to 6:00 P.M. Metered 2-hour on-street parking is allowed on the north side of Manchester

Boulevard between Spruce Avenue and Tamarack Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are 10 on-street parking spaces on the south side of the street and 14 on-street spaces on the north side of the street.

- Non-metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Tamarack Avenue and Osage Avenue with the exception of no parking allowed during the evening peak period (4:00 P.M. to 6:00 P.M.); metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Tamarack Avenue and Osage Avenue all day, except from 3:30 A.M. to 7:00 A.M. There are approximately four on-street parking spaces on the south side of street and four on-street parking spaces on the north side of the street.
- On-street parking is prohibited on both sides of Manchester Boulevard between Osage Avenue and Prairie Avenue
- There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street.

III. PROJECT DESCRIPTION

A description of the ITC Project is provided in this chapter. The Project includes the ITC alignment, and changes to the existing roadway layout including the number of lanes, turn lanes and traffic control at intersections and pedestrian amenities, on-street and off-street parking conditions described in this chapter. Project ridership is also discussed in this chapter.

PROJECT DESCRIPTION

The ITC Project is an Automated People Mover (APM) System providing “first-mile / last-mile” connection to the rest of the regional mass-transit system to and from a major activity center and adjacent uses in the City of Inglewood. The major activity center includes the Hollywood Park Specific Plan area with thousands of residential units and millions of square-feet of retail and commercial uses, as well as the National Football League (NFL) SoFi Stadium with 70,240 seats, and 6,000-seat Performance Venue. Additionally, the ITC Project would serve The Forum, one of the largest indoor concert and entertainment venues in the country, as well as the recently approved Inglewood Basketball and Entertainment Center (IBEC).

The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro’s Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro’s E Line with the Metro’s C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and the Crenshaw / Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.

The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations, as shown in Figure 10. The stations will be located at:

1. Market Street – Florence Avenue
2. Prairie Avenue – Manchester Boulevard, and
3. Prairie Avenue – Hardy Street.

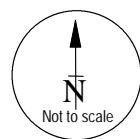
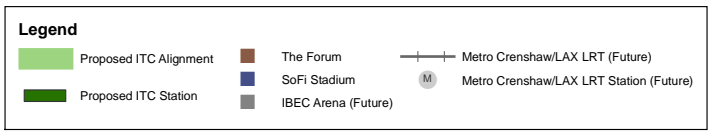


FIGURE 10
LOCATION OF PROPOSED ITC ALIGNMENT AND STATIONS

The Market Street – Florence Avenue Station site would also include vertical circulation elements including an above-grade pedestrian bridge connecting with the Downtown Inglewood Station of the Crenshaw/LAX LRT Line; a surface parking lot with approximately 650 public parking spaces; and two pick-up and drop-off areas for buses, shuttles and others located along the west side of Locust south of Florence Avenue and along the north side of Regent Street between Locust and Market Streets. This station would also serve patrons using the ITC to get to and from the Inglewood Downtown area.

The Prairie Avenue – Manchester Boulevard Station would include vertical circulation elements including an above-grade pedestrian bridge connecting with the east side of Prairie Avenue providing connections to both the Forum site and the NFL SoFi Stadium sites. Access and circulation to connect with additional uses within the Hollywood Park Specific Plan area will also be available to and from this station.

The Prairie Avenue – Hardy Street Station would include vertical circulation elements including an above-grade pedestrian bridge connecting with the east side of Prairie Avenue providing connections to the NFL SoFi Stadium site, the Performance Venue site and the Inglewood Basketball and Entertainment (IBEC) Venue site. Access and circulation to connect with the commercial and residential uses within the Hollywood Park Specific Plan area will be available to and from this station. A surface parking lot with approximately 80 public parking spaces and a shuttle bus pick-up and drop-off area will also be provided at this site. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

A Maintenance and Storage Facility (MSF) located at the southeast corner of the intersection of Manchester Boulevard and Hillcrest Boulevard will also be a key component of the proposed ITC Project. Additionally, a Power Distribution System Sub-station (PDS) will be provided at this site

The ITC Project also includes a surface parking facility with approximately 50 spaces located at the north-east corner of the intersection of Market Street and Manchester Boulevard to facilitate public parking. An additional PDS for the ITC Project will also be located within the Inglewood Transit Facility site at the intersection of Prairie Avenue and Arbor Vitae Street or at the Prairie Avenue / Hardy Street Station site.

The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the location of the curb-to-curb roadways.

However, the lane capacities along all of these streets will be retained compared to current conditions once the ITC Project is completed. A more detailed description of the roadway changes and provisions is summarized in the following sections.

ITC PROJECT DESCRIPTION - ROADWAYS

The ITC Project components include elevated grade-separated guideway and three stations, among others, that traverse along Market Street, Manchester Boulevard and Prairie Avenue within the City of Inglewood. Specifically, the Project traverses along Market Street between Florence Avenue and Manchester Boulevard with supporting columns placed mostly along the center median; along Manchester Boulevard between Market Street and Prairie Avenue with supporting columns placed along the sidewalks and/or along the median; and along Prairie Avenue between Manchester Boulevard and Hardy Street with supporting columns also placed along the sidewalks mostly along the west side of the street. The three stations would be located at the southeast corner of the intersection of Florence Avenue and Market Street; southwest corner of the intersection of Manchester Boulevard and Prairie Avenue; and at the northwest corner of the intersection of Prairie Avenue and Hardy Street.

A brief description of the existing and proposed characteristics of these roadway segments including number of lanes, intersection geometry, traffic control, on-street parking, sidewalks/crosswalks, and speed limits is provided in the following section.

Market Street between Florence Avenue and Manchester Boulevard

Market Street between Florence Avenue and Manchester Boulevard will include the same number of lanes as existing conditions (one lane in either direction). No change to roadway throughput or capacity is proposed as part of the Project. The speed limit along Market Street will remain at 25 mph, similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the Project would occur at the intersections of Market Street/Regent

Street and Market Street/Queen Street. No changes to intersection traffic control are proposed at these intersections. A brief description of the resulting lane configurations at the intersections along this stretch of Market Street with the ITC Project is summarized below:

- Intersection of Market Street/Florence Avenue – There would be no changes to the lane configurations and traffic control due to the Project at this signalized intersection, compared to existing conditions. Similar to existing conditions, the northbound approach would provide a left-turn lane and a right-turn lane. The eastbound approach would provide two through lanes and a shared through/right-turn lane, while the westbound approach would provide a left-turn lane and two through lanes.
- Intersection of Market Street/Regent Street – The Project would result in the removal of the northbound left-turn lane at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left-/through/right-turn lane. The adjacent D3 (Market Gateway) Project would modify the southbound approach by removing the right-turn lane, resulting in a shared left-/through/right-turn lane. The Project would not change the southbound, eastbound and westbound approaches. The eastbound and westbound approaches would both provide a left-turn lane and a shared through/right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. No change to traffic control (signal) at this intersection is proposed with the ITC Project compared to existing conditions.
- Intersection of Market Street/Queen Street – As a result of the Project, the northbound approach would provide a shared left-/through/right-turn lane and the southbound approach would provide a shared left-turn/through lane and a separate right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. The Project would not change the eastbound and westbound approaches. The eastbound and westbound approaches would both provide a shared left-/through/right-turn lane. No change to traffic control (signal) at this intersection is proposed with the ITC Project compared to existing conditions.
- Intersection of Market Street/Manchester Boulevard - There would be no changes to the lane configurations or traffic control due to the ITC Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would both provide a left-turn lane, one through lane and a shared through/right-turn lane.

Manchester Boulevard between west of Market Street and Prairie Avenue

Manchester Boulevard between Market Street and Prairie Avenue will include the same number of lanes as existing conditions, i.e., two lanes in either direction with turn lanes at intersections between Market Street and Hillcrest Boulevard; and two lanes / three lanes in the westbound / eastbound directions, respectively, with turn lanes at intersections between Hillcrest Boulevard and Prairie Avenue. No change to roadway capacity or traffic control is proposed as part of the Project. The speed limit along Manchester Boulevard will remain at 35 mph, similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

Lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, little to no reductions in turn-lane storage lengths would occur at any of the intersections within this stretch, as part of the ITC Project. Minor modifications to lane configurations at the intersection of Manchester Boulevard and Prairie Avenue may be required or desired based on prevailing demands at the time of construction of the Project. This could be achieved by restriping at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Manchester Boulevard as a result of the ITC Project is summarized below:

- Intersection of Market Street/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.
- Intersection of Locust Street/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left/through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.
- Intersection of Hillcrest Boulevard/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches

would provide a left turn lane, a through lane and a right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- Intersection of Spruce Avenue/Manchester Boulevard - There would be small changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left/through/right-turn lane similar to existing conditions. The southbound approach is a driveway and would provide a right-turn lane only. The eastbound approach would provide two through lanes and a separate right-turn lane (in the evening peak period, on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester Boulevard at this intersection). The eastbound approach left-turn lane to the small driveway would be removed. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane, similar to existing conditions. Due to the low volume of traffic making the left-turn from the eastbound Manchester Boulevard to the Driveway, removal of the left-turn pocket and restricting the eastbound left-turns into that driveway would have minimal effect at this intersection.
- Intersection of Tamarack Avenue/Manchester Boulevard - There would be no changes to the lane configurations or traffic control (stop-sign at Tamarack Avenue northbound approach) due to the Project at this unsignalized intersection compared to existing conditions. The northbound approach would provide a shared left-/right-turn lane. The eastbound approach would provide two through lanes and a separate right-turn lane (except in the evening peak period, when on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester Boulevard at this intersection). The westbound approach would provide a left-turn lane and two through lanes.
- Intersection of Osage Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (stop-signs at Osage Avenue northbound and southbound approaches) due to the Project at this unsignalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left-/through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane during the morning peak hours and off-peak hours. During the evening peak hours, with on-street parking restrictions, the eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane.
- Intersection of Prairie Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized

intersection compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.

Prairie Avenue between Manchester Boulevard and Hardy Street

Prairie Avenue between Manchester Boulevard and Hardy Street will include the same number of lanes as existing conditions (three lanes in either direction with a central turn lane including the turn lanes at intersections). No change to roadway capacity is proposed as part of the Project. The speed limit along Prairie Avenue will remain at 40 mph, similar to existing conditions. No on-street parking will be allowed along Prairie Avenue within this stretch similar to existing conditions. Conceptual roadway striping plans are included in Appendix A and typical cross-sections are included in Appendix B.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Prairie Avenue due to the ITC Project is summarized below:

- Intersection of Prairie Avenue/Manchester Boulevard - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.
- Intersection of Prairie Avenue/Nutwood Street - There would be no changes to the lane configurations and traffic control (stop-sign control at the eastbound Nutwood Street approach) due to the Project at this unsignalized 'T' intersection. The northbound approach would provide a left-turn lane (central turn lane), three through lanes. The

southbound approach would provide two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane.

- Intersection of Prairie Avenue/Kelso Street-Pincay Drive - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- Intersection of Prairie Avenue/La Palma Drive-Stadium Driveway - There would be no changes to the lane configurations and traffic control (stop-signs at the La Palma Drive-Stadium Driveway approaches) due to the Project at this unsignalized intersection, compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane. The westbound approach would provide a right-turn lane.
- Intersection of Prairie Avenue/Buckthorn Street-Touchdown Drive - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- Intersection of Prairie Avenue/Arbor Vitae Street - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- Intersection of Prairie Avenue/Victory Street - There would be no changes to the lane configurations and traffic control (stop sign at Victory Street westbound approach) due to the Project at this unsignalized 'T' intersection, compared to existing conditions. The northbound approach would provide two through lanes and a shared through/right-turn

lane. The southbound approach would provide three through lanes. The westbound approach would provide a right-turn lane.

- Intersection of Prairie Avenue/Hardy Street - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, a shared left-turn/through lane and a separate right-turn lane.

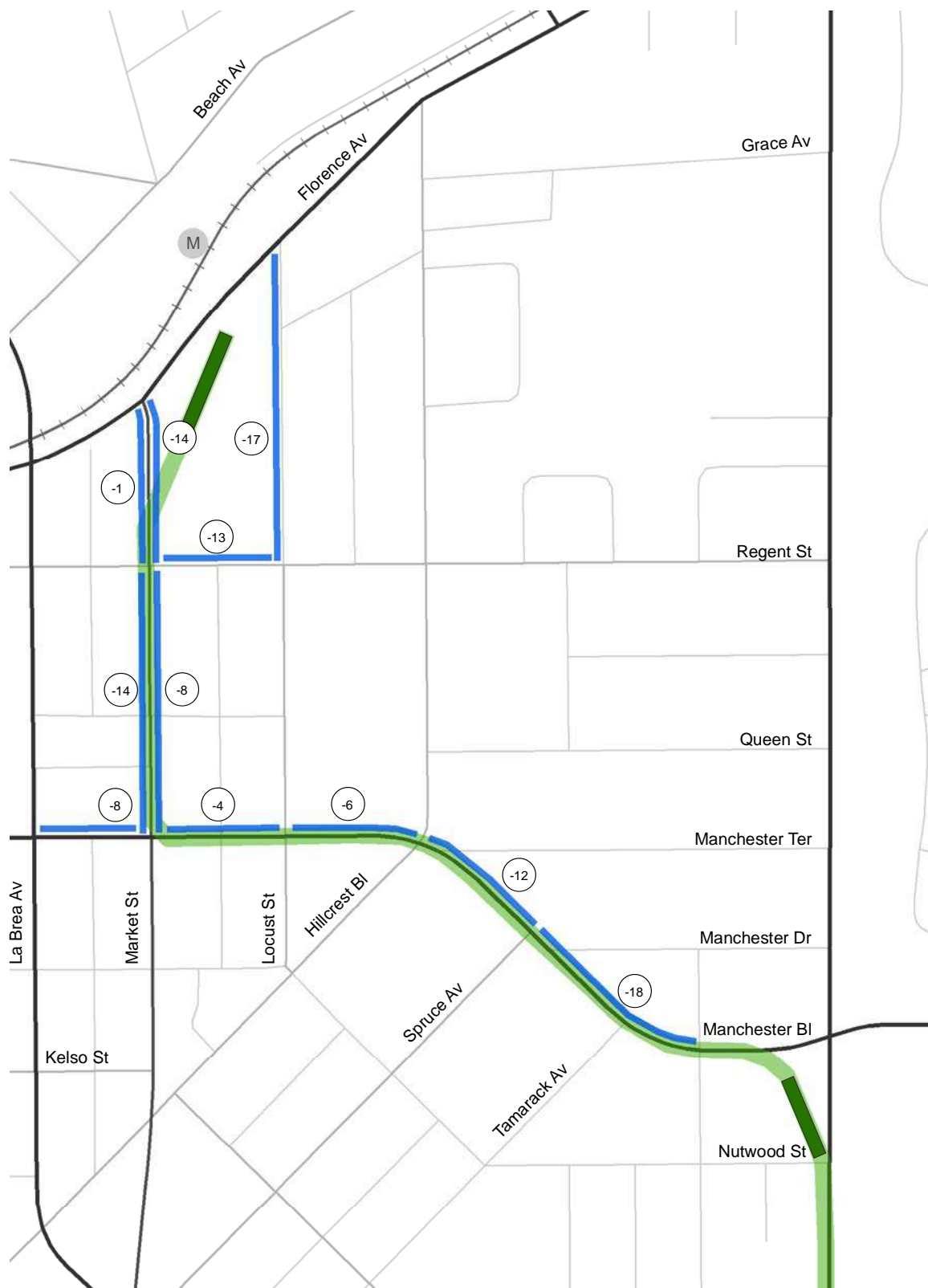
Sidewalks on both sides of the various street segments will be provided by the ITC Project consistent with the requirements of Americans with Disabilities Act of 1990 (ADA) along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Crosswalks will be provided by the ITC Project at all intersections similar to existing conditions.

PICK-UP/DROP OFF AREAS AND SURFACE PARKING LOTS

Pick-up and drop-off areas would be provided along the west side of Locust Street south of Florence Avenue, as well as along the north-side of Regent Street between Locust Street and Market Street. A reduction in on-street parking spaces of approximately 13 spaces along Regent Street and 17 spaces along Locust Street would occur due to the Pick-up / Drop-off areas and the surface parking lot driveways proposed as part of the ITC Project. The location of the on-street parking reductions is shown in Figure 11.

A surface parking lot with approximately 650 parking spaces at the adjacent Florence Avenue and Market Street Station site, would be provided. This surface parking lot at the Station site would provide the replacement parking spaces for the reduced parking along Locust Street and Regent Street where Pick-up/Drop-off areas are proposed.

There are currently 104 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. The Market Gateway Project (D3 Project) would reduce the on-street parking by 11 spaces along the west side of Market Street between Florence Avenue and Regent Street. The proposed ITC Project would reduce an additional 37 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. These spaces will be



Legend

- Proposed ITC Alignment
- On-street Parking Reduction
- Proposed ITC Station
- Metro Crenshaw/LAX LRT (Future)
- Metro Crenshaw/LAX LRT Station (Future)

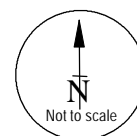


FIGURE 11
LOCATION OF ON-STREET PARKING REDUCTION

relocated to a surface parking lot at the ITC Market Street Station site (with approximately 650 spaces) located at the southeast corner of the intersection of Market Street and Florence Avenue.

There are currently 81 on-street parking spaces along Manchester Boulevard between Prairie Avenue and La Brea Avenue. The ITC Project would result in reduction of approximately 48 metered on-street parking spaces. An off-street surface parking lot will be provided at the northeast corner of Market Street and Manchester Boulevard. This surface parking lot is anticipated to provide approximately 50 parking spaces, replacing 6 existing spaces, and obtaining access off of the alley east of the site.

A surface parking lot is proposed at the Hardy Street Station located at the northwest corner of the intersection of Prairie Avenue and Hardy Street. This parking lot would have approximately 80 parking spaces and a shuttle bus pick-up and drop-off area. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

In addition, the City is currently planning to build a parking structure on the City's Inglewood Transit Facility (ITF) site located on the southeast corner of Prairie Avenue and Arbor Vitae Street. This lot would provide public parking near event venues in the LASED and IBEC. The ITF site is currently improved as a surface parking lot and bus transit facility. This planned parking structure would provide up to 2,500 parking spaces in a six-level building. Vehicle access to this parking structure would be provided along Arbor Vitae Street, District Drive and Victory Street. This parking structure would facilitate flexibility during events at the various venues to enhance parking availability and allow for tailgating at the existing surface lots, when needed. Further, this lot would provide the required parking spaces during future construction activities for construction worker parking as well as patron parking during large events at the various venues. During non-event times, this parking could be utilized as a park-and-ride facility to connect to the Metro rail system via the ITC Project.

Conceptual roadway striping plans for the Locust Street segment between Florence Avenue and Regent Street; and for the Regent Street segment between Market Street and Locust Street indicating the Pick-up/Drop-off areas and conceptual parking layout plans at the surface parking lots at the ITC Market Street/Florence Avenue Station site, Market Street/Manchester Boulevard site and Hardy Street Station site are included in Appendix C.

IV. ADJUSTED BASELINE CONDITIONS

This chapter includes a description of the physical conditions in the vicinity of the Project for the Adjusted Baseline conditions. These environmental conditions include socio-economic and demographic components, and transportation network components that are currently under construction or have building permits issued by the City of Inglewood in the immediate vicinity of the ITC Project alignment. Accordingly, the travel demand forecasting model used in the process was updated as required to reflect these assumptions. The following sections describe the travel demand modeling process, and discuss resulting performance metrics, including traffic volumes, vehicle miles traveled and the estimated ITC ridership.

ADJUSTED BASELINE SOCIO-ECONOMIC DATA AND MODEL ASSUMPTIONS

The socio-economic (SE) data describing demographic and economic characteristics within the model area, by Traffic Analysis Zones (TAZs) is used as major input to the travel demand forecasting models. This SE data under adjusted baseline conditions is based on the SE databases from the validated ITDF model prepared for the Mobility Element Study for the City of Inglewood and updated to reflect changes in demographic and socio-economic characteristics within the Project vicinity.

The SE databases used in the ITDF model were updated to include portions of Phase 1 of the Hollywood Park Specific Plan (HPSP), similar to the assumptions used in the IBEC EIR. The City has issued permits for substantial portion of HPSP Phase 1 uses including the 70,240-seat SoFi Stadium, the 6,000-seat Performance Venue, approximately 518,000 sf of retail and restaurant uses, approximately 466,000 sf of office use, 314 dwelling units and approximately 12 acres of open space. The components of the HPSP Project Phase 1 that are included in the ITC model SE databases for the adjusted baseline conditions are shown in Table 6. Additionally, the Crenshaw/LAX LRT line is assumed to be completed and operational as part of the adjusted baseline conditions.

TABLE 6
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTIONS
ADJUSTED BASELINE CONDITIONS

Hollywood Park Specific Plan - Phase I	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	518,077 s.f.
Office	466,000 s.f.
Residential	314 d.u.
Open Space	11.89 acres

Source: Trifiletti Consulting, Inc.

A summary of the SE data within the model area and within the City of Inglewood area under Adjusted Baseline conditions without and with the ITC Project is provided in Table 7. As shown in the table, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 117,688, 38,958 and 37,763, respectively, under Adjusted Baseline conditions without the ITC Project. Under Adjusted Baseline conditions with the ITC Project, the population and households data are estimated to remain at 117,688 and 38,958, respectively (no change compared to Adjusted Baseline without ITC Project), while the employment SE data is estimated to change to 37,192 due to the acquisition and demolition of existing commercial properties to accommodate the construction of the Project.

ADJUSTED BASELINE TRANSPORTATION NETWORK ASSUMPTIONS

The ITC model transportation network comprises the highway network and the transit network. The transportation network under Adjusted Baseline conditions is based on the transportation network from the validated ITDF model prepared as part of the 2019 Mobility Element Study for the City of Inglewood. As part of the validation of the ITDF model, the original network was updated to reflect changes within the City of Inglewood.

For the adjusted baseline conditions, the transit network includes the Metro Crenshaw/LAX Light-Rail Train (LRT) Line. The Metro Crenshaw/LAX LRT Line that extends from the existing Metro E Line (Expo) at Crenshaw and Exposition Boulevards and travels 8.5 miles south to connect with the Metro C Line (Green) at the Aviation/Imperial Station has been included in the model network. The Metro Crenshaw/LAX LRT line included in the model's transit network also has appropriate connectors at the eight new stations at:

- Expo/Crenshaw
- Martin Luther King Jr.
- Leimert Park
- Hyde Park
- Fairview Heights
- Downtown Inglewood
- Westchester/Veterans
- Aviation/Century

Metro Crenshaw/LAX LRT Line will provide three stations in the City of Inglewood including the Fairview Heights Station located near the intersection of Florence Avenue and West Boulevard,

TABLE 7
SUMMARY OF SOCIO-ECONOMIC DATA
ADJUSTED BASELINE CONDITIONS

Area	Adjusted Baseline Conditions					
	without ITC Project			with ITC Project [2]		
	Population	Households	Employment	Population	Households	Employment
Model Area [1]	17,467,069	5,669,507	7,554,671	17,467,069	5,669,507	7,554,100
City of Inglewood	117,688	38,958	37,763	117,688	38,958	37,192

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

[2] Includes the acquisition and demolition of the following commercial properties in order to accommodate the construction of the Project: CVS Plaza at Market and Regent - 310 E. Florence Avenue, 300 E. Florence Avenue, 254 N. Market Street, 250 N. Market Street, 240 N. Market Street, 230 N. Market Street, 224 N. Market Street, 222 N. Market Street and 210 N. Market Street; Market and Manchester - 150 N. Market Street; Vons Plaza - 500 E. Manchester Boulevard, 510 E. Manchester Boulevard; Manchester Station at Prairie/Manchester - 401 S. Prairie Avenue; Hardy Street Station at Prairie/Hardy - 923 S. Prairie Avenue, 945 S. Prairie Avenue, 1003 S. Prairie Avenue, 1011 S. Prairie Avenue, and 1035 S. Prairie Avenue.

the Downtown Inglewood Station located near the intersection of Florence Avenue and La Brea Avenue, and the Westchester/Veterans Station located near the intersection of Florence Avenue and Hindry Avenue.

With the inclusion of the Metro Crenshaw/LAX LRT Line in the model, passengers from the Metro's Downtown Inglewood Station would be able to connect through a proposed ITC station near the intersection of Florence Avenue and Market Street for the Adjusted Baseline with the ITC Project scenario model simulations.

ADJUSTED BASELINE DAILY TRAFFIC CONDITIONS

Utilizing the updated socio-economic/demographic data and the transportation network detailed above, the ITDF model simulations were conducted to obtain Adjusted Baseline daily traffic volume forecasts and vehicle-miles traveled (VMT) estimates.

Adjusted Baseline Non-Event without Project Traffic Conditions

Table 8 presents the projected weekday daily traffic volumes along all the analyzed street segments in the study area for Adjusted Baseline (non-event) conditions without and with the proposed ITC Project. These daily traffic volumes were estimated using the model output on each of the individual segments of each of the arterials (major and minor) and collector streets within the study area. As indicated in the table, under Adjusted Baseline without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between approximately 29,250 to 38,950 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 18,820 to 36,750 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 33,190 to 43,165 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Adjusted Baseline Non-Event with ITC Project Traffic Conditions

Table 8 also includes a summary of Adjusted Baseline with ITC Project weekday daily traffic volume forecasts. With implementation of the ITC Project, daily traffic volumes have been projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and

TABLE 8
WEEKDAY DAILY TRAFFIC VOLUMES
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Adjusted Baseline without ITC Project	Adjusted Baseline with ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	20,985	20,643
		Florence Av	Manchester Bl	24,680	24,320
		Manchester Bl	Spruce Av/Market St	19,362	19,224
		Spruce Av/Market St	Arbor Vitae St	24,983	24,295
		Arbor Vitae St	Hardy St	28,805	28,229
		Hardy St	Century Bl	29,976	29,506
Hawthorne Bl	Major Arterial	Century Bl	104th St	43,055	42,682
		104th St	Lennox Bl	48,207	47,904
Prairie Av	Major Arterial	Florence Av	Regent St	22,089	21,755
		Regent St	Manchester Bl	22,157	21,797
		Manchester Bl	Pincay Dr/Kelso St	29,251	28,289
		Pincay Dr/Kelso St	Arbor Vitae St	38,953	37,767
		Arbor Vitae St	Hardy St	32,546	31,026
		Hardy St	97th St	34,953	33,492
		97th St	Century Bl	34,953	33,492
		Century Bl	102nd St	31,452	30,619
		102nd St	104th St	31,954	31,139
		104th St	Lennox Bl	32,563	31,857
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	23,668	23,423
		Manchester Bl	Pincay Dr/90th St	26,291	26,108
		Pincay Dr/90th St	Arbor Vitae St	32,019	31,756
		Arbor Vitae St	Hardy St	30,872	30,592
		Hardy St	Century Bl	31,682	31,385
		Century Bl	104th St	27,528	27,248
Market St	Minor Arterial	Florence Av	Regent St	3,219	3,198
		Regent St	Manchester Bl	7,790	7,727
Myrtle Av	Collector	Arbor Vitae St	Hardy St	3,881	3,555
Doty Av	Collector	Century Bl	104th St	5,557	5,453
Yukon Av	Collector	Century Bl	104th St	10,443	10,213
Locust St	Collector	Florence Av	Manchester Bl	3,728	3,691
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,766	25,439
Florence Av	Major Arterial	Fir Av	La Brea Av	16,835	16,797
		La Brea Av	Market St	21,042	21,035
		Market St	Centinela Av	24,496	24,281
		Centinela Av	Prairie Av	40,740	40,466
		Prairie Ave	West Bl	40,093	39,857
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	21,435	20,955
		La Brea Av	Market St	21,733	21,073
		Market St	Locust St	18,821	18,180
		Locust St	Hillcrest Bl	20,190	19,567
		Hillcrest Bl	Spruce Av	24,505	23,873
		Spruce Av	Prairie Av	28,735	27,983
		Prairie Av	Kareem Ct	31,974	31,388
		Kareem Ct	Crenshaw Dr	36,748	36,106
		Crenshaw Dr	Crenshaw Bl	27,895	27,338
		Crenshaw Bl	Van Ness Av	31,211	30,735
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	13,751	13,228
		La Brea Av	Myrtle Av	9,251	8,913
		Myrtle Av	Prairie Av	8,426	8,026
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	50,609	50,132
		La Brea Av/Hawthorne Bl	Myrtle Av	41,279	40,867
		Myrtle Av	Freeman Av	37,897	37,653
		Freeman Av	Prairie Av	33,189	32,942
		Prairie Av	Doty Av	41,073	40,239
		Doty Av	HP Casino Dr	42,370	41,522
		HP Casino Dr	Yukon Av	42,370	41,522
		Yukon Av	Club Dr	41,153	40,283
		Club Dr	Crenshaw Bl	43,164	42,234
		Crenshaw Bl	Van Ness Av	36,633	36,040
Regent St	Collector	Grevillea Av	La Brea Av	5,199	5,121
		La Brea Av	Market St	16,175	15,985
		Market St	Prairie Ave	8,199	8,093
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	8,701	8,562
		La Brea Av	Market St	7,287	7,147
		Market St	Nutwood St / Locust St	9,060	8,647
		Nutwood St / Locust St	Manchester Bl	5,018	4,707
		Manchester Bl	Florence Av	7,946	7,636
Spruce Av	Collector	La Brea Av	Manchester Av	2,959	2,468
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	5,592	5,356
		Prairie Av	Kareem Ct	19,138	18,746
		Kareem Ct	Crenshaw Bl	14,364	14,028
Hardy St	Collector	La Brea Av	Prairie Ave	4,736	3,806
104th St	Collector	Grevillea Av	Hawthorne Bl	6,859	6,786
		Hawthorne Bl	Prairie Ave	4,102	4,100
		Prairie Av	Doty Av	3,581	3,501

Century Boulevards within the Study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project.

ADJUSTED BASELINE CONDITIONS NON-EVENT DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project has been prepared for Adjusted Baseline conditions. The weekday daily VMTs were calculated for all trips to and from the City of Inglewood, and the results are summarized in Table 9.

As indicated in the table, the typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 40,400 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline conditions.

ADJUSTED BASELINE CONDITIONS NON-EVENT ANNUAL VMT ANALYSIS

Annual VMT for the Adjusted Baseline conditions without and with the ITC Project scenarios were estimated. Based on the above typical weekday daily VMTs, annual VMTs were estimated by utilizing normalization parameters between weekdays and weekend days. The results are summarized in Table 10.

As shown, the annual VMT in the City of Inglewood would be reduced by approximately 12.87 million vehicle-miles with the implementation of the proposed ITC Project under Adjusted Baseline conditions.

ADJUSTED BASELINE – ITC PROJECT RIDERSHIP

As, discussed earlier, the ITC Project would provide mass-transit connectivity to the Crenshaw/LAX LRT line and the rest of the region's transit system, at the Market Street and Florence Avenue Station. Along the proposed alignment, the ITC Project would provide three stations located at the intersections of Market Street / Florence Avenue, Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street.

TABLE 9
DAILY VEHICLE MILES TRAVELED (VMT)
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Adjusted Baseline	3,132,256	3,091,889

TABLE 10
ANNUAL VEHICLE MILES TRAVELED (VMT)
ADJUSTED BASELINE WITHOUT AND WITH ITC PROJECT CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Adjusted Baseline	998,811,151	985,939,091

Weekday (non-event) ITC ridership projections for Adjusted Baseline conditions were simulated using the latest SCAG Regional Model and Metro's Mode Split models including updates to SE databases and transit networks to reflect the Inglewood Transit Connector, as well as other transit network changes noted above. Table 11 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated (non-event) daily ITC ridership under Adjusted Baseline conditions is 1,844 daily passengers.

TABLE 11
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
ADJUSTED BASELINE CONDITIONS

Scenario	Weekday Daily Ridership
	Non-Event
Adjusted Baseline Conditions	1,844

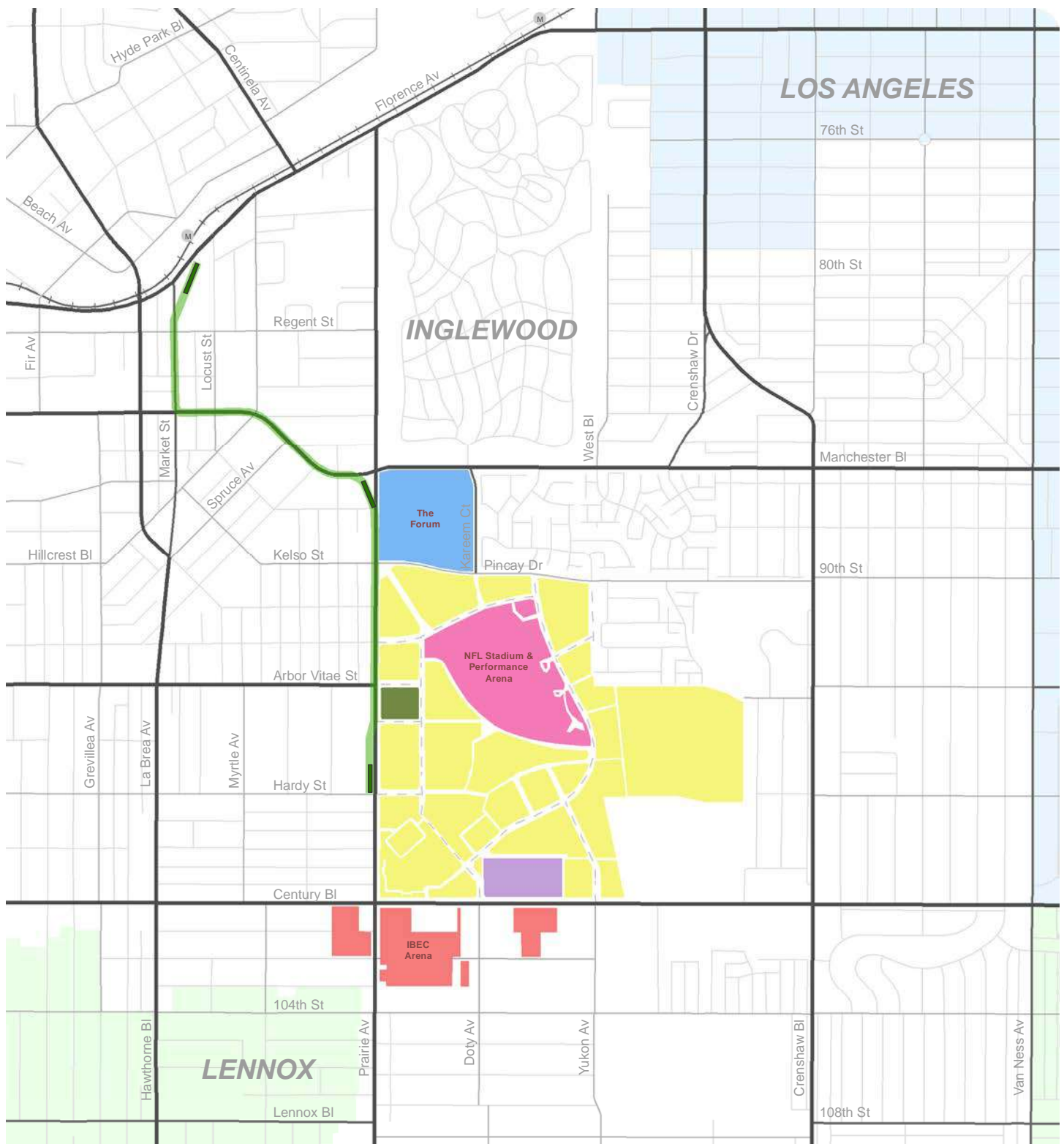
V. INGLEWOOD VENUES PROFILE OF EVENTS

This chapter includes an overview of the venues that would be served by the proposed ITC Project. The event types, number of events and estimated ITC ridership per event at each venue is discussed in the following sections of this chapter.

OVERVIEW OF EVENTS

The venues that would be served by the proposed ITC Project include the SoFi (NFL) Stadium, the 6,000-seat Performance Venue, the Forum, and the Inglewood Basketball and Entertainment Center (IBEC). The locations of these venues in relation to the ITC Project are shown in Figure 12. Table 12 provides an overview of event profiles including the event types, potential annual frequency and the maximum number of attendees and employees at each venue. As indicated in the table, there are a combined 421 events per year anticipated at all the venues.

It can be observed that the SoFi (NFL) Stadium would have approximately 20 NFL football games per year including regular season, pre-season and post-season with a maximum of 70,240 attendees and 6,000 employees per game. This facility would also host eight (8) mid-size events per year such as concerts or other sporting events with a maximum of 25,000 attendees and 2,000 employees per event. The Performance Arena which would have 75 concerts per year with a maximum of 6,000 attendees and 300 employees per concert. The Forum is an existing venue and generally has approximately 75 concerts per year with a maximum of 17,500 attendees and 1,120 employees per concert. The IBEC, with potentially 243 events per year, would host 49 NBA games including regular and potential playoff games with a maximum of 18,000 attendees and 1,320 employees per game; 35 other annual sporting events such as college basketball, boxing, professional wrestling with a maximum of 7,500 attendees and 480 employees per event; 23 concerts with a maximum of 9,500-18,500 attendees and 530-1,120 employees per concert; 20 family shows such as Disney on Ice, Harlem Globetrotters with a maximum of 8,500 attendees and 530 employees per show; and 116 smaller events per year including corporate/community events and plaza events with a maximum of 2,000-4,000 attendees and 25 employees per event.



Legend:

- Proposed ITC Alignment
- Proposed ITC Station
- Metro Crenshaw/LAX LRT (Future)
- Metro Crenshaw/LAX LRT Station (Future)
- The Forum
- NFL Stadium
- Hollywood Park Redevelopment
- IBEC Site
- Hollywood Park Casino
- Inglewood Intermodal Transit Facility

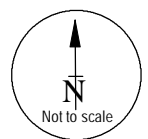


FIGURE 12
INGLEWOOD EVENT VENUES

TABLE 12
OVERVIEW OF EVENT PROFILE AT INGLEWOOD VENUES ^[1]

Venue	Event Type	Number of Events / Year	Number of Attendees	Number of Employees
NFL Stadium	NFL Football Games	20	70,240	6,000
	Mid-size Events	8	25,000	2,000
	Performance Arena Concerts	75	6,000	300
The Forum	Concerts	75	17,500	1,120
IBEC	Clippers NBA Games	49	18,000	1,320
	Other Sporting Events	35	7,500	480
	Concerts (Large)	5	18,500	1,120
	Concerts (Medium)	8	14,500	795
	Concerts (Small)	10	9,500	530
	Family Shows	20	8,500	530
	Corporate / Community Events	100	2,000	25
	Plaza Events	16	4,000	25

[1] Source: Event type, number of events per year, number of attendees and employees from *Inglewood Basketball and Entertainment Center DEIR*, ESA, December 2019.

SOFI (NFL) STADIUM AND PERFORMANCE ARENA EVENTS

The SoFi (NFL) Stadium and the Performance Arena are located within the Hollywood Park Specific Plan area bounded by Pincay Drive on the north, Century Boulevard on the south, Prairie Avenue on the west and residential uses on the east. Serving mainly as an NFL football stadium hosting the Los Angeles Rams and Los Angeles Chargers NFL games, the SoFi Stadium was opened in September 2020. The Performance Arena is expected to be completed and operational in 2021. SoFi Stadium provides 70,240 seats (expandable to up to 100,000 seats) while the Performance Arena proposes a 6,000-seat facility. A total of approximately 9,000 on-site parking spaces are provided for event-parking uses within the Hollywood Park Specific Plan area.

The event-types at the SoFi (NFL) Stadium and the Performance Arena include the following:

- NFL football games at the NFL Stadium
- Mid-size events at the NFL Stadium
- Concerts at the Performance Arena

THE FORUM EVENTS

The Forum is located on the northeast corner of Prairie Avenue and Pincay Drive. Serving as a music and entertainment venue, the Forum is used for concerts, eSports, family shows, film and commercial shoots, movie premieres, and product launches. The Forum has a 17,500-seat capacity. A total of approximately 2,500 on-site parking spaces are provided for event-parking uses at the Forum.

IBEC EVENTS

The recently approved Inglewood Basketball and Entertainment Center (IBEC) is located on the southeast corner of Prairie Avenue and Century Boulevard. IBEC is anticipated to be in operation by 2024. Serving as a sports and entertainment arena, IBEC will host the Los Angeles Clippers NBA team and its training facilities, ancillary uses and the Clippers home games; and be configured for other events such as sporting events, concerts, conferences, conventions, and

civic events. The arena provides 18,000 fixed seats with 500 additional seats for other sports or entertainment events. IBEC will provide a total of approximately 4,125 on-site parking spaces with three parking garages adjacent to the IBEC arena, including the following:

- South parking structure (arena site) – 650 parking spaces
- East parking structure (east transportation and hotel site) – 365 parking spaces
- West parking structure (west parking garage site) – 3,110 parking spaces

The parking spaces within the south parking structure as well as the east parking structure are dedicated to attendee parking. In the west parking structure, 550 parking spaces would be for attendee parking while 100 spaces would be reserved for employees when IBEC events are taking place.

The event-types at the IBEC include the following:

- Clippers NBA games
- Other sporting events
- Concerts (Large – 18,500 attendees)
- Concerts (Medium – 14,500 attendees)
- Concerts (Small – 9,500 attendees)
- Family shows
- Corporate / community events
- Plaza events

TRAVEL DEMAND MODEL FOR EVENTS

This section includes a discussion of the Event Travel Demand Model (ETDM). The ETDM model is a multi-step model utilizing a set of spreadsheet pivot tables based on the Metro's mode split model output including transit accessibility parameters. The ETDM utilizes event type, attendance and mode splits to provide estimates of ITC transit ridership, as well as modal trip generation estimates for use in generating vehicle trip assignments on the roadway network.

The specific event-day traffic conditions were simulated using trip generation estimates from the ETDM and a trip distribution profile developed in ArcGIS using actual data from event attendees' zip-codes based on ticket sales or mobile source data. Details of the ITC effectiveness expressed in terms of VMT reduction and the expected travel characteristics for all the events by venue are attached in Appendix D.

EVENT ITC RIDERSHIP

The special events model was applied for each type of event at each of the venues to estimate ITC ridership, after the transit accessibility and mode splits were established. The special events model is similar to the "Events-Based Model" used in the *City of Champions (NFL) Focused Analysis of Transit Connection Study prepared by METRO and AECOM, July 2017*. The input data and some of the assumptions used in the model relative to the venue-based events have been updated and refined for use in this Study. The walk-access to transit was limited to two or fewer transfers, while the drive access to transit was limited to one or fewer transfers.

Table 13 provides a summary of the ITC ridership per event, daily and annually, under Future Opening Year (2027) conditions. A summary of ITC daily and annual ridership per event under Future Horizon Year (2045) conditions is included in Table 14. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase in ITC ridership and transit mode share compared to Future Opening Year (2027) conditions.

TABLE 13
ITC RIDERSHIP PER EVENT - FUTURE OPENING YEAR (2027) CONDITIONS

Venue/Event Type ^[1]	Number of Events/Year ^[1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	25,706	514,120
NFL - Mid-Size Event	8	9,850	78,797
Performance Arena - Concert	75	2,298	172,368
The Forum - Concert	75	6,793	509,443
IBEC - NBA Game	49	7,050	345,437
IBEC - Other Sporting Event	35	2,912	101,917
IBEC - Large Concert	5	7,159	35,793
IBEC - Medium Concert	8	5,581	44,644
IBEC - Small Concert	10	3,660	36,595
IBEC - Family Shows	20	3,295	65,894
IBEC - Corporate Events	100	739	73,884
IBEC - Plaza Events	16	1,469	23,497
TOTAL	421	-	2,002,389

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 14
ITC RIDERSHIP PER EVENT - FUTURE HORIZON YEAR (2045) CONDITIONS

Venue/Event Type ^[1]	Number of Events/Year ^[1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	30,188	603,760
NFL - Mid-Size Event	8	11,837	94,694
Performance Arena - Concert	75	2,762	207,144
The Forum - Concert	75	8,163	612,226
IBEC - NBA Game	49	8,551	419,001
IBEC - Other Sporting Event	35	3,532	123,618
IBEC - Large Concert	5	8,601	43,007
IBEC - Medium Concert	8	6,705	53,643
IBEC - Small Concert	10	4,397	43,972
IBEC - Family Shows	20	3,959	79,175
IBEC - Corporate Events	100	888	88,776
IBEC - Plaza Events	16	1,765	28,233
TOTAL	421	-	2,397,248

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

VI. FUTURE OPENING YEAR (2027) CONDITIONS

This chapter describes and evaluates potential impacts related to traffic that could result from operation of the proposed ITC Project under Future Opening Year (2027) conditions. A description of the modeling process, information on relevant land-use/socio-economic data and related development projects, and a description of the transportation improvements affecting the modeled network is provided in this chapter. An evaluation of Future Opening Year 2027 conditions with NFL game and without and with the proposed ITC Project is addressed in this chapter. Finally, potential reductions in daily traffic volumes and vehicle-miles traveled (VMTs) due to the proposed ITC Project and the estimated ITC ridership are discussed in this chapter.

TRAVEL DEMAND ESTIMATION PROCESS – FUTURE OPENING YEAR (2027) CONDITIONS

The Inglewood Travel Demand Forecasting Model (ITDF) for Future Opening Year (2027) conditions was utilized to produce daily traffic forecasts and vehicle miles travelled (VMTs) estimates for weekday non-event conditions. The ITDF model was first updated to reflect changes in demographic/economic and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS model-based socio-economic (SE) databases and network assumptions. Next, SE data growth associated with related projects identified in the area of influence of the study area was verified within the SE data and further updated where required. Additional special generator input such as LAX-related trip tables including the forecasted Million Annual Passengers (MAP-level) growth were also included in the ITDF in the overall estimation of travel demands under future opening year conditions.

The NFL-Game event-day traffic model under future opening year conditions was utilized to prepare the NFL game day event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. The NFL-Game event-day VMT model was also used to estimate the NFL game event-generated VMT. Attendee and employee vehicle trips by private vehicles, transportation network company (TNCs), and shuttles to and from the parking facilities to the Stadium, were included in both the event traffic demand and VMT models.

Forecasts from the Future Opening Year (2027) ITDF model and NFL-Game event-day traffic model were aggregated to reflect event-day daily traffic volumes (ADTs) as well as the event-day daily VMTs under future opening year conditions.

FUTURE OPENING YEAR (2027) LAND USE AND SOCIO-ECONOMIC DATA ASSUMPTIONS

The project team, in consultation with the City of Inglewood and other surrounding jurisdictions, assembled a list of development projects. These related projects are development projects that are anticipated to be constructed and in operation prior to the opening year of the proposed Project. As stated earlier, the 2027 SE databases developed using SCAG 2020-2045 RTP/SCS based data were updated to account for growth from the list of recent related projects.

A total of 395 related projects were compiled for the study. The complete list of these projects, including project name, address, and type/size of land use, is shown in Appendix E. Of these related development projects, 74 are located in the City of Inglewood, 91 are within the City of Los Angeles to the east and west of the City of Inglewood, 73 are in the City of Culver City to the north, 120 are in the South Bay cities of El Segundo, Lawndale, Hawthorne and Gardena to the south and south-west, and 37 projects are located within the unincorporated area of the County of Los Angeles scattered in the neighboring areas.

Notable among these development projects within the City of Inglewood is Hollywood Park Specific Plan (HPSP) Phase 2. When combined with the baseline development in Phase 1, there will be a total of 890,000 square feet of retail space, approximately 4.03 million square feet of office space, 2,500 dwelling units and a 300-room hotel, in addition to the SoFi stadium and the Performance Venue. The land-use assumptions under HPSP Phase 2 are shown in Table 15.

A summary of the updated socio-economic data within the model area and City of Inglewood area under the Future Opening Year (2027) conditions without and with the ITC Project is shown in Table 16. As shown in the table, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 152,774, 51,251 and 61,327, respectively, under Future Opening Year (2027) conditions without ITC Project. Under Future Opening Year (2027) conditions with the ITC Project, population and households SE data variables do not change, while the employment SE data is estimated to be 60,756 due to the acquisition of existing commercial properties to accommodate the construction of the Project.

TABLE 15
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTION
FUTURE OPENING YEAR (2027) CONDITIONS

Hollywood Park Specific Plan	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	890,000 s.f.
Office	4,033,314 s.f.
Residential	2,500 d.u.
Hotel	300 rooms
Open Space	24.95 acres

Source: Trifiletti Consulting, Inc.

TABLE 16
SUMMARY OF SOCIO-ECONOMIC DATA
FUTURE OPENING YEAR (2027) CONDITIONS

Area	Future Opening Year (2027) Conditions					
	without ITC Project			with ITC Project [2]		
	Population	Households	Employment	Population	Households	Employment
Model Area [1]	18,580,552	6,123,473	8,235,734	18,580,552	6,123,473	8,235,163
City of Inglewood	152,774	51,251	61,327	152,774	51,251	60,756

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

[2] Includes the acquisition and demolition of the following commercial properties in order to accommodate the construction of the Project: CVS Plaza at Market and Regent - 310 E. Florence Avenue, 300 E. Florence Avenue, 254 N. Market Street, 250 N. Market Street, 240 N. Market Street, 230 N. Market Street, 224 N. Market Street, 222 N. Market Street and 210 N. Market Street; Market and Manchester - 150 N. Market Street; Vons Plaza - 500 E. Manchester Boulevard, 510 E. Manchester Boulevard; Manchester Station at Prairie/Manchester - 401 S. Prairie Avenue; Hardy Street Station at Prairie/Hardy - 923 S. Prairie Avenue, 945 S. Prairie Avenue, 1003 S. Prairie Avenue, 1011 S. Prairie Avenue, and 1035 S. Prairie Avenue.

FUTURE OPENING YEAR (2027) TRANSPORTATION NETWORK ASSUMPTIONS

It is worth noting that the Metro Crenshaw/LAX LRT Line with eight new stations, which was included in the Adjusted Baseline conditions, is also included in the Future Opening Year (2027) conditions.

Updates shown in Table 17 were made to the highway network for future opening year conditions in/near City of Inglewood. These changes included any additional roadways and updates to the number of travel lanes in each direction for each of the four time periods (AM, MD, PM, NT).

FUTURE OPENING YEAR (2027) DAILY TRAFFIC CONDITIONS

Future Opening Year (2027) Non-Event Daily Traffic Volumes

Table 18 presents the estimated weekday daily traffic volumes along all the analyzed segments in the study area for non-event days under Future Opening Year (2027) conditions. As indicated in the table, under Future Opening Year (2027) without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between approximately 35,050 to 42,100 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 19,290 to 45,910 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 41,770 to 51,780 daily vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Event-Only Daily Traffic Volumes

The Future Opening Year (2027) weekday event conditions analyzed in this study assumes a sold-out (70,240 persons) NFL football game at the Sofi Stadium. The development of daily traffic volumes estimates for the NFL Game Event involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

To estimate the NFL game day daily trip generation, the ETDM model was utilized with appropriate parameters for average vehicle occupancy and modal splits for attendees and employees. Table 19 summarizes the NFL Game daily trip (round trip) generation estimates. As indicated in the table, the NFL Game would generate approximately 27,500 daily trips.

TABLE 17
FUTURE OPENING YEAR (2027) CONDITIONS - HIGHWAY NETWORK UPDATES

Street	Location	# of Lanes/Direction				Comments
		AM	PM	MD	NT	
Aviation Bl	Century Bl to Arbor Vitae St	3	3	3	3	Provide one additional lane in each direction
La Cienega Bl	Imperial Hwy to Century Bl	3	3	2	2	Provide a 3rd NB travel lane during peak periods
	98th St to Arbor Vitae St (southbound only)	3	3	3	3	Provide a 3rd SB travel lane
Century Bl	Jetway Bl to Aviation Bl (eastbound only)	5	5	5	5	Provide one additional lane EB only
Arbor Vitae St	LAX/Crenshaw Line to La Cienega Bl	3	3	3	3	Provide one additional lane in each direction
	Airport Bl to LAX/Crenshaw Line (westbound only)	3	3	3	3	Provide one additional lane in WB direction only
Jetway Bl	Westchester Pkwy to 96th St	2	2	2	2	New street with 2 lanes per direction
	96th St to Century Bl	2	2	2	2	New street with 2-3 lanes per direction for the most part
94th St	Jetway Bl and Airport Bl	2	2	2	2	New street with 2 lanes per direction
Tuskegee Way	Imperial Hwy to 111th St	2	2	2	2	New street with 2 lanes per direction
Maintanance Dr	96th St to Arbor Vitae St	1	1	1	1	New street with 1 lane per direction
98th St	Jetway Bl to La Cienega Bl/I-405 SB Ramps	2	2	2	2	Improvements and extension of existing 98th St with 2 lanes per direction
Airport Bl	98th St to Arbor Vitae St (northbound only)	3	3	3	3	Add 1 lane per direction

TABLE 18
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2027) WITH EVENT WITHOUT ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes		
		From	To	Future Opening Year (2027) without ITC Project	Event-Only (NFL Game)	Future Opening Year (2027) with Event without ITC Project
NORTH/SOUTH STREETS						
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	26,068	154	26,222
		Florence Av	Manchester Bl	29,947	495	30,442
		Manchester Bl	Spruce Av/Market St	25,116	256	25,372
		Spruce Av/Market St	Arbor Vitae St	33,875	656	34,531
		Arbor Vitae St	Hardy St	32,511	919	33,430
		Hardy St	Century Bl	36,146	1,101	37,247
Hawthorne Bl	Major Arterial	Century Bl	104th St	53,430	808	54,238
		104th St	Lennox Bl	58,703	808	59,511
Prairie Av	Major Arterial	Florence Av	Regent St	24,703	1,266	25,969
		Regent St	Manchester Bl	24,014	1,266	25,280
		Manchester Bl	Pincay Dr/Kelso St	35,048	4,219	39,267
		Pincay Dr/Kelso St	Arbor Vitae St	40,114	2,468	42,582
		Arbor Vitae St	Hardy St	35,904	2,498	38,402
		Hardy St	97th St	42,089	4,979	47,068
		97th St	Century Bl	42,089	4,979	47,068
		Century Bl	102nd St	35,719	6,634	42,353
		102nd St	104th St	35,485	8,176	43,661
		104th St	Lennox Bl	35,558	8,177	43,735
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	27,442	1,913	29,355
		Manchester Bl	Pincay Dr/90th St	30,194	5,194	35,388
		Pincay Dr/90th St	Arbor Vitae St	37,585	7,396	44,981
		Arbor Vitae St	Hardy St	35,824	7,396	43,220
		Hardy St	Century Bl	37,131	7,396	44,527
		Century Bl	104th St	33,321	8,012	41,333
Market St	Minor Arterial	Florence Av	Regent St	4,524	0	4,524
		Regent St	Manchester Bl	9,367	0	9,367
Myrtle Av	Collector	Arbor Vitae St	Hardy St	4,636	0	4,636
Doty Av	Collector	Century Bl	104th St	10,014	208	10,222
Yukon Av	Collector	Century Bl	104th St	11,709	150	11,859
Locust St	Collector	Florence Av	Manchester Bl	5,015	620	5,635
EAST/WEST STREETS						
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	28,574	109	28,683
Florence Av	Major Arterial	Fir Av	La Brea Av	19,267	2,333	21,600
		La Brea Av	Market St	23,682	2,395	26,077
		Market St	Centinela Av	29,415	2,619	32,034
		Centinela Av	Prairie Av	45,468	2,728	48,196
		Prairie Ave	West Bl	46,152	1,462	47,614
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	24,747	5,330	30,077
		La Brea Av	Market St	24,856	5,317	30,173
		Market St	Locust St	19,290	5,317	24,607
		Locust St	Hillcrest Bl	23,657	5,045	28,702
		Hillcrest Bl	Spruce Av	30,214	5,045	35,259
		Spruce Av	Prairie Av	34,364	5,045	39,409
		Prairie Av	Kareem Ct	36,498	3,690	40,188
		Kareem Ct	Crenshaw Dr	45,912	3,963	49,875
		Crenshaw Dr	Crenshaw Bl	33,298	3,985	37,283
		Crenshaw Bl	Van Ness Av	35,831	4,242	40,073
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	16,328	34	16,362
		La Brea Av	Myrtle Av	13,820	685	14,505
		Myrtle Av	Prairie Av	11,954	685	12,639
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	61,101	7,553	68,654
		La Brea Av/Hawthorne Bl	Myrtle Av	49,246	7,340	56,586
		Myrtle Av	Freeman Av	46,461	7,341	53,802
		Freeman Av	Prairie Av	41,772	7,341	49,113
		Prairie Av	Doty Av	51,781	6,129	57,910
		Doty Av	HP Casino Dr	51,471	5,921	57,392
		HP Casino Dr	Yukon Av	51,716	5,921	57,637
		Yukon Av	Club Dr	48,164	5,893	54,057
		Club Dr	Crenshaw Bl	49,862	5,893	55,755
		Crenshaw Bl	Van Ness Av	42,507	3,755	46,262
Regent St	Collector	Grevillea Av	La Brea Av	7,490	0	7,490
		La Brea Av	Market St	18,874	0	18,874
		Market St	Prairie Ave	9,189	0	9,189
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	11,360	0	11,360
		La Brea Av	Market St	9,049	0	9,049
		Market St	Nutwood St / Locust St	10,715	400	11,115
		Nutwood St / Locust St	Manchester Bl	6,570	0	6,570
		Manchester Bl	Florence Av	10,256	0	10,256
Spruce Av	Collector	La Brea Av	Manchester Av	8,153	0	8,153
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	7,250	0	7,250
		Prairie Av	Kareem Ct	23,052	1,853	24,905
		Kareem Ct	Crenshaw Bl	18,805	9,033	27,838
Hardy St	Collector	La Brea Av	Prairie Ave	7,370	0	7,370
104th St	Collector	Grevillea Av	Hawthorne Bl	8,326	0	8,326
		Hawthorne Bl	Prairie Ave	5,152	0	5,152
		Prairie Av	Dotv Av	6,823	0	6,823

TABLE 19
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME
FUTURE OPENING YEAR (2027) CONDITIONS

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT

	Persons	Auto			TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	27,374

NFL STADIUM FOOTBALL GAME WITH ITC PROJECT

	Persons	Auto			Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)						
Attendees	70,240	74.0%	51,997	3.0	16,232	10.3%	7,225	2.4	3,010	19,242
Employees	6,000	82.5%	4,952	1.18	4,196	2.0%	120	1.18	102	4,298
Total	76,240	-	56,949	-	20,428	-	7,345	-	3,112	23,540

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

The trip distribution for the NFL football game was based on Los Angeles Rams 2016 ticket sales data broken down by zip codes, as shown in Figure 13. The data presents origins of attendees for Rams games in 2016 by zip codes. This data was utilized to determine the overall generalized trip distribution by access corridor into the NFL Stadium. The shortest path methodology was utilized to find the path from the origin zip-codes to the NFL Stadium utilizing ArcGIS' network analyst extension. The resulting geographic distribution of the NFL game event- trips is summarized below:

- I-10 to and from the east: 4.1%
- I-10 to and from the west: 2.8%
- I-105 to and from the east: 33.0%
- I-105 to and from the west: 1.0%
- I-110 to and from the north: 12.3%
- I-110 to and from the south: 3.4%
- I-405 to and from the north: 24.5%
- I-405 to and from the south: 15.5%
- Local trips: 3.4%

On-site parking provided at SoFi Stadium as well as several city-owned parking facilities and local off-site parking facilities were assumed to provide additional parking for the event attendees and employees. Shuttle services between the off-site parking facilities and the NFL Stadium on event days were assumed to be operating at several parking facilities that are not within walking distance of the Stadium. Additionally, the City's intermodal transit facility, located at the southeast corner of Prairie Avenue and Arbor Vitae Street (at the City's Civic Center site) was assumed to be used for parking shuttle pick-ups and drop-offs during NFL game event.

Based on these distribution assumptions, points of access of on-site and off-site parking facilities, and trip generation estimates for an NFL Game, daily traffic estimates of NFL Game trips were developed. The NFL Game Event-Only daily traffic volumes are also presented in Table 18. It can be observed that the majority of the NFL event traffic would be on major arterials such as Century Boulevard, Prairie Avenue and Manchester Boulevard.

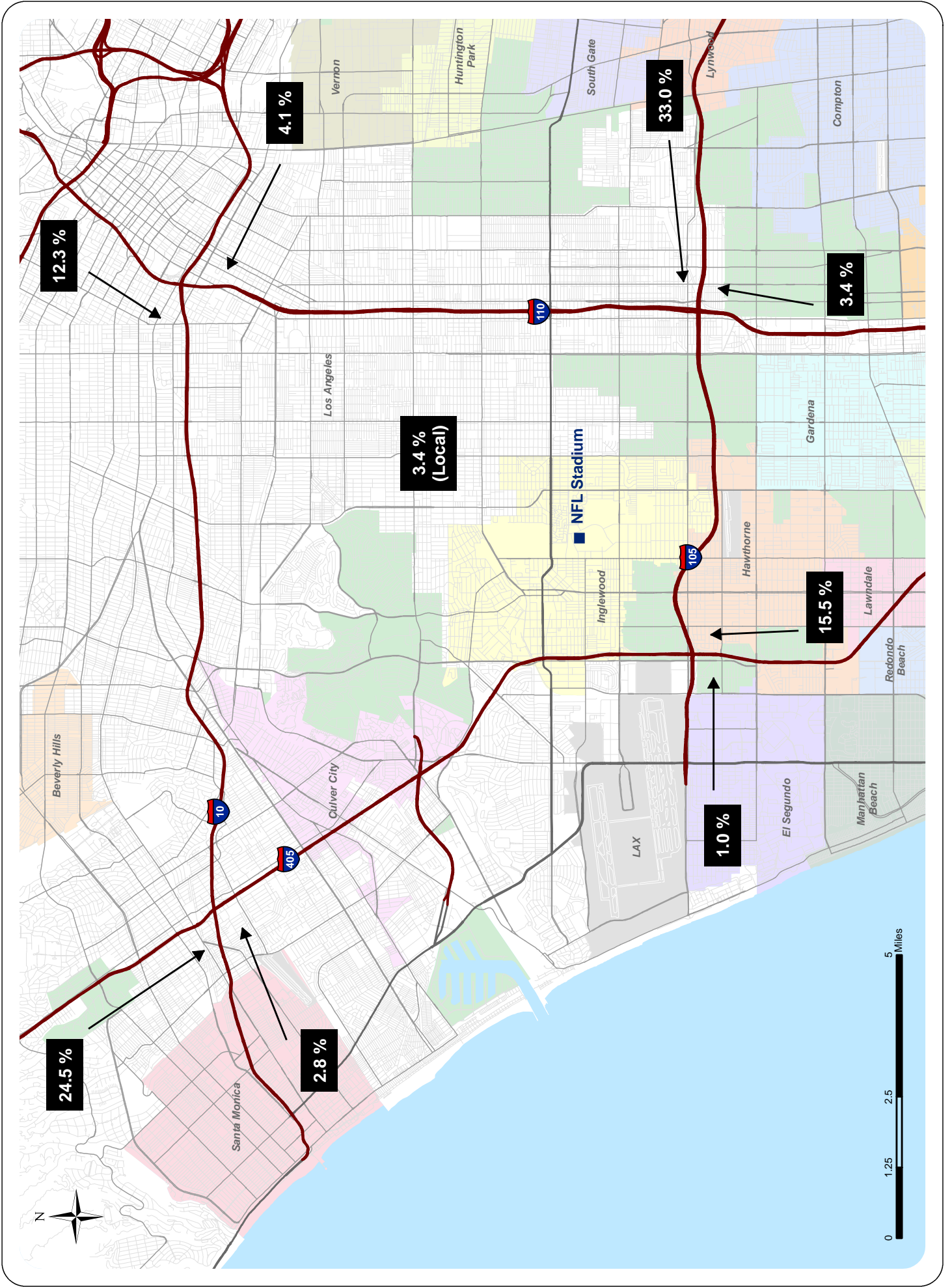


FIGURE 13
TRIP DISTRIBUTION FOR NFL STADIUM FOOTBALL GAME EVENT

Future Opening Year (2027) with Event without Project Conditions

Future Opening Year (2027) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes to obtain Future Opening Year (2027) with Event Day without ITC Project weekday daily traffic volumes. Table 18 presents Future Opening Year (2027) with Event Day weekday daily traffic volumes along all the analyzed segments in the study area.

Future Opening Year (2027) with Event and ITC Project Conditions

Weekday 2027 non-event conditions with the ITC Project were simulated using the updated ITDF and ETDM models, including updates to SE databases and transit networks to reflect the ITC Project as well as associated transit base-network changes and operational parameters.

NFL Game event day conditions with the ITC Project were simulated using a spreadsheet-based model based on the METRO's mode-split model and actual data related to the event attendees' zip-code information. Implementation of the ITC Project would result in the increase of transit mode share for the NFL Event attendees and employees and consequently would decrease the overall vehicular trip generation. The resulting mode splits and daily trip (round trip) generation estimates for an NFL Game with the proposed ITC Project are summarized in Table 19.

As indicated in the table, Future (2027) NFL game event conditions with the ITC Project, is estimated to generate approximately 23,540 daily trips. Utilizing the NFL Game trip distribution parameters discussed earlier and the estimated trip generation, the Future Opening Year (2027) NFL Event with ITC Project daily traffic volumes were developed.

Table 20 includes a summary of Future Opening Year (2027) with Event and ITC Project weekday daily traffic volumes. With implementation of the ITC Project, daily traffic volumes would decrease along these key corridors ranging between approximately 1,550 to 2,160 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 840 to 1,210 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,120 to 1,640 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis with the implementation of the ITC Project.

TABLE 20
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2027) WITH EVENT AND ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2027) with Event without ITC Project	Future Opening Year (2027) with Event and ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	26,222	25,804
		Florence Av	Manchester Bl	30,442	29,968
		Manchester Bl	Spruce Av/Market St	25,372	25,137
		Spruce Av/Market St	Arbor Vitae St	34,531	33,647
		Arbor Vitae St	Hardy St	33,430	32,725
		Hardy St	Century Bl	37,247	36,580
Hawthorne Bl	Major Arterial	Century Bl	104th St	54,238	53,610
		104th St	Lennox Bl	59,511	58,954
Prairie Av	Major Arterial	Florence Av	Regent St	25,969	25,267
		Regent St	Manchester Bl	25,280	24,549
		Manchester Bl	Pincay Dr/Kelso St	39,267	37,609
		Pincay Dr/Kelso St	Arbor Vitae St	42,582	41,034
		Arbor Vitae St	Hardy St	38,402	36,430
		Hardy St	97th St	47,068	44,909
		97th St	Century Bl	47,068	44,910
		Century Bl	102nd St	42,353	40,687
		102nd St	104th St	43,661	41,859
		104th St	Lennox Bl	43,735	42,041
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	29,355	28,952
		Manchester Bl	Pincay Dr/90th St	35,388	34,855
		Pincay Dr/90th St	Arbor Vitae St	44,981	44,058
		Arbor Vitae St	Hardy St	43,220	42,316
		Hardy St	Century Bl	44,527	43,606
		Century Bl	104th St	41,333	40,282
Market St	Minor Arterial	Florence Av	Regent St	4,524	4,495
		Regent St	Manchester Bl	9,367	9,236
Myrtle Av	Collector	Arbor Vitae St	Hardy St	4,636	4,261
Doty Av	Collector	Century Bl	104th St	10,222	9,898
Yukon Av	Collector	Century Bl	104th St	11,859	11,591
Locust St	Collector	Florence Av	Manchester Bl	5,635	5,540
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	28,683	28,287
Florence Av	Major Arterial	Fir Av	La Brea Av	21,600	21,399
		La Brea Av	Market St	26,077	25,899
		Market St	Centinela Av	32,034	31,463
		Centinela Av	Prairie Av	48,196	47,518
		Prairie Ave	West Bl	47,614	47,292
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	30,077	29,116
		La Brea Av	Market St	30,173	29,033
		Market St	Locust St	24,607	23,572
		Locust St	Hillcrest Bl	28,702	27,647
		Hillcrest Bl	Spruce Av	35,259	34,151
		Spruce Av	Prairie Av	39,409	38,200
		Prairie Av	Kareem Ct	40,188	39,351
		Kareem Ct	Crenshaw Dr	49,875	48,711
		Crenshaw Dr	Crenshaw Bl	37,283	36,352
		Crenshaw Bl	Van Ness Av	40,073	39,202
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	16,362	15,701
		La Brea Av	Myrtle Av	14,505	13,903
		Myrtle Av	Prairie Av	12,639	12,019
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	68,654	67,393
		La Brea Av/Hawthorne Bl	Myrtle Av	56,586	55,309
		Myrtle Av	Freeman Av	53,802	52,672
		Freeman Av	Prairie Av	49,113	47,990
		Prairie Av	Doty Av	57,910	56,294
		Doty Av	HP Casino Dr	57,392	55,762
		HP Casino Dr	Yukon Av	57,637	56,000
		Yukon Av	Club Dr	54,057	52,465
		Club Dr	Crenshaw Bl	55,755	54,113
		Crenshaw Bl	Van Ness Av	46,262	45,217
Regent St	Collector	Grevillea Av	La Brea Av	7,490	7,395
		La Brea Av	Market St	18,874	18,628
		Market St	Prairie Ave	9,189	9,078
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	11,360	11,197
		La Brea Av	Market St	9,049	8,909
		Market St	Nutwood St / Locust St	11,115	10,698
		Nutwood St / Locust St	Manchester Bl	6,570	6,261
		Manchester Bl	Florence Av	10,256	9,911
Spruce Av	Collector	La Brea Av	Manchester Av	8,153	7,525
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	7,250	6,941
		Prairie Av	Kareem Ct	24,905	24,224
		Kareem Ct	Crenshaw Bl	27,838	26,696
Hardy St	Collector	La Brea Av	Prairie Ave	7,370	6,359
104th St	Collector	Grevillea Av	Hawthorne Bl	8,326	8,254
		Hawthorne Bl	Prairie Ave	5,152	5,140
		Prairie Av	Dotv Av	6,823	6,710

FUTURE OPENING YEAR (2027) DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project was prepared for Future Opening Year (2027) with Event conditions without and with the ITC Project. The daily VMTs are calculated for with and without the proposed ITC Project, and for all trips to and from the City of Inglewood. The results are summarized in Table 21.

As shown, the weekday daily VMT would be reduced by approximately 247,540 vehicle-miles (4.7%) with the implementation of the proposed ITC Project under Future Opening Year (2027) with Event conditions.

FUTURE OPENING YEAR (2027) WITH EVENT – PROJECT RIDERSHIP

As, discussed earlier, the ITC Project would start at the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line's Downtown Inglewood Station, then travels south along Market Street, east on Manchester Boulevard, and south on Prairie Avenue where it is proposed to end at a location just north of Hardy Street. Along the proposed alignment, the ITC would provide three stations, including:

- Market Street / Florence Avenue Station
- Prairie Avenue / Manchester Boulevard Station
- Prairie Avenue / Hardy Street Station

The weekday Future Opening Year (2027) non-event conditions were simulated using the ITDF model with the latest Southern California Association of Governments (SCAG) 2020-2045 RTP/SCS Model SE databases and transit networks to reflect the Inglewood Transit Connector, as well as operational scenarios.

Table 22 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated non-event daily ridership under Future Opening Year (2027) conditions is 3,574 daily passengers.

TABLE 21
SUMMARY OF DAILY VMT WITHOUT AND WITH ITC PROJECT
FUTURE OPENING YEAR (2027) WITH EVENT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Future Opening Year (2027) Non-Event	3,906,593	3,854,924
NFL Game Event	1,368,495	1,172,624
Future Opening Year (2027) with Event	5,275,088	5,027,548

TABLE 22
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
FUTURE OPENING YEAR (2027) CONDITIONS

Scenario	Weekday Daily Ridership	
	Non-Event	with NFL Event*
Future Opening Year 2027 Conditions	3,574	29,280

* Includes ridership associated with non-event weekday conditions.

The Future Opening Year (2027) with Event conditions includes a sold-out NFL football game at the SoFi Stadium. A sold-out NFL Game Event consist of 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The event-day ITC ridership was estimated using a spreadsheet-based model based on Metro's mode-split model and actual data related to the NFL game attendees' zip-code information (as discussed in Chapter V). The NFL game attendees included information on ticket sales data. Table 22 also provides a summary of the ITC ridership under Future Opening Year (2027) with Event-Day conditions. As indicated in the table, the estimated daily ridership under Future Opening Year (2027) with Event (NFL) conditions is 29,280 daily passengers.

VII. FUTURE HORIZON YEAR (2045) CONDITIONS

This chapter describes and evaluates potential impacts related to traffic that could result from operation of the proposed ITC Project under Future Horizon Year (2045) conditions. A brief discussion of relevant information associated with the modeling process, land-use/socio-economic data, related development projects, and transportation improvements by year 2045 is presented. Future Horizon Year (2045) weekday non-event and event conditions without and with the proposed ITC Project are evaluated in this chapter. Project benefits including ITC ridership and potential reductions in daily traffic volumes and vehicle-miles traveled (VMTs) are summarized in this chapter.

TRAVEL DEMAND ESTIMATION PROCESS – FUTURE HORIZON YEAR (2045) CONDITIONS

The Inglewood Travel demand Forecasting Model (ITDF) for future horizon year (2045) conditions was utilized to produce forecasts of daily traffic volumes and vehicle miles travelled (VMTs) for typical weekday non-event conditions. The ITDF model was updated to reflect changes in demographic/socio-economic data and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS based model data. Then, SE data growth associated with related projects identified in the area of influence of the study area was verified and updated, where needed. Additional special generator input such as LAX-related trip tables including projected MAP growth, consistent with the latest SCAG 2020-2045 RTP/SCS were also included in the ITDF to produce travel demands under future horizon year conditions.

The NFL-Game event-day traffic model under future horizon year conditions was developed to prepare the event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. Metro's mode-split model was utilized along with the event day characteristics. The NFL-Game event-day VMT model was also used to estimate the event-generated VMT. Attendee and employee vehicle trips including private vehicles, transportation network company (TNCs) vehicles, and shuttles to and from the parking facilities to the Stadium, were included in both the event travel demand and VMT models.

Results from the Future Horizon Year (2045) updated ITDF model and NFL-Game event travel demand model were combined to reflect event-day daily traffic under future horizon year conditions. Similarly, results from the 2045 ITDF model and NFL-Game event VMT model were combined to reflect cumulative event-day daily VMT under future horizon year conditions.

FUTURE HORIZON YEAR (2045) LAND USE AND SOCIO-ECONOMIC DATA ASSUMPTIONS

The socio-economic (SE) data describing demographic and socio-economic characteristics within the model area, by Traffic Analysis Zones (TAZs) was updated based on the 2045 SE databases from the 2020 SCAG RTP/SCS Regional Model data. Development projects within the City of Inglewood and nearby jurisdictions have been advanced since the time the SE data input was developed by SCAG. The 2045 SE data was therefore updated to account for growth from the recent related projects. In addition to the list of development projects used under the Future Opening Year (2027) conditions, a significant development project within the City of Inglewood, the Hollywood Park Specific Plan (HPSP) Phase 2 was included in the SE databases used in the ITDF model for the future horizon year 2045 conditions. The HPSP Phase 2 land uses included are shown in Table 23. It has been assumed that by 2045, a total of 6.03 million square feet of office use would be in place in the overall HPSP area.

A summary of the updated SE data within the model area and City of Inglewood area under the Future Horizon Year (2045) conditions without and with the ITC Project is shown in Table 24. As shown, the primary SE data variables including population, households and employment within the City of Inglewood are estimated to be 165,618, 56,952 and 69,280, respectively, under Future Horizon Year (2045) conditions without the ITC Project. Under Future Horizon Year (2045) conditions with the ITC Project, the population and households SE data variables do not change, while the employment SE data is estimated to be 68,709 due to the acquisition of existing commercial properties to accommodate the construction of the Project.

FUTURE HORIZON YEAR (2045) TRANSPORTATION NETWORK ASSUMPTIONS

The transportation network comprises the highway network and the transit network, as a major input to travel demand forecasting models. Consistent with the assumptions associated with the latest SCAG 2020-2045 RTP/SCS data, the transportation network under future horizon year

TABLE 23
HOLLYWOOD PARK SPECIFIC PLAN LAND USE ASSUMPTION
FUTURE HORIZON YEAR (2045) CONDITIONS

Hollywood Park Specific Plan	Land Use
SoFi Stadium	70,240 seats
Performance Venue	6,000 seats
Retail	890,000 s.f.
Office	6,030,000 s.f.
Residential	2,500 d.u.
Hotel	300 rooms
Open Space	24.95 acres

Source: Trifiletti Consulting, Inc.

TABLE 24
SUMMARY OF SOCIO-ECONOMIC DATA
FUTURE HORIZON YEAR (2045) CONDITIONS

Area	Future Horizon Year (2045) Conditions					
	without ITC Project			with ITC Project [2]		
	Population	Households	Employment	Population	Households	Employment
Model Area [1]	20,556,880	6,941,056	9,422,780	20,556,880	6,941,056	9,422,209
City of Inglewood	165,618	56,952	69,280	165,618	56,952	68,709

[1] The Model Area includes most of Los Angeles County including the City of Inglewood within the SCAG RTP regional model structure accounting for all trips simulated in the focused Inglewood Travel Demand Forecasting Model.

[2] Includes the acquisition and demolition of the following commercial properties in order to accommodate the construction of the Project: CVS Plaza at Market and Regent - 310 E. Florence Avenue, 300 E. Florence Avenue, 254 N. Market Street, 250 N. Market Street, 240 N. Market Street, 230 N. Market Street, 224 N. Market Street, 222 N. Market Street and 210 N. Market Street; Market and Manchester - 150 N. Market Street; Vons Plaza - 500 E. Manchester Boulevard, 510 E. Manchester Boulevard; Manchester Station at Prairie/Manchester - 401 S. Prarie Avenue; Hardy Street Sation at Prairie/Hardy - 923 S. Prairie Avenue, 945 S. Prairie Avenue, 1003 S. Prarie Avenue, 1011 S. Prairie Avenue, and 1035 S. Prairie Avenue.

conditions is based on updates to reflect changes in roadway and transit characteristics within the City of Inglewood and nearby areas by the year 2045.

All of the updates made in the Future Opening Year (2027) were utilized in the Future Horizon Year (2045) conditions. Additional updates made to the highway network for future horizon year conditions within or adjacent to the City of Inglewood include travel lane updates, as shown in Table 25.

FUTURE HORIZON YEAR (2045) DAILY TRAFFIC CONDITIONS

Future Horizon Year (2045) Non-Event Traffic Volumes

Table 26 presents the estimated daily traffic volumes along all the analyzed segments in the study area for non-event days under Future Horizon Year (2045) conditions. As indicated in the table, under Future Horizon Year (2045) without ITC Project conditions, daily traffic volumes along some of the key corridors within the study area range between 40,900 to 47,100 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 21,350 to 54,130 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 50,980 to 61,170 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Event-Only Daily Traffic Volumes

The Future Horizon Year (2045) with Event conditions was analyzed for weekday conditions assuming a sold-out (70,240 persons) NFL football game at Sofi Stadium. The NFL Game Event-Only daily traffic volumes are presented in Table 26. As indicated in the table, the highest traffic volumes are projected to occur along Prairie Avenue between Century Boulevard and Lennox Boulevard ranging from approximately 6,640 to 8,180 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Crenshaw Boulevard ranging from approximately 3,690 to 5,330 vehicles per day; along Century Boulevard between Grevillea Avenue and Crenshaw Boulevard ranging from approximately 5,895 to 7,555 vehicles per day and along Pincay Drive between Prairie Avenue and Crenshaw Boulevard ranging from 1,855 to 9,035 vehicles per day.

TABLE 25
FUTURE HORIZON YEAR (2045) CONDITIONS - HIGHWAY NETWORK UPDATES

Facility	Location	# of Additional Lanes				Comments
		AM	PM	MD	NT	
I-405 Freeway	El Segundo / I-405 NB On-Ramp to Imperial Hwy / I-405 NB Off-Ramp	+ 1	+ 1	+ 1	+ 1	Add an auxiliary lane along NB I-405
	Imperial Hwy / I-405 NB Off-Ramp	+ 1	+ 1	+ 1	+ 1	Widen the off-ramp to two lanes

TABLE 26
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2045) WITH EVENT WITHOUT ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes		
		From	To	Future Opening Year (2045) without ITC Project	Event-Only (NFL Game)	Future Opening Year (2045) with Event without ITC Project
NORTH/SOUTH STREETS						
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	29,707	154	29,861
		Florence Av	Manchester Bl	33,429	495	33,924
		Manchester Bl	Spruce Av/Market St	28,812	256	29,068
		Spruce Av/Market St	Arbor Vitae St	39,111	656	39,767
		Arbor Vitae St	Hardy St	38,433	919	39,352
		Hardy St	Century Bl	43,426	1,101	44,527
Hawthorne Bl	Major Arterial	Century Bl	104th St	64,291	808	65,099
		104th St	Lennox Bl	70,736	808	71,544
Prairie Av	Major Arterial	Florence Av	Regent St	27,937	1,266	29,203
		Regent St	Manchester Bl	25,825	1,266	27,091
		Manchester Bl	Pincay Dr/Kelso St	40,869	4,219	45,088
		Pincay Dr/Kelso St	Arbor Vitae St	45,168	2,468	47,636
		Arbor Vitae St	Hardy St	42,036	2,498	44,534
		Hardy St	97th St	47,095	4,979	52,074
		97th St	Century Bl	47,095	4,979	52,074
		Century Bl	102nd St	41,326	6,634	47,960
		102nd St	104th St	41,325	8,176	49,501
		104th St	Lennox Bl	40,786	8,177	48,963
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	31,658	1,913	33,571
		Manchester Bl	Pincay Dr/90th St	34,743	5,194	39,937
		Pincay Dr/90th St	Arbor Vitae St	44,421	7,396	51,817
		Arbor Vitae St	Hardy St	41,772	7,396	49,168
		Hardy St	Century Bl	43,057	7,396	50,453
		Century Bl	104th St	38,858	8,012	46,870
Market St	Minor Arterial	Florence Av	Regent St	5,650	0	5,650
		Regent St	Manchester Bl	10,690	0	10,690
Myrtle Av	Collector	Arbor Vitae St	Hardy St	6,099	0	6,099
Doty Av	Collector	Century Bl	104th St	10,781	208	10,989
Yukon Av	Collector	Century Bl	104th St	12,673	150	12,823
Locust St	Collector	Florence Av	Manchester Bl	5,972	620	6,592
EAST/WEST STREETS						
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	32,315	109	32,424
Florence Av	Major Arterial	Fir Av	La Brea Av	23,989	2,333	26,322
		La Brea Av	Market St	28,866	2,395	31,261
		Market St	Centinela Av	35,369	2,619	37,988
		Centinela Av	Prairie Av	52,432	2,728	55,160
		Prairie Ave	West Bl	53,762	1,462	55,224
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	27,601	5,330	32,931
		La Brea Av	Market St	27,454	5,317	32,771
		Market St	Locust St	21,347	5,317	26,664
		Locust St	Hillcrest Bl	26,506	5,045	31,551
		Hillcrest Bl	Spruce Av	34,850	5,045	39,895
		Spruce Av	Prairie Av	39,325	5,045	44,370
		Prairie Av	Kareem Ct	42,068	3,690	45,758
		Kareem Ct	Crenshaw Dr	54,127	3,963	58,090
		Crenshaw Dr	Crenshaw Bl	39,039	3,985	43,024
		Crenshaw Bl	Van Ness Av	41,153	4,242	45,395
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	19,204	34	19,238
		La Brea Av	Myrtle Av	15,676	685	16,361
		Myrtle Av	Prairie Av	13,619	685	14,304
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	74,931	7,553	82,484
		La Brea Av/Hawthorne Bl	Myrtle Av	59,089	7,340	66,429
		Myrtle Av	Freeman Av	56,830	7,341	64,171
		Freeman Av	Prairie Av	50,981	7,341	58,322
		Prairie Av	Doty Av	61,167	6,129	67,296
		Doty Av	HP Casino Dr	59,955	5,921	65,876
		HP Casino Dr	Yukon Av	59,996	5,921	65,917
		Yukon Av	Club Dr	56,080	5,893	61,973
		Club Dr	Crenshaw Bl	58,157	5,893	64,050
		Crenshaw Bl	Van Ness Av	50,266	3,755	54,021
		Regent St	Collector	Grevillea Av	La Brea Av	9,403
La Brea Av	Market St			22,440	0	22,440
Market St	Prairie Ave			10,836	0	10,836
Grevillea Av	La Brea Av			14,013	0	14,013
Hillcrest Bl	Collector	La Brea Av	Market St	10,783	0	10,783
		Market St	Nutwood St / Locust St	12,715	400	13,115
		Nutwood St / Locust St	Manchester Bl	7,663	0	7,663
		Manchester Bl	Florence Av	11,716	0	11,716
		Spruce Av	Collector	La Brea Av	Manchester Av	9,550
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	8,763	0	8,763
		Prairie Av	Kareem Ct	26,669	1,853	28,522
		Kareem Ct	Crenshaw Bl	23,151	9,033	32,184
Hardy St	Collector	La Brea Av	Prairie Ave	8,330	0	8,330
104th St	Collector	Grevillea Av	Hawthorne Bl	10,400	0	10,400
		Hawthorne Bl	Prairie Ave	6,495	0	6,495
		Prairie Av	Doty Av	8,146	0	8,146

Future Horizon Year (2045) including Event without Project Conditions

Firstly, weekday 2045 non-event conditions without the ITC Project were simulated using the ITDF model updated to include the latest SCAG 2020-2045 RTP / SCS Model data and growth associated with related projects in the influence area.

Next, NFL Game event conditions without the ITC Project were simulated using the ETDM model based on the METRO's mode-split model and actual data related to the event attendees' zip-code information.

Future Horizon Year (2045) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes without the ITC Project to obtain the cumulative Future Horizon Year (2045) with NFL Event without ITC Project weekday daily traffic volumes. Table 26 presents cumulative Future Horizon Year (2045) with NFL game event weekday daily traffic volumes along all the analyzed segments in the study area. As indicated in the table, daily traffic volumes along some of the key corridors within the study area range between approximately 44,530 to 52,075 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 26,665 to 58,090 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 58,320 to 67,295 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard.

Future Horizon Year (2045) with Event and ITC Project Conditions

Weekday 2045 non-event conditions with the ITC Project were simulated using the ITDF model updated to include data from the latest SCAG 2020-2045 RTP / SCS Model and transit network including the ITC Project and associated operational scenarios.

NFL Game event with the ITC Project conditions were simulated using the ETDM model. Implementation of the ITC Project would result in the increase of transit mode share for the NFL Event attendees and employees, and consequently would decrease the overall vehicular trip generation. The resulting mode splits and vehicle daily trip (round trip) generation estimates for an NFL Game with the proposed ITC Project are summarized in also Table 27. As indicated in the table, with implementation of the ITC Project, approximately 22,294 trips due to the NFL Game would occur on a weekday daily basis.

TABLE 27
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME
FUTURE HORIZON YEAR (2045) CONDITIONS

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT

	Persons	Auto			TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	27,374

NFL STADIUM FOOTBALL (RAMS) GAME WITH ITC PROJECT

	Persons	Auto			TNC				Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	
Attendees	70,240	70.9%	49,820	3.0	15,143	10.3%	7,225	2.4	18,153
Employees	6,000	79.4%	4,766	1.18	4,039	2.0%	120	1.18	4,141
Total	76,240	-	54,586	-	19,182	-	7,345	-	22,294

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

Utilizing the NFL Game trip distribution (as discussed earlier), this trip generation was assigned to the street system and combined with the weekday non-event conditions with the ITC Project to obtain the cumulative Future Horizon Year (2045) with Event and ITC Project weekday daily traffic volumes.

Table 28 includes a summary of the cumulative Future Horizon Year (2045) with Event and ITC Project weekday conditions daily traffic volumes. It can be observed that with implementation of the ITC Project, daily traffic volumes would decrease along key corridors. The decreases in daily traffic range between approximately 1,710 to 2,470 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 980 to 1,410 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,390 to 1,870 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis resulting in improved flow during the peak periods with the implementation of the ITC Project.

FUTURE HORIZON YEAR (2045) DAILY VMT ANALYSIS

An evaluation of the reduction in vehicle miles traveled (VMT) due to the proposed ITC Project has been prepared for Future Horizon Year (2045) with Event conditions without and with the ITC Project. The daily VMTs were calculated for both the 'without' and 'with' the proposed ITC Project including all trips to and from the City of Inglewood. The results are summarized in Table 29.

As shown in the table, the weekday VMT would be reduced by approximately 316,880 vehicle-miles (5.6%), with the implementation of the proposed ITC Project under cumulative Future Horizon Year (2045) with Event conditions.

FUTURE HORIZON YEAR (2045) WITH EVENT – PROJECT RIDERSHIP

Table 30 provides a summary of the ITC Ridership under non-event conditions. As indicated in the table, the estimated non-event daily ridership under Future Horizon Year (2045) conditions is 4,462 daily passengers.

TABLE 28
WEEKDAY DAILY TRAFFIC VOLUMES
FUTURE OPENING YEAR (2045) WITH EVENT AND ITC PROJECT CONDITIONS

STREET	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2045) with Event without ITC Project	Future Opening Year (2045) with Event and ITC Project
NORTH/SOUTH STREETS					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	29,861	29,424
		Florence Av	Manchester Bl	33,924	33,423
		Manchester Bl	Spruce Av/Market St	29,068	28,809
		Spruce Av/Market St	Arbor Vitae St	39,767	38,837
		Arbor Vitae St	Hardy St	39,352	38,586
		Hardy St	Century Bl	44,527	43,784
Hawthorne Bl	Major Arterial	Century Bl	104th St	65,099	64,430
		104th St	Lennox Bl	71,544	70,947
Prairie Av	Major Arterial	Florence Av	Regent St	29,203	28,424
		Regent St	Manchester Bl	27,091	26,280
		Manchester Bl	Pincay Dr/Kelso St	45,088	43,184
		Pincay Dr/Kelso St	Arbor Vitae St	47,636	45,924
		Arbor Vitae St	Hardy St	44,534	42,315
		Hardy St	97th St	52,074	49,602
		97th St	Century Bl	52,074	49,602
		Century Bl	102nd St	47,960	45,930
		102nd St	104th St	49,501	47,278
		104th St	Lennox Bl	48,963	46,866
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	33,571	33,104
		Manchester Bl	Pincay Dr/90th St	39,937	39,285
		Pincay Dr/90th St	Arbor Vitae St	51,817	50,631
		Arbor Vitae St	Hardy St	49,168	48,029
		Hardy St	Century Bl	50,453	49,308
		Century Bl	104th St	46,870	45,551
Market St	Minor Arterial	Florence Av	Regent St	5,650	5,615
		Regent St	Manchester Bl	10,690	10,542
Myrtle Av	Collector	Arbor Vitae St	Hardy St	6,099	5,680
Doty Av	Collector	Century Bl	104th St	10,989	10,633
Yukon Av	Collector	Century Bl	104th St	12,823	12,530
Locust St	Collector	Florence Av	Manchester Bl	6,592	6,467
EAST/WEST STREETS					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	32,424	31,971
Florence Av	Major Arterial	Fir Av	La Brea Av	26,322	26,068
		La Brea Av	Market St	31,261	31,021
		Market St	Centinela Av	37,988	37,349
		Centinela Av	Prairie Av	55,160	54,398
		Prairie Ave	West Bl	55,224	54,870
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	32,931	31,774
		La Brea Av	Market St	32,771	31,434
		Market St	Locust St	26,664	25,454
		Locust St	Hillcrest Bl	31,551	30,315
		Hillcrest Bl	Spruce Av	39,895	38,581
		Spruce Av	Prairie Av	44,370	42,962
		Prairie Av	Kareem Ct	45,758	44,778
		Kareem Ct	Crenshaw Dr	58,090	56,697
		Crenshaw Dr	Crenshaw Bl	43,024	41,933
		Crenshaw Bl	Van Ness Av	45,395	44,369
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	19,238	18,571
		La Brea Av	Myrtle Av	16,361	15,726
		Myrtle Av	Prairie Av	14,304	13,657
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	82,484	80,965
		La Brea Av/Hawthorne Bl	Myrtle Av	66,429	64,895
		Myrtle Av	Freeman Av	64,171	62,773
		Freeman Av	Prairie Av	58,322	56,930
		Prairie Av	Doty Av	67,296	65,433
		Doty Av	HP Casino Dr	65,876	64,016
		HP Casino Dr	Yukon Av	65,917	64,055
		Yukon Av	Club Dr	61,973	60,166
		Club Dr	Crenshaw Bl	64,050	62,180
		Crenshaw Bl	Van Ness Av	54,021	52,837
Regent St	Collector	Grevillea Av	La Brea Av	9,403	9,300
		La Brea Av	Market St	22,440	22,166
		Market St	Prairie Ave	10,836	10,715
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	14,013	13,822
		La Brea Av	Market St	10,783	10,627
		Market St	Nutwood St / Locust St	13,115	12,669
		Nutwood St / Locust St	Manchester Bl	7,663	7,354
		Manchester Bl	Florence Av	11,716	11,344
Spruce Av	Collector	La Brea Av	Manchester Av	9,550	8,894
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	8,763	8,415
		Prairie Av	Kareem Ct	28,522	27,680
		Kareem Ct	Crenshaw Bl	32,184	30,710
Hardy St	Collector	La Brea Av	Prairie Ave	8,330	7,296
104th St	Collector	Grevillea Av	Hawthorne Bl	10,400	10,325
		Hawthorne Bl	Prairie Ave	6,495	6,477
		Prairie Av	Doty Av	8,146	8,023

TABLE 29
SUMMARY OF DAILY VMT WITHOUT AND WITH ITC PROJECT
FUTURE HORIZON YEAR (2045) WITH EVENT CONDITIONS

Scenario	Daily VMT	
	Without ITC	With ITC
Future Horizon Year (2045) Non-Event	4,293,802	4,236,825
NFL Game Event	1,368,495	1,108,591
Future Horizon Year (2045) with Events	5,662,297	5,345,416

TABLE 30
SUMMARY OF ITC WEEKDAY DAILY RIDERSHIP
FUTURE HORIZON YEAR (2045) CONDITIONS

Scenario	Weekday Daily Ridership	
	Non-Event	with NFL Event*
Future Horizon Year (2045) Conditions	4,462	34,650

* Includes ridership associated with non-event weekday conditions.

The Future Horizon Year (2045) with NFL Game Event conditions includes a sold-out event with 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The event-day ITC ridership was estimated using the ETDM model. Table 30 provides a summary of the ITC ridership under Future Horizon Year (2045) with Event-Day conditions. As indicated in the table, the daily ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated at approximately 34,650 daily passengers.

VIII. CONSTRUCTION ANALYSIS

Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes of CEQA. This chapter addresses the effects associated with the construction of the ITC Project. The evaluation of construction effects focuses primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The construction analysis is provided for informational, non-CEQA purposes. A summary of the evaluation criteria, methodology and recommended actions is provided in this chapter. Descriptions of these elements including construction trips and construction haul routes are also provided in this chapter.

EVALUATION CRITERIA

The following set of evaluation criteria was utilized to determine if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The evaluation criteria that are considered to cause potential effects are based on the following factors:

Temporary transportation constraints:

- The potential locations of temporary street closures or closures of two or more travel lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing congestion levels on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures including pedestrian access to schools;
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary loss of access:

- The potential loss of pedestrian or bicycle circulation near a construction area;
- The potential loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
- The potential loss of on-street parking;
- The potential loss of pedestrian access to a transit station, stop, or facility;
- The availability of nearby vehicular or pedestrian access adjacent to construction areas for the various types of land uses;
- The potential interference of the Project construction activities to pedestrian routes to school.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The potential unavailability of existing bus stops or that existing service would be interrupted;
- The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes;
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service during/those day(s).

METHODOLOGY

The methodology for construction evaluation includes description of the physical setting, including classification of adjacent streets, on-street parking conditions, including bicycle parking, in the immediate vicinity of the construction project, a description of the land uses potentially affected by construction, and an inventory of existing transit lines, bus stops, transit stations, and transit facilities adjacent to the construction site(s). Additionally, a description of schools and associated pedestrian routes to schools adjacent to the construction areas are included and their effects, if any, are determined.

Review of proposed construction procedures/plans per the document, *Inglewood Transit Connector Project: Baseline Construction Phasing Narrative, prepared by Gannet Fleming, Inc., June 2021*, was conducted to determine whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.

- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation geometric hazards.

The results are then compared to the evaluation criteria to determine the level of effects of the ITC Project during construction.

CONSTRUCTION SEQUENCING/PHASING

The *Inglewood Transit Connector Project: Baseline Construction Phasing Narrative*, Gannett Fleming, Inc., June 2021, provides details of the construction scenarios for the proposed ITC Project. The following summarizes the construction sequencing/phases and the anticipated timeframes.

Construction of the proposed Project is planned to occur over eight (8) phases spanning approximately 46 months, between 2024 through 2027. A brief summary description of these phases is provided below:

Phase 1 Construction

Phase 1 would include demolition of structures and site improvements to accommodate the proposed ITC stations, beginning of construction of the Maintenance and Storage Facility (MSF), trenching and installation of primary power duct bank along Prairie Avenue, and preparatory work on the east side of Prairie Avenue to allow for the roadway to shift. The preparatory work on the east side of Prairie Avenue includes the removal and disposal of existing sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks. Phase 1 construction also includes site preparation for installation of the power distribution system substations (PDS) buildings, electrical equipment, and subsystems at the City's Civic Center site (or Hardy Street Station site) on Prairie Avenue and the MSF site. Phase 1 construction would occur in 2024.

The demolition of structures includes the commercial plaza at Market Street and Regent Street (existing CVS plaza), the commercial buildings at 500 E. Manchester Boulevard (existing Vons and gas station buildings), the commercial building at 150 S. Market Street on the northeast corner of Manchester Boulevard and Market Street, the commercial building at 401 S. Prairie Avenue, the commercial building at 925 S. Prairie Avenue, the commercial building at 1003 S.

Prairie Avenue and the retail center at the northwest corner of Prairie Avenue and Hardy Street. After demolition of the structures, the remaining asphalt flatwork areas at 500 E. Manchester Boulevard, the commercial plaza at Market Street and Regent Street and the commercial building at 150 S. Market Street will provide suitable space for construction staging, including but not limited to space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

Phase 2 Construction

Phase 2 would include enabling the construction sequence of the guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard and work at the MSF site. The second phase of construction would occur between approximately 2024 and 2025. Phase 2 construction would include the following:

- Removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Drilling of the foundations for the MSF building.
- Construct new pavement, sidewalks, streetlights, traffic signals, and other infrastructure on Prairie Avenue, and shift the roadway east to its new alignment.
- The installation of a K-Rail system on the west side of Prairie Avenue to delineate the construction area. The K-Rail system will be installed into the public ROW along the west side of Prairie Avenue, excluding the existing sidewalks, from Hardy Street to Manchester Boulevard and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- Installation of prefabricated buildings(s) for the electrical equipment and subsystems at each of the two PDS sites. The PDS at the City's Civic Center site on Prairie Avenue may be below grade requiring excavation and installation of below ground support structures.

Phase 3 Construction

Phase 3 would include foundation work for the APM guideway, foundation work for the Market Street Station, and construction for the support structure of the MSF building. Phase 3 work will include utility relocation (if necessary), foundations, CIP columns, and setting of prefabricated buildings at the PDSs. Phase 3 construction would occur in 2024 through 2025. Phase 3 of construction would include the following activities:

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Removal of existing sidewalks, roadways, landscaping, and demolition as needed. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- The installation of a K-Rail system on the south side of Manchester Boulevard to delineate the construction area. The K-Rail system will be installed in the public ROW, along the south side of Manchester Boulevard from Prairie Avenue to Market Street and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- Installation of prefabricated buildings(s) for the electrical equipment and subsystems at each of the two PDSs sites. The PDS at the City's Civic Center site or the Hardy Station site on Prairie Avenue may be below grade requiring excavation and installation of below ground support structures.
- Construction of the support structure, columns, and cross girders for MSF building.
- The installation of two rows of K-Rail system along Market Street to delineate the construction area. The K-Rail system will be installed approximately twenty-five feet into the public ROW in the center of Market Street, from Manchester Boulevard to Florence Avenue. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and for supports directly under the guideway.
- Drill foundations for the APM guideway along the west side of Prairie Avenue from Hardy Street to Manchester Boulevard, the south side of Manchester Boulevard from Prairie Avenue to Market Street, Market Street from Manchester Boulevard to Florence Avenue.
- Drill foundations for the Market Street Station, Manchester Boulevard Station and Hardy Street Station.

Phase 4 Construction

Phase 4 construction would include foundation work for the APM guideway, guideway column caps along Market Street, and the MSF building deck and shell. Phase 4 construction activities will include utility relocation (if necessary), foundations, CIP columns, guideway column caps, and installation of equipment at the PDSs. Phase 4 construction would occur in 2025 through 2026. Phase 4 of construction would include the following:

- Removal of existing sidewalks, roadways, landscaping, and demolition of other improvements on Manchester Boulevard as needed along the guideway alignment. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Installation on of the building deck, shell, and steel roof members on the MSF building.
- Construction of the support structure, columns, and cross girders, for Market Street Station and Hardy Station.
- Construction of the guideway columns and column caps along Market Street.
- Installation of electrical equipment in the PDS buildings.
- Reconstruct sidewalk, curb, and gutter on the west side of Prairie Avenue and south side of Manchester Boulevard.
- After construction activities on the west side of Prairie Avenue are completed, construction of the east side of Prairie Avenue between Manchester Boulevard and north of Kelso Street / Pincay Drive would begin. A K-rail system would be installed to delineate the construction area on the east side of Prairie Avenue within this stretch. The K-Rail system will be installed approximately fifteen-feet into the public ROW starting from the easterly face of curb of the widened temporary roadway, excluding sidewalk, from Kelso/Pincay to Manchester Boulevard. If needed, a temporary easement or utility setback may be utilized to secure staging areas.
- After construction activities on the south side of Manchester Boulevard are completed, construction of the north side of Manchester Boulevard would begin. A K-rail system would be installed to delineate the construction area on the north side of Manchester Boulevard. Following completion of construction on the north side of Manchester Boulevard, construction along the median of Manchester Boulevard, where needed, would begin. A K-rail system would be installed to delineate the construction area along on the median of Manchester Boulevard. The area within the K-Rail system will be used for the installation of foundations, CIP columns, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.

- Drill foundations for the APM guideway along the east side of Prairie Avenue from north of Pincay Drive to Manchester Boulevard, and the north side of Manchester Boulevard from Prairie Avenue to Market Street.
- The area within the K-Rail system will be used for the installation of foundations, CIP columns, beam girders and cantilevered bents for the aerial construction.

Phase 5 Construction

Phase 5 construction would include aerial work for the APM guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Phase 5 activities will include guideway girders, guideway straddle caps, and installation of equipment at the PDSs. Phase 5 construction would occur in 2025 through 2026. Phase 5 construction would include the following activities:

- Aerial construction of the guideway on Market Street, with precast segments and/or formwork with precast trapezoidal troughs and girders on Market Street. This work would include temporary closure of Market Street during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.
 - The staging and holding area for the delivery of precast segments, girders, and beams will be located in the Market Street Station staging area; delivery to the construction area may require street closures.
- Construction on the interior of the MSF building.
- Aerial construction of the guideway formwork for Manchester Station with precast trapezoidal troughs and steel girders, and construction of platform, mezzanine, and vertical circulation elements for Manchester Station.
- Aerial construction of the guideway formwork for Hardy Station with precast trapezoidal troughs and steel girders, and construction of platform, mezzanine, and vertical circulation elements for Hardy Station.
- Aerial construction of the guideway straddle cap formwork on Manchester Boulevard. This work would include temporary closure of Manchester Boulevard during the following activities for safety measures:

- During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Aerial construction of the guideway straddle cap formwork on Prairie Avenue. This work would include temporary closure of Prairie Avenue during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Installation of electrical equipment in the PDS buildings.

Phase 6 Construction

Phase 6 construction would include aerial work for the APM guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, completion of Manchester Station, completion of Hardy Station, and completion of the MSF building completion, and the elevated passenger walkway to the Metro Crenshaw/LAX Line Downtown Inglewood Station. Phase 6 construction would occur in 2025 through 2026. Phase 6 construction would include the following activities:

- Aerial construction of the guideway on Manchester Boulevard, with precast segments and/or formwork with precast trapezoidal troughs and girders on Manchester Boulevard. This work would include temporary closure of Manchester Boulevard during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.

- The staging and holding area for the delivery of precast segments, girders, and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Completion of the MSF facility including building commissioning.
- Aerial construction of the guideway on Prairie Avenue, with precast segments and/or formwork with precast trapezoidal troughs and girders on Prairie Avenue. This work would include temporary closure of Prairie Avenue during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of precast segments, girders, and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Completion of the electrical equipment in the PDS buildings.
- Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of platform, mezzanine, and vertical circulation elements for Manchester Station.
- Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of platform, mezzanine, and vertical circulation elements for Hardy Station.
- Construction of the overhead bridge across Florence Avenue, providing a passenger access walkway from the Market Street Station to the Metro Crenshaw/LAX Line Downtown Inglewood Station.

Phase 7 Construction

Phase 7 construction would include final site work and completion of the stations. Phase 7 would occur in 2026. Phase 7 construction would include the following activities:

- Final site work and paving on Manchester Boulevard.
- Completion of the Hardy Street Station, Manchester Boulevard Station and Market Street Station.

- Final site work at the MSF site.
- Final site work at the Market Street Station.
- Construction of all surface parking lots.
- Final roadway improvements and modifications, and re-striping of streets as required.

Phase 8 Construction

Phase 8 construction would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems, and testing and commissioning of the APM trains. Phase 8 construction would occur in 2025 through 2027, with the primary construction activities occurring in 2026 and some installation of equipment starting towards the end of Phase 3 construction when sufficient aerial structure is available for the installation of the equipment. Phase 8 construction would include the following activities:

- Installation of the APM track work.
- Installation, testing, and commissioning of the operation and control systems.
- Installation of the station platform equipment and systems, such as platform doors, passenger information systems, and ticket vending.
- Installation, testing, and commissioning of the PDSs and power systems.
- Testing and commissioning of the APM trains.
- Station commissioning.
- Construction of all surface parking lots.
- Final roadway improvements and modifications, and re-striping of streets as required.
- This work will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems, and completing roadway improvements and modifications.

Construction Hours

Construction activity would occur 24 hours a day, seven days a week, with primarily heavy construction activities (those involving the use of large equipment on site) would occur over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM

and an evening shift from approx. 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris, and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and/or night hours. Additionally, the elevated guideway, columns, straddle bents, and station components that could require lane or street closures on Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic.

Delivery of construction materials would occur during the night shift, as would most temporary lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or significant disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, it can be anticipated that some minor activity would occur during periods in between construction shifts for logistics, moving equipment, etc.

Pursuant to the Inglewood Municipal Code, any construction between the hours of 8:00 PM and 7:00 AM will require the approval of a permit from the Permits and License Committee of the City.

Details of each of the construction phases including their specific effects on streets, transit, bicycle and pedestrian networks are provided in subsequent sections of this chapter.

CONSTRUCTION ASSESSMENT – MARKET STREET

The location of the Market Street construction area is shown in Figure 14. As shown in Figure 14, the construction area along the Market Street corridor extends from Florence Avenue to Manchester Boulevard and includes the Market Street Station site and the surface parking site on the northeast corner of Market Street/Manchester Boulevard.

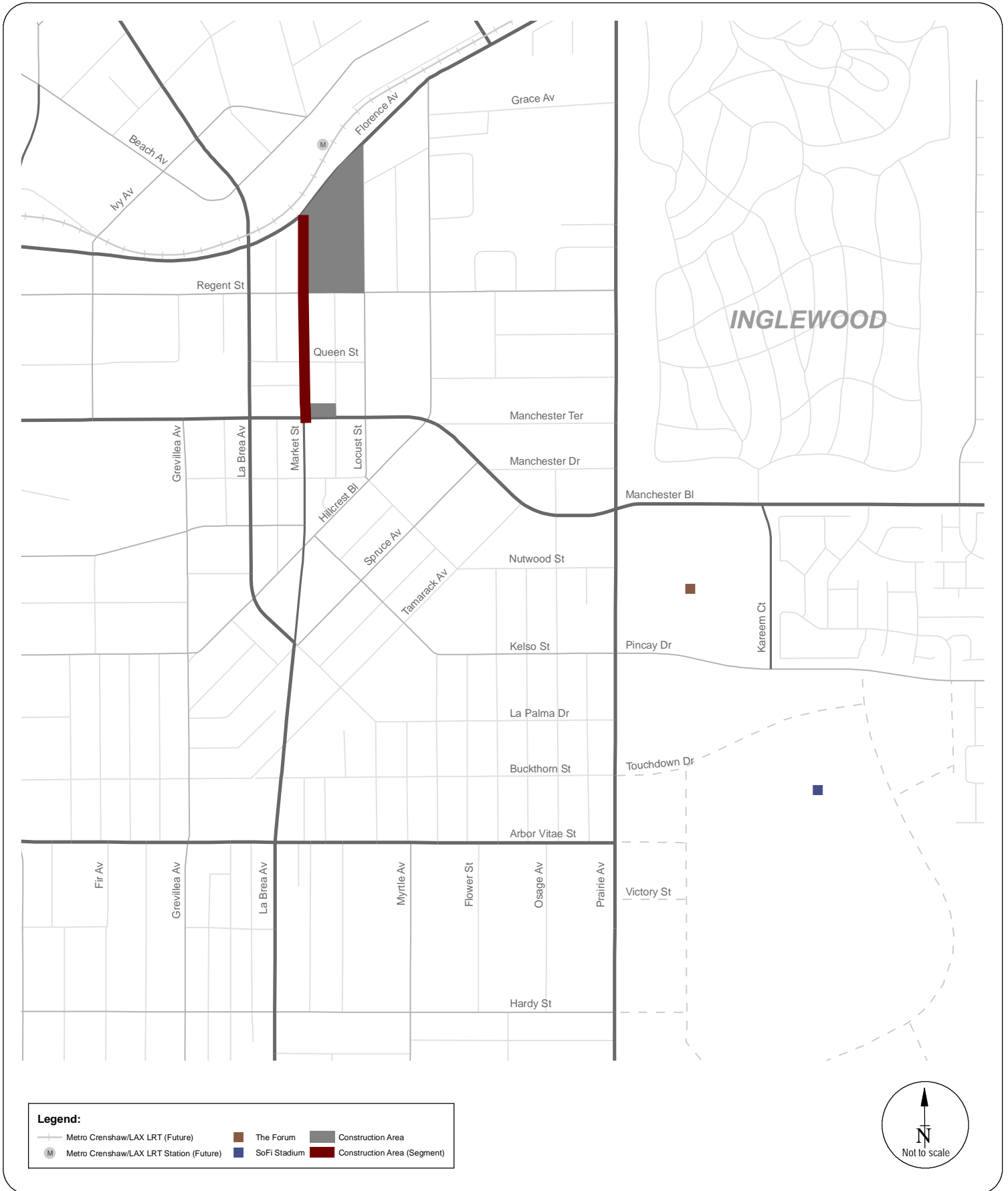


FIGURE 14
CONSTRUCTION AREA - MARKET STREET

A description of the existing physical setting and effects of the construction area on the vehicular, pedestrian, bicycle and transit system circulation and access are discussed below.

Construction Area – Market Street: Florence Avenue to Manchester Boulevard

Construction along Market Street between Florence Avenue and Manchester Boulevard includes enabling the construction sequence of the APM alignment components. Construction activities along this stretch of Market Street occurs in Phases 3 through 5 and Phases 7 and 8. The construction activities associated with these phases are provided under the ‘Construction Sequencing/Phasing’ section.

Vehicle Circulation and On-Street Parking. A brief description of the potentially affected streets in the vicinity of the construction area follows:

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Commercial uses are located on both sides of the street.
- Florence Avenue is an east-west major arterial roadway. It provides two travel lanes in the westbound direction and two lanes in the eastbound direction with no parking on either side of the street. The Metro Crenshaw/LAX Line Downtown Inglewood Station is located on the north side of the Florence Avenue.
- Regent Street is an east-west collector roadway. It provides one travel lane in each direction and a central-turn lane. Within the construction area, metered on-street parking is provided on both sides of the street. Commercial and residential uses are on the south side of the street.
- Queen Street is an east-west local roadway that provides one travel lane in each direction with on-street (metered) parking provided on both sides of the street. In the vicinity of the construction area, commercial uses are primarily located on both sides of the street.

The traffic flow along Market Street is generally not constrained within the construction area throughout the day. The nearby adjacent intersections Market Street/Florence Avenue, Market Street/Regent Street, Market Street/Queen Street and Market Street/Manchester Boulevard are currently operating in an unconstrained manner during both the morning and evening peak hours.

During Phase 3, construction procedures/plans include the installation of two rows of K-Rail systems along Market Street to delineate the construction area, which includes approximately 25 feet of public ROW along the center-line of Market Street between Manchester Boulevard and Florence Avenue. The construction area along Market Street between Florence Avenue and Regent Street would result in the loss of some on-street parking on both sides of the street in order to maintain one travel lane in each direction. Phase 3 construction activities include drilling foundations for the APM guideway along Market Street from Manchester Boulevard to Florence Avenue. Construction of the guideway columns and column caps along Market Street would occur during Phase 4.

The construction area would effectively reduce Market Street to one travel lane in each direction within the construction area staging section between Regent Street and Manchester Boulevard. On-street (metered) parking would not be accessible within staging sections of the construction area during construction.

During Phase 5, temporary full street closure along Market Street within the construction area would occur during aerial construction of the guideway with precast segments and/or formwork with precast trapezoidal troughs and girders, and completion of stations and mezzanines with vertical circulation elements due to safety measures. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed "I" steel girders and platforms, temporary lane closures would be necessary. To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on Market Street and adjacent residential streets. Final roadway improvements and modifications, and re-striping of the streets as required would occur during Phase 7.

Phase 8 will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems, and completing roadway improvements and modifications.

As indicated above, construction activities would result in the temporary closure of on-street parking spaces along Market Street within the construction area. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways along Market Street within the construction area will be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

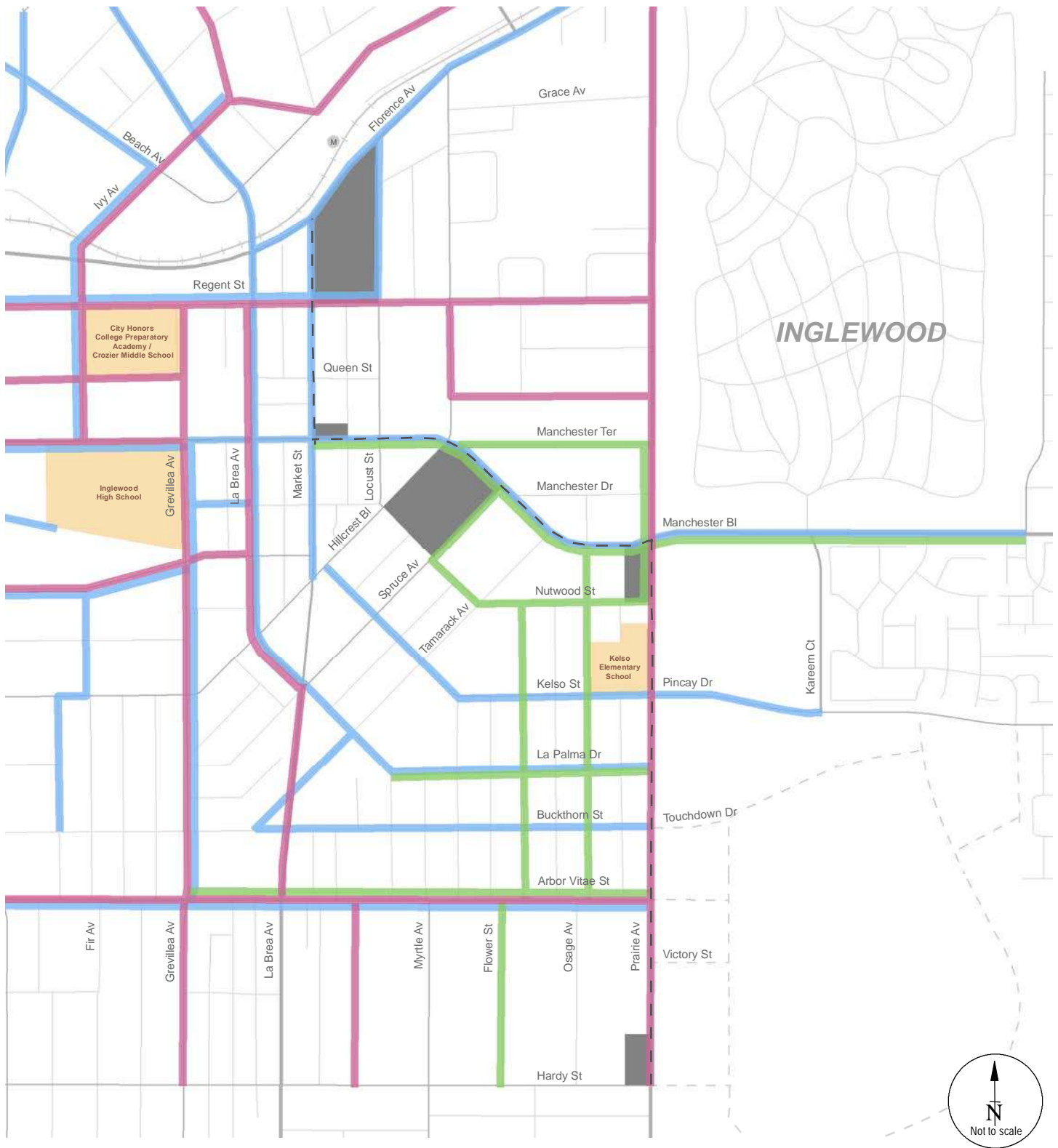
Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Market Street offering pedestrian access and circulation to commercial uses. Pedestrian crosswalks are available at all the signalized intersections along Market Street between Florence Avenue and Manchester Boulevard.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of the Market Street construction area. As shown in the figure, in the vicinity of the construction area, Manchester Boulevard is designated as common pedestrian route to school serving Kelso Elementary School located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea Avenue/Manchester Boulevard, common pedestrian routes to school include Manchester Boulevard, Regent Street and Market Street. Regent Street is designated as a common pedestrian route to school serving City Honors College Preparatory Academy located on the southwest corner of Grevillea Avenue/Regent Street.

The construction area along Market Street would be located in the center of the roadway and would not interfere with existing sidewalks. Existing sidewalks would remain open and pedestrian circulation would be maintained along the construction area.

The pedestrian access and circulation to all adjacent parcels will be maintained at all times. Potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. These closures would mostly occur at night and late in the evenings. Generally, the pedestrian common routes to school will not be affected by the construction activities along Market Street due to unaffected or temporary sidewalks, maintaining crosswalks and providing crossing guards.

Bicycle Circulation/Access. There are no bicycle facilities provided along Market Street within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Market Street would occur due to construction activities.



Legend:

- Metro Crenshaw/LAX LRT (Future)
- Metro Crenshaw/LAX LRT Station (Future)
- School
- City Honors College Preparatory Academy / Crozier Middle School - Pedestrian Routes
- Kelso Elementary School - Pedestrian Routes
- Ingleswood High School - Pedestrian Routes
- Construction Area
- Construction Area (Segments)

* Common pedestrian routes to school based on Draft City of Ingleswood Active Transportation & Safe to School Master Plan (2019)

**FIGURE 15
COMMON PEDESTRIAN ROUTES TO SCHOOL**

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 40, Line 111 and Rapid Bus 740 travel along Florence Avenue adjacent to the Market Street ITC Station site. The Metro Crenshaw/LAX Line Station is located on the north side of the Florence Avenue. A bus stop serving Metro Bus Lines 40 and 111 is also located on the south side of Florence Avenue, east of Market Street.

There are no bus routes traveling along Market Street, Regent Street and Queen Street within the vicinity of the affected construction area. It is anticipated that no bus stops would be removed or relocated due to the construction activities along Market Street. Additionally, no transit bus rerouting would be required along Market Street during construction of the Project.

Construction Area – Market Street Station

Construction of the Market Street Station includes the demolition of the existing commercial building structures at the southeast corner of the intersection of Market Street/Florence Avenue and the construction of the overhead bridge across Florence Avenue.

After demolition of the structures, the remaining asphalt flatwork areas at the commercial plaza at Market Street and Regent Street will provide suitable space for construction staging, including but not limited to space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

The construction area is bounded by Florence Avenue on the north, Regent Street on the south, Market Street on the west and Locust Street on the east. Construction activities at the Market Street Station site occurs in Phases 1, 3, 4, 6, 7 and 8. The construction activities associated with these phases are provided under the ‘Construction Sequencing/Phasing’ section.

Vehicle Circulation and On-Street Parking. A brief description of the potentially affected streets within the vicinity of the Market Street Station construction area follows:

- Florence Avenue is an east-west major arterial roadway. It provides two travel lanes in the westbound direction and two lanes in the eastbound direction with no parking on either side of the street. The Metro Crenshaw/LAX Line Downtown Inglewood Station is located on the north side of the Florence Avenue.

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Currently, there are 30 on-street metered parking spaces on the west side of the street and 14 on-street metered parking spaces on the east side of the street between Florence Avenue and Regent Street. The west side of the street is currently vacant/under construction.
- Regent Street is an east-west collector roadway. It provides one travel lane in each direction and a central-turn lane. Metered on-street parking is provided on both sides of the street. Between Market Street and Regent Street, there are 13 on-street metered parking spaces on the north side of the street and 10 on-street metered parking spaces on the south side of the street. Commercial and residential uses are on the south side of the street.
- Locust Street is a north-south roadway and is classified as a local road between Florence Avenue and Regent Street. It provides one travel lane in each direction. Both metered and non-metered on-street parking is provided on the west side of the street and non-metered on-street parking is provided on the east side of the Street. Currently, there are 8 metered on-street parking spaces and approximately 16 non-metered parking spaces on the west side of the street and approximately 33 non-metered parking spaces on the east side of the street. Commercial and residential uses are on the east side of the street.

The nearby adjacent intersections Market Street/Florence Avenue and Market Street/Regent Street currently operate at very good levels of service during the morning and evening peak hours. In the vicinity of the construction area, traffic flow along Florence Avenue, Market Street, Regent Street and Locust Street are generally not constrained and will continue to operate the same way during construction.

The construction procedures/plans do not include long-term closure of any travel lanes along these roadways during construction of the Market Street Station. However, intermittent short-term curb lane closures potentially may occur. Also, the construction of the elevated passenger walkway to the Metro Crenshaw/LAX Line Downtown Inglewood Station may require temporary closure of Florence Avenue during Phase 6. It is anticipated that these short-term closures would occur at night and during late evening time periods thereby not affecting peak period flow along Florence Avenue.

The staging and holding area for the delivery of precast segments, girders, and beams will be located in the Market Street staging area. Deliveries to the construction area may require temporary street closures.

The construction activities potentially may result in the temporary removal of on-street parking spaces along the construction area frontages. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways along Market Street, Florence Avenue, Regent Street and Locust Street within the construction area will be maintained at all times during construction. Therefore, construction activities would not result in the loss of vehicular access to alleys, parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Florence Avenue, Market Street, Locust Street and Regent Street offering pedestrian access and circulation along construction area frontages. Pedestrian crosswalks within the construction area are available at adjacent intersections of Market Street/Florence Avenue, Market Street/Regent Street, Locust Street/Florence Avenue and Locust Street/Regent Street.

Figure 15 illustrates the common pedestrian routes to school (per the *Draft City of Inglewood Active Transportation & Safe Routes to School Master Plan*) that are in the vicinity of the Market Street Station construction area. As shown in the figure, Florence Avenue, Market Street, Regent Street and Locust Street are designated as common pedestrian routes to school serving Inglewood High School that is located on the southwest corner of the intersection of Grevillea Avenue/Manchester Boulevard. Additionally, Regent Street is also designated as common pedestrian route to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Sidewalks along the construction area's frontages generally will not be closed during the construction of the Market Street Station. However, during certain construction activities (i.e., concrete pours), there may be potentially intermittent closure of the construction area's frontage sidewalks. Pedestrian access to buildings will be maintained at all times during construction. Stretches of sidewalks along the west side of Locust Street and north side Regent Street would be closed during construction of pick-up/drop-off areas. All existing crosswalk will be maintained unless infeasible, in which case the contractor will obtain permission from the City. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

As noted above, the pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. Northbound and southbound bike lanes are provided along Locust Street along the construction area's frontage. These bike lanes provide connectivity to the bike lanes/routes along Florence Avenue to the east. No bike parking is provided in the immediate vicinity of the Project construction. Additionally, there are no bicycle facilities located along Market Street and Regent Street. Potential temporary closure of the southbound bicycle lane along Locust Street between Florence Avenue and Regent Street may occur due to Market Street Station construction activities. Based on input from the City, the contractor may provide "sharrow" pavement marking along the southbound Locust Street to allow shared use of the travel lane by vehicles and bicycles.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 40, Line 111 and Rapid Bus 740 travel along this stretch of Florence Avenue. The Metro Crenshaw/LAX Line Station is located on the north side of the Florence Avenue. A bus stop serving Metro Bus Lines 40 and 111 is located on the south side of Florence Avenue, east of Market Street.

MTA Bus Lines 211 and 607 travel along Locust Street past the frontage of the construction area. A bus stop serving Metro Bus Lines 211 and 607 is located on the west side of Locust Street, south of Florence Avenue. A bus stop serving Metro Bus Line 211 is located on the east side of Locust Street, south of Grace Avenue. There are no bus routes traveling along Regent Street and Market Street within the vicinity of the affected construction area.

The bus stop on the west side of Locust Street serving MTA Bus Lines 211 and 607 and the bus stop on the south side of Florence Avenue serving MTA Bus Lines 40 and 111 may need to be temporarily relocated during certain construction activities. Therefore, coordination with the

transit provider regarding the need to temporarily relocate these bus stops would be needed. The contractor would work with the transit provider(s) and the City to safely relocate these bus stops for the period of construction.

Construction Area – Public Parking Lot

Construction activities also includes the demolition of commercial building located on the northeast corner of Manchester Boulevard and Market Street for the construction of a public surface parking lot.

After demolition of the structures, the remaining asphalt flatwork areas at the commercial building at 150 S. Market Street will provide suitable space for construction staging, including but not limited to space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

The construction area is bounded by an alley on the north, Manchester Boulevard on the south, Market Street on the west and an alley on the east. Construction activities at this construction site occurs in Phases 1 and 7. The construction activities associated with these phases are provided under the 'Construction Sequencing/Phasing' section.

Vehicle Circulation and On-Street Parking. A brief description of the streets and alleys within the vicinity of the construction area follows:

- An eastbound only one-way alley runs along the north side of the construction area. Six metered angled parking spaces are located on the north side of the alley. Additionally, a pedestrian walkway is provided to the north. Commercial uses are located north of the alley.
- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. Along the construction area frontage, it provides two travel lanes in each direction and no parking is allowed on either side of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. Commercial uses are located on the south side of the street.
- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Between Queen Street and Manchester Boulevard, there are 12 on-street metered parking

spaces on the west side of the street and 11 on-street metered parking spaces on the east side of the street. Commercial uses are located on both sides of the street.

- A north-south only alley runs adjacent to the construction area on the east, providing access to parking for various parcels. There is no parking allowed in the alley. Commercial uses are located on the east side of the alley.

The nearby adjacent intersections Market Street/Manchester Boulevard and Locust Street/Manchester Boulevard currently operate at very good levels of service during the morning and evening peak hours. In the vicinity of the construction area, the traffic flow along Market Street and Manchester Boulevard are generally not constrained and will continue to remain the same during construction.

The proposed construction procedures/plans do not include long-term closure of any travel lanes or sidewalks along these roadways during construction. However, intermittent short-term curb lane closures potentially may occur during Phases 1 and 7. The construction activities also potentially may result in the temporary removal of the on-street parking spaces along the Market Street construction area frontage. The Project would coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

The staging and holding area for the delivery of precast segments, girders, and beams will be located in the surface parking lot staging area. Deliveries to the construction area may require temporary street closures.

Vehicular access to alleys and driveways along Market Street and Manchester Boulevard within the construction area will be maintained at all times during construction of the surface parking lot. Therefore, construction activities would not result in the loss of vehicular access to alleys, parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Market Street and Manchester Boulevard offering pedestrian access and circulation along construction area frontages. Pedestrian crosswalks within the vicinity of the construction area are available at adjacent intersections of Market Street/Manchester Boulevard and Locust Street/Manchester Boulevard.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of the surface parking lot construction area. As shown in the figure, Manchester Boulevard is designated as common pedestrian route to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Additionally, Market Street and Manchester Boulevard are also designated as common pedestrian routes to school serving Inglewood High School that is located on the southwest corner of Grevillea Avenue/Manchester Boulevard.

Sidewalks along the construction area's frontages generally will not be closed during construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalks will be mostly maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard and Market Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Manchester Boulevard and Market Street are anticipated to occur due to construction activities associated with the surface parking lot.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115, 211, 212, and 607 travel along this stretch of Manchester Boulevard. A westbound bus stop serving these four bus lines is located on the north side of Manchester Boulevard, east of Market Street. MTA Bus Line 115 and 212 have an eastbound bus stop located on the south side of Manchester Boulevard near Market Street. There are no transit routes along this stretch of Market Street.

The bus stop on the north side of Manchester Boulevard, east of Market Street, serving MTA Bus Lines 115, 211, 212, and 607 may need to be temporarily relocated. Therefore, coordination with the transit provider regarding the need to temporarily relocate this bus stop would be required.

CONSTRUCTION ASSESSMENT – MANCHESTER BOULEVARD

The location of the Manchester Boulevard construction area is shown in Figure 16. As shown in Figure 16, the construction area along the Manchester Boulevard corridor extends from Market Street to Prairie Avenue and includes the MSF site and Manchester Station site.

A description of the existing physical setting and effects of the construction area on the vehicular, pedestrian, bicycle and transit system circulation and access are discussed below.

Construction Area – Manchester Boulevard: Market Street to Prairie Avenue

Construction along Manchester Boulevard between Market Street and Prairie Avenue includes enabling the construction sequence of the APM alignment components. Construction activities along this stretch of Manchester Boulevard occurs in Phases 3 through 8. The construction activities associated with these phases are provided under the ‘Construction Sequencing/Phasing’ section.

Vehicle Circulation and On-Street Parking. A brief description of the potentially affected streets within the vicinity of the Manchester Boulevard construction area follows:

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the construction area between Market Street and Hillcrest Boulevard, it provides two travel lanes in each direction with on-street (metered and non-metered) parking provided on both sides of the street. Between Hillcrest Boulevard and Prairie Avenue, it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction with on-street parking provided on both sides of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. Commercial uses are primarily located on both sides of the street.



FIGURE 16
CONSTRUCTION AREA - MANCHESTER BOULEVARD

- Locust Street is a north-south roadway and is classified as a collector road between Regent Street and Hillcrest Boulevard. It provides one travel lane in each direction. Both metered and non-metered on-street parking is provided on the west side of the street and non-metered on-street parking is provided on the east side of the Street. Commercial and residential uses are located on both sides of the street.
- Hillcrest Boulevard is classified as a collector roadway. In the vicinity of the construction area, between Manchester Boulevard and Nutwood Street, it runs diagonally in a northeast-southwest direction and provides two travel lanes in the northbound direction and one travel lane in the southbound direction with a raised landscaped median. On-street parking spaces are provided on the west side of the street. No on-street parking is allowed on the east side of the street. Commercial uses are located on both sides of the street within this stretch. Between Florence Avenue and Manchester Boulevard, Hillcrest Boulevard runs in a north-south direction and provides one travel lane in each direction with on-street parking provided on both sides of the street. Residential uses are located on both sides of the street.
- Spruce Avenue is classified as a collector roadway and runs diagonally in a northeast-southwest direction. It provides one travel lane in each direction with on-street parking allowed on both sides of the street. Residential uses are located on the east side of the street.
- Tamarack Avenue is a local roadway that runs diagonally in a north-south direction. It provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street
- Osage Avenue is a north-south local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.
- Manchester Drive is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.
- Manchester Terrace is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Market Street is a north-south minor arterial roadway. It provides one travel lane in each direction. Metered on-street parking is provided on both sides of the street. Commercial uses are located on both sides of the street.

The traffic flow along the Manchester Boulevard corridor is generally not constrained within the construction area throughout the day. However, the intersection of Prairie Avenue at Manchester Boulevard experiences constrained operations during both the morning and evening peak hours.

During Phase 3, the construction procedures/plans include a delineated construction area using a K-rail system. The construction area would include approximately 22 feet of public ROW from southerly face of curb, excluding sidewalks, along Manchester Boulevard from Prairie Avenue to Market Street. The 22-foot would span several foundations and columns to minimize the construction area into phased construction staging areas along Manchester Boulevard. In other words, the 22-foot construction area would not span the entire length of Market Street to Prairie Avenue at any given time, but rather in sections. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.

The 22-foot construction area on the south side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would result in the loss of two travel lanes in the eastbound direction. An additional eastbound lane can be provided by removal of the raised medians and on-street parking within the construction area during this phase of construction. Therefore, within this stretch, two lanes along Manchester Boulevard in each direction can be maintained during construction at most times. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra flow) and restriction of turns may be implemented to facilitate the peak hour traffic flow. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times. Phase 3 construction activities also include drilling foundations for the APM guideway along southside of Manchester Boulevard from Market Street to Prairie Avenue.

Per Phase 4 construction procedures, once the work on the south side of the street is completed, the contractor would then switch to the north side of Manchester Boulevard and install a K-rail system to delineate the construction area. This construction area would

potentially include up to 22 feet of public ROW starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. The 22-foot staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Manchester Boulevard. The 22-foot construction area on the north side of Manchester Boulevard between Market Street and Locust Street would remove on-street parking and one travel lane in the westbound direction. This would result in four travel lanes with no left-turn lanes within the construction area section. Therefore, two lanes per direction along Manchester Boulevard can be maintained with removal of left-turn lanes during construction at most times. Phase 4 construction activities also include drilling foundations for the APM guideway along northside of Manchester Boulevard from Market Street to Prairie Avenue.

The construction area on the north side of Manchester Boulevard between Locust Street and Hillcrest Boulevard would result in the loss on-street parking and one travel lane in the westbound direction. Two travel lanes in each direction could be maintained by utilizing the left-turn lanes and removing the on-street parking on the south side of the street.

The construction area on the north side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would also result in the loss of on-street parking and one travel lane in the westbound direction. However, three lanes in the eastbound direction and two lanes in the westbound direction can be maintained by restricting left-turns and using the center lane as a through lane during construction. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) may be implemented to facilitate the peak hour traffic direction. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times.

Finally, following the work on the north side of Manchester Boulevard between Market Street and Prairie Avenue, the contractor would switch to construction along the median of Manchester Boulevard. The construction along the median would occur between Tamarack Avenue and Spruce Avenue, between Spruce Avenue and Hillcrest Boulevard, and between Hillcrest Boulevard and Market Street.

The construction area within the median of Manchester Boulevard between Tamarack Avenue and Spruce Avenue, between Spruce Avenue and Hillcrest Boulevard, and between Hillcrest Boulevard and Market Street includes installing a K-rail system to delineate the construction area. This construction area would potentially include up to 25 feet of public ROW and would

result in the loss of on-street parking and one travel lane in each direction. Therefore, one westbound travel lane and two eastbound travel lanes would be maintained during this construction activity along the median of Manchester Boulevard. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times.

During Phases 5 and 6, temporary full street closure along Manchester Boulevard within the construction area would occur during aerial construction of the railway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements due to safety measures. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.

To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Full street closure would be coordinated with the City of Inglewood and emergency response personnel. Detour route plans will be prepared and will be reviewed and approved by the City. Detour routes would not use residential streets unless authorized by the City and advance public notice would be disseminated in accordance with notification process required by the City. Additionally, Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on residential streets. Final roadway improvements and modifications, and re-striping of the streets as required would occur during Phase 7.

Phase 8 will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems, and completing roadway improvements and modifications.

As indicated above, construction activities would result in the temporary removal of all on-street parking spaces along Manchester Boulevard within the construction area, although not all at the same time. The Project would need to coordinate with the City of Inglewood Parking Meter Division to assess the loss of parking revenue during the period of construction when use of these spaces would not be available.

Vehicular access to alleys and driveways along Manchester Boulevard within the construction area will be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Manchester Boulevard offering pedestrian access and circulation to commercial and residential uses. Pedestrian crosswalks are available at all the signalized intersections along Manchester Boulevard between Market Street and Prairie Avenue.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Manchester Boulevard construction area. As shown in the figure, in the vicinity of the construction area, Manchester Boulevard, Manchester Terrace, Osage Avenue and Spruce Avenue are designated as common pedestrian routes to school serving Kelso Elementary School located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Manchester Boulevard and Market Street are designated as common pedestrian routes to school serving Inglewood High School located on the southwest corner of Grevillea Avenue/Manchester Boulevard.

Construction along Manchester Boulevard includes removal of existing sidewalks as needed and includes new and/or temporary sidewalks. Existing sidewalks generally will be closed within construction area staging sections. However, there will be temporary pedestrian sidewalks for the duration of the construction, in order to mostly maintain pedestrian circulation. Temporary sidewalks shall meet all applicable safety standards including a minimum sidewalk width of five feet. Access to buildings will be maintained at all times. Crosswalks will be maintained unless infeasible and authorized for temporary closure by the City. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by the construction.

The pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, the pedestrian common routes to school will

not be affected by the construction activities due to temporary sidewalks, maintaining crosswalks and providing crossing guards when crosswalks or sidewalks are closed.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Market Street and Manchester Boulevard would occur due to construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115, 211, 212, and 607 travel along this stretch of Manchester Boulevard. A westbound bus stop serving these four bus lines is located on the north side of Manchester Boulevard near Market Street. MTA Bus Line 115 and 212 have several bus stops along Manchester Boulevard include: eastbound bus stop located on the south side of Manchester Boulevard near Market Street, eastbound and westbound bus stops located on Manchester Boulevard west of Hillcrest Boulevard, a westbound bus stop on the near side of the intersection of Spruce Avenue/Manchester Boulevard, an eastbound bus stop on the near side of Tamarack Avenue/Manchester Boulevard, and eastbound and westbound bus stop near the intersection of Prairie Avenue/Manchester Boulevard.

MTA Bus Lines 211 and 607 travel along Locust Street within the construction area. A bus stop serving Metro Bus Lines 211 is located on the east side of Locust Street, north of Manchester Boulevard.

The bus stops within the construction area may potentially need to be temporarily relocated. Coordination with transit providers (Metro) regarding the need to temporarily relocate bus stops will be conducted. Rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closure would occur mostly during off-peak late-night hours.

Construction Area – MSF Structure Site

Construction of the MSF structure includes the demolition of the existing supermarket (Vons) building, gas station, and other buildings that would allow the construction of the MSF building and structure and DPS. The remaining asphalt flatwork area within the lot will provide suitable

space for construction staging including but not limited to space for equipment storage, material staging and storage, temporary concrete batch plants, if needed, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration. The construction area is bounded by Manchester Boulevard on the north, Nutwood Street on the south, Hillcrest Boulevard on the west and Spruce Avenue on the east. Construction activities at the MSF site occurs in all phases of construction. The construction activities associated with these phases are provided under the 'Construction Sequencing/Phasing' section.

Vehicle Circulation and On-Street Parking. A brief description of the streets in the vicinity of the construction area follows:

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the vicinity of the construction area (between Hillcrest Boulevard and Spruce Avenue), it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. There are 11 metered on-street parking spaces and one non-metered parking space provided on the north side of the street, while no parking is allowed on south side of the street along the construction area frontage. Commercial uses are located on the north side of the street.
- Nutwood Street is a local roadway that runs diagonally in an east-west direction between Hillcrest Boulevard and Spruce Avenue. It provides one travel lane in each direction. No parking is allowed on the north side of the street along the construction area frontage, while there are approximately 14 non-metered on-street parking spaces provided on the south side of the street. In vicinity of the construction area, commercial and institutional uses are located on the south side of the street.
- Hillcrest Boulevard is classified as a collector roadway and runs diagonally in a northeast southwest direction. Between Manchester Boulevard and Nutwood Street, it provides two travel lanes in the northbound direction and one travel lane in the southbound direction with a raised landscaped median. There are 12 metered on-street parking spaces and two non-metered parking spaces on the west side of the street. No on-street parking is allowed on the east side of the street within this stretch, with the exception of a Metro bus layover. Commercial uses are located on the west side of the street.
- Spruce Avenue is classified as a collector roadway that also runs diagonally in a northeast-southwest direction. It provides one travel lane in each direction with on-street

parking allowed on both sides of the street. There are approximately 20 on-street parking spaces on the west side of the street along the construction area frontage and approximately 16 (non-metered) on-street parking spaces provided on the east side of the street. Residential uses are located on the east side of the street.

The nearby adjacent intersections Hillcrest Boulevard/Manchester Boulevard and Spruce Avenue/Manchester Boulevard currently operate at every good levels of service during the morning and evening peak hours. In the vicinity of this construction area, the traffic flow along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street are generally not constrained, currently and would not be constrained during this construction period.

The construction procedures/plans do not include long-term closure of any travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures potentially may occur. The construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Spruce Avenue construction area frontage.

Construction would not affect the vehicular driveways along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street offering pedestrian access and circulation commercial, residential and institutional uses. Pedestrian crosswalks within the construction area are available at adjacent signalized intersections of Hillcrest Boulevard/Manchester Boulevard and Spruce Avenue/Manchester Boulevard as well as an unsignalized pedestrian crossing along Hillcrest Boulevard at Nutwood Street.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of MSF construction area. As shown in the figure, Manchester Boulevard and Spruce Avenue are designated as common pedestrian routes to school serving Kelso Elementary School. Additionally, Manchester Boulevard is also designated as common pedestrian route to school serving the Inglewood High School.

Sidewalks along the construction area's frontages generally will not be closed during construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street are anticipated to occur due to construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Lines 115 and 212 travel along this stretch of Manchester Boulevard. Eastbound and westbound bus stops serving these bus lines are located on Manchester Boulevard, west of Hillcrest Boulevard. MTA Bus Line 212 short line turnaround loop travels southbound along Spruce Avenue, westbound along Nutwood Street and northbound along Hillcrest Boulevard.

No bus stops would be removed or relocated during the construction of the MSF. Additionally, no transit bus rerouting would be required during construction.

Construction Area – Manchester Boulevard Station Site

Construction of the Manchester Boulevard Station includes the demolition of the existing commercial building at 401 S. Prairie Avenue. The construction area is bounded by Manchester Boulevard on the north, Nutwood Street on the south and Prairie Avenue on the east.

Construction activities at the Manchester Boulevard Station site occurs in Phases 1, 3, 5, 6, 7 and 8. The construction activities associated with these phases are provided under the 'Construction Sequencing/Phasing' section.

Vehicle Circulation and On-Street Parking. A brief description of the streets in the vicinity of the construction area follows:

- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the vicinity of the construction area (between Osage Avenue and Prairie Avenue), it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction. There are no on-street parking spaces on south side of the street along the construction area frontage. Commercial uses are located on the north side of the street.
- Nutwood Street is a local roadway that runs in an east-west direction between Osage Avenue and Prairie Avenue. It provides one travel lane in each direction. There are three non-metered parking spaces on the north side of the street along the construction area frontage, while there are no on-street parking spaces provided on the south side of the street. In vicinity of the construction area, commercial and residential uses are located on the south side of the street.
- Prairie Avenue is classified as a major arterial roadway that runs in a north-south direction across several jurisdictions. Within the construction area (between Manchester Boulevard and Nutwood Street), Prairie Avenue generally provides three travel lanes in each direction with a central left-turn lane. No on-street parking is allowed on either side of the street along this stretch. The Forum including parking is located on the east side of the street.

The nearby adjacent intersection of Spruce Avenue/Manchester Boulevard currently operate at every good levels of service during the morning and evening peak hours. In the vicinity of this construction area, the traffic flow along Manchester Boulevard, Prairie Avenue and Nutwood Street are generally not constrained, currently and would not be constrained during construction. However, the intersection of Prairie Avenue at Manchester Boulevard is currently operating at a poor level of service during both the morning and evening peak hours.

The construction procedures/plans do not include long-term closure of any travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane

closures potentially may occur. The construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Nutwood Street construction area frontage.

Construction would not affect the vehicular driveways to parcels along Manchester Boulevard, Prairie Avenue and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Manchester Boulevard, Prairie Avenue and Nutwood Street offering pedestrian access and circulation commercial, residential and event venue uses. Pedestrian crosswalks within the construction area are available at adjacent signalized intersections of Spruce Avenue/Manchester Boulevard and Prairie Avenue/Manchester Boulevard.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Manchester Boulevard Station construction area. As shown in the figure, Prairie Avenue and Manchester Boulevard are designated as common pedestrian routes to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea Avenue/Manchester Boulevard, common pedestrian routes to school includes Prairie Avenue and Manchester Boulevard. Additionally, Prairie Avenue is also designated as common pedestrian routes to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Sidewalks along the construction area's frontages generally will not be closed during construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Manchester Boulevard, Prairie Avenue and Nutwood Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Manchester Boulevard, Prairie Avenue and Nutwood Street are anticipated to occur due to construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 211 travels along Prairie Avenue, while MTA Bus Line 212 travels along Manchester Boulevard and Prairie Avenue in the vicinity of the construction area. Bus stops located at the corners of the intersections of Prairie Avenue/Manchester Boulevard serve these bus lines. MTA Line 115 travels along Manchester Boulevard with a bus stop on the southwest corner of the intersection of Prairie Avenue/Manchester Boulevard.

The bus stops within the construction area potentially may need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops, and rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue and Manchester Boulevard.

It is not currently known, if these bus lines will continue to operate along the same routes, when the Metro Crenshaw/LAX Light Rail Transit (LRT) Line commences operation. If these bus lines area shortened, terminated or re-routed when the Crenshaw/LAX LRT Line commences operations, then no transit circulation/access may be affected.

CONSTRUCTION ASSESSMENT – PRAIRIE AVENUE

The location of the construction area including Prairie Avenue between Manchester Boulevard and the Hardy Station Site is shown in Figure 17.

A description of the existing physical setting and effects of the construction area on the vehicular, pedestrian, bicycle and transit system circulation and access are discussed below.



FIGURE 17
CONSTRUCTION AREA - PRAIRIE AVENUE

Construction Area – Prairie Avenue: Manchester Boulevard to Hardy Street

Construction along Prairie Avenue between Manchester Boulevard and Hardy Street includes enabling the construction sequence of the APM alignment components. Construction activities along this stretch of Prairie Avenue occurs in all phases of construction. The construction activities associated with these phases are provided under the ‘Construction Sequencing/Phasing’ section.

Vehicle Circulation and On-Street Parking. A brief description of the potentially affected streets in the vicinity of the Phase 2 construction area is provided below:

- Prairie Avenue is classified as a major arterial roadway that runs in a north-south direction across several jurisdictions. Within the construction area (between Manchester Boulevard and Hardy Street), Prairie Avenue generally provides three travel lanes in each direction with a central left-turn lane. No on-street parking is allowed on either side of the street along this stretch. Prairie Avenue provides access to the I-105 Freeway on the south. Commercial, residential and institutional uses are located on the west side of the street. The Forum, SoFi NFL Stadium and Hollywood Park Specific Plan uses including parking, retail, commercial office, hotel and apartments are located on the east side of the street.
- Hardy Street is an east-west collector roadway. It provides one travel lane in each direction. Within the vicinity of the construction area, on-street (non-metered) parking is provided on the north side of the street, while no parking is allowed on the south side of the street. Centinela Hospital Medical Center is located on the north side of the street, west of the construction area. Residential uses are primarily located on both sides of the street.
- Arbor Vitae Street is classified as a major arterial roadway that runs in an east-west direction. In the vicinity of the construction area, this roadway provides one travel lane in each direction. On-street (non-metered) parking is provided on both sides of the street. Residential uses are primarily located on both sides of the street.
- Buckthorn Street is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.
- La Palma Drive is an east-west local roadway that provides one travel lane in each direction with on-street (non-metered) parking provided on both sides of the street. Residential uses are primarily located on both sides of the street.

- Kelso Street is classified as a collector roadway, east of Prairie Avenue. In the vicinity of the construction area, this roadway runs in an east-west direction and provides one lane in each direction with on-street (non-metered) parking on both sides of the street. Kelso Elementary School is located on the northwest corner of the Prairie Avenue/Kelso Street intersection. Residential uses are primarily located on both sides of the street.
- Pincay Drive is classified as a collector roadway, east of Prairie Avenue. It terminates at Crenshaw Boulevard to the east, where the street name changes to 90th Street. It runs in an east-west direction and provides two lanes in each direction. In the vicinity of the construction area, on-street parking is not allowed on either side of the street. The Forum is located on the northside of the street and SoFi Stadium is located on the south side of the street. Residential uses are located on both sides of the street east of the Forum and SoFi Stadium.
- Nutwood Street is an east-west local roadway, that provides one travel lane in each direction. In the vicinity of the construction area, on-street (non-metered) parking is provided on both sides of the street. Residential uses are primarily located on both sides of the street.
- Manchester Boulevard is classified as a major arterial roadway and runs in an east-west direction. In the vicinity of the construction area, it provides two travel lanes in the westbound direction and three travel lanes in the eastbound direction with on-street parking not allowed on either side of the street. Manchester Boulevard provides access to the I-405 Freeway on the west and to the I-110 Freeway to the east. West of Prairie Avenue, commercial uses are located on both sides of the street. East of Prairie Avenue, a cemetery is located on the north side of the street and the Forum is located on the south side of the street.

The traffic flow along Prairie Avenue is generally not constrained south of Kelso Street-Pincay Drive within the construction area throughout the day when no events are occurring at the event venues. However, the intersection of Prairie Avenue at Manchester Boulevard is currently constrained in operations during both the morning and evening peak hours. Additionally, the intersection of Prairie Avenue/Kelso Street-Pincay Drive is constrained operationally during the evening peak hour.

Phase 1 includes preparatory work on east side of Prairie Avenue to allow for the realignment of roadway to shift easterly. Construction activities include removal and disposal of existing

sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks, along the east side of Prairie.

Phase 2 includes construction of new pavement, sidewalks, streetlights, traffic signals, and other infrastructure on Prairie Avenue, and then shifting the roadway east to its new alignment. Also during Phase 2, the construction procedures/plans include the installation of a K-Rail system to delineate the construction area and includes approximately 22 feet of public ROW from the westerly face of curb, excluding sidewalks, along Prairie Avenue from Hardy Street to Manchester Boulevard. The 22-foot delineated area would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. In other words, the 22-foot construction area would not span the entire length of Hardy Street to Manchester Boulevard at any given time, but rather in sections. However, since a new temporary roadway on the east side of Prairie Avenue is constructed prior to installing the K-rail system, the roadway lanes along Prairie Avenue would be maintained. Additionally, traffic control at intersections within the construction areas would be maintained similar to existing conditions at all times.

Phase 3 construction activities include drilling foundations for the APM guideway along the westside of Prairie Avenue from Manchester Boulevard to Hardy Street.

Per Phase 4 construction procedures, once the work on the west side of the street is completed, work would then switch to the east side of Prairie Avenue between Manchester Boulevard and Kelso Street / Pincay Drive. This work would entail installation of a K-rail system to delineate the construction area utilizing the setback from Manchester Boulevard to Kelso Street / Pincay Drive. The staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Prairie Avenue. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak traffic direction during morning and evening peak periods. Additionally, traffic control at intersections within the construction areas would be maintained similar to existing conditions at all times. Phase 4 construction activities will include drilling foundations for the APM guideway along the eastside of Prairie Avenue from Manchester Boulevard to north of Kelso Street / Pincay Drive.

Phases 5 and 6 construction activities would require temporary full street closure along Prairie Avenue during aerial construction of the railway formwork with precast trapezoidal troughs and

steel girders. During the formwork phase, traffic would not be allowed to pass underneath the structure. Also, during formwork and concrete placement of the trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.

To minimize traffic effects, temporary full closures would occur during off-peak late-night hours. Full street closure would be coordinated with the City of Inglewood and emergency response personnel. Detour route plans will be prepared and will be reviewed and approved by the City. Detour routes would not use residential streets unless authorized by the City and would include providing advance public notice that would be disseminated in accordance with notification process required by the City. Additionally, Construction Staging Plans and Worksite Traffic Control Plans will be developed and designed to minimize traffic effects on residential streets. The contractor will coordinate with emergency providers (i.e. Centinela Hospital Medical Center) in the area to provide appropriate information and alternative routes from construction area during the period of construction. Final roadway improvements and modifications, and re-striping of the streets as required would occur during Phase 7.

Phase 8 will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems, and completing roadway improvements and modifications.

Vehicular access to driveways along Prairie Avenue within the construction area will be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street and therefore, construction activities would not result in the temporary loss of on-street parking spaces. The off-street parking spaces within the setback area on the eastside of Prairie Avenue between Manchester Boulevard and Kelso Street/Pincay Drive would be affected and re-configuration of parking spaces would be required. A loss of approximately 95 spaces are anticipated in this area. Additionally, the existing surface parking within the Inglewood Intermodal Transfer Facility in the City’s Civic Center site may be affected and reconfiguration of those spaces could also be required.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Prairie Avenue offering pedestrian access and circulation to the adjacent commercial, residential and institutional uses. Pedestrian crosswalks are available at all the signalized intersections along Prairie Avenue between Manchester Boulevard and Hardy Street.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of the Prairie Avenue construction area. As shown in the figure, Prairie Avenue, Manchester Boulevard, La Palma Drive and Arbor Vitae Street are designated as common pedestrian routes to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea Avenue/Manchester Boulevard, common pedestrian routes to school includes Prairie Avenue, Manchester Boulevard, La Palma Drive, Buckthorn Street and Arbor Vitae Street. Additionally, Prairie Avenue and La Palma Drive are also designated as common pedestrian routes to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Construction activities include removal of existing sidewalks as needed and includes new and/or temporary sidewalks. Existing sidewalks generally will be closed within construction area staging section. However, temporary pedestrian sidewalk for the duration of the construction, in order to maintain pedestrian circulation would be provided. Temporary sidewalks shall meet all applicable safety standard including a minimum sidewalk width of five feet. Pedestrian access to buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by the construction. Additionally, the contractor would coordinate with the Forum and SoFi Stadium when crosswalks or sidewalks are closed due to construction.

As noted above, the pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the pedestrian common routes to school will not be affected by the construction activities. However,

the contractor will coordinate with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction.

Bicycle Circulation/Access. There are no bicycle facilities along Prairie Avenue or along any cross-streets within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Prairie Avenue would occur due to construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 211 travels along Prairie Avenue, while MTA Bus Line 212 travels along Manchester Boulevard and Prairie Avenue in the vicinity of the construction area. Bus stops located at the corners of the intersections of Prairie Avenue/Manchester Boulevard, Prairie Avenue/Kelso Street, Prairie Avenue/Arbor Vitae Street, and Prairie Avenue/Hardy Street serve these bus lines. MTA Line 115 travels along Manchester Boulevard with a bus stop on the southwest corner of the intersection of Prairie Avenue/Manchester Boulevard.

The bus stops within the construction area potentially may need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops, and rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue. Full street closure would occur during late night hours.

It is not currently known, if these bus lines will continue to operate along the same routes, when the Metro Crenshaw/LAX Light Rail Transit (LRT) Line commences operation. If these bus lines are shortened, terminated or re-routed when the Crenshaw/LAX LRT Line commences operations, then no transit circulation/access may be affected.

Construction Area – Hardy Street Station Site

Construction of the Hardy Street Station includes the demolition of the existing retail commercial center at northwest corner of Prairie Avenue and Hardy Street, the commercial building at 925 S. Prairie Avenue, and the commercial building at 1003 S. Prairie Avenue.. The construction area is bounded by Prairie Avenue on the east and Hardy Street on the south. Construction activities at the Hardy Street Station site occurs in all phases of construction except Phase 2.

The construction activities associated with these phases are provided under the 'Construction Sequencing/Phasing' section.

Vehicle Circulation and On-Street Parking. A brief description of the streets in the vicinity of the construction area follows:

- Prairie Avenue is classified as a major arterial roadway that runs in a north-south direction across several jurisdictions. Within the construction area (between Victory Drive and Hardy Street), Prairie Avenue generally provides three travel lanes in each direction with a central left-turn lane. No on-street parking is allowed on either side of the street along this stretch. The Sofi Stadium including parking is located on the east side of the street.
- Hardy Street is an east-west collector roadway. It provides one travel lane in each direction. Within the vicinity of the construction area, on-street (non-metered) parking is provided on the north side of the street, while no parking is allowed on the south side of the street. Centinela Hospital Medical Center is located on the north side of the street, west of the construction area. Residential uses are primarily located on both sides of the street.

The nearby adjacent intersection of Prairie Avenue/Hardy Street is currently unconstrained in operations during the morning and evening peak hours. The traffic flow along Prairie Avenue is generally not constrained south of Kelso Street-Pincay Drive within the construction area throughout the day when no events are occurring at the event venues.

The construction procedures/plans do not include long-term closure of any travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures potentially may occur. The construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Hardy Street construction area frontage.

Construction would not affect the vehicular driveways to parcels along Prairie Avenue and Hardy Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Pedestrian Circulation/Access. Sidewalks are provided on both sides of the street along Prairie Avenue and Hardy Street offering pedestrian access and circulation to commercial,

residential and event venue uses. Pedestrian crosswalks within the construction area are available at adjacent signalized intersection of Prairie Avenue/Hardy Street.

Figure 15 illustrates the common pedestrian routes to school that are in the vicinity of Manchester Boulevard Station construction area. As shown in the figure, Prairie Avenue is designated as a common pedestrian route to school serving Kelso Elementary School that is located on the northwest corner of the intersection of Prairie Avenue/Kelso Street. Inglewood High School, located on the southwest corner of Grevillea Avenue/Manchester Boulevard, includes a common pedestrian route to school using Prairie Avenue. Prairie Avenue is also designated as a common pedestrian route to school serving the City Honors College Preparatory Academy that is located on the southwest corner of Grevillea Avenue/Regent Street.

Sidewalks along the construction area's frontages generally will not be closed during construction. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities. However, the contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

Bicycle Circulation/Access. There are no bicycle facilities provided along Prairie Avenue and Hardy Street. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Prairie Avenue and Hardy Street are anticipated to occur due to construction activities.

Transit Circulation/Access. An inventory of existing bus lines within study is summarized in Table 3 (Chapter 2) and shown in Figure 6 (Chapter 2). As indicated in the table and figure, MTA Bus Line 211 and 212 travel along Prairie Avenue in the vicinity of the construction area.

Bus stops located at the corners of the intersection of Prairie Avenue/Hardy Street serve these bus lines.

The bus stops within the construction area potentially may need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops, and rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue. Full street closure would occur during late night hours.

It is not currently known, if these bus lines will continue to operate along the same routes, when the Metro Crenshaw/LAX Light Rail Transit (LRT) Line commences operation. If these bus lines are shortened, terminated or re-routed when the Crenshaw/LAX LRT Line commences operations, then no transit circulation/access may be affected.

CONSTRUCTION ANALYSIS/EVALUATION

The construction assessment identified potential temporary transportation and transit constraints during construction. Also, sidewalks along the construction areas may potentially be temporarily closed, although pedestrian access to buildings would be maintained at all times. In order to address these construction effects, the following measures are recommended:

- Preparation of a detailed construction traffic management program
- Preparation of a detailed detour plan during temporary full street closures
- Modification or updates of construction procedures
- Restriction of major roadway obstructions/interferences to off-peak hours or late night-time periods
- Coordination with emergency service providers.
- Provision of potential alternative vehicular, bicycle, and/or pedestrian access to affected parcels, where feasible. Consultation with City of Inglewood if temporary closure of a travel lane may be necessary to maintain adequate pedestrian access as part of the traffic management plan.
- Coordination with the City relative to potential updates or changes required to the Traffic Management and Operations Plan (TMOP).
- Coordination of access with adjacent property owners and tenants.
- Coordination with Metro and other transit providers regarding maintenance of ADA access to Metro bus stops.
- Coordination with Metro and other transit providers regarding the need to temporarily close or relocate bus stops or reroute transit service.

- Coordination with IUSD to provide appropriate information and alternative routes to school away from construction area during the period of construction.

The detailed comprehensive construction traffic management program consisting of various elements is detailed in the subsequent sections of this chapter.

CONSTRUCTION TRIPS

The document, *Inglewood Transit Connector Project: Baseline Construction Phasing Narrative*, Gannet Fleming, Inc., June 2021, provides an estimate of the quantities of construction debris and spoils generated, and the resulting volume of truck trips. The quantities of construction debris and spoils generated, and the resulting volume of truck trips, are estimated as follows:

- Demolition of existing commercial buildings and site improvements on the site of the Market Street Station and MSF will yield approximately 40,308 cubic yards (CY) of debris generating approximately 2,686 truck haul trips.
- Each vertical support column would be supported by a reinforced concrete shaft foundation and pile cap, which would yield spoils to be trucked away. The volume to be disposed of would total approximately 124,474 CY, generating approximately 5,186 truck haul trips.
- On the properties proposed for acquisition and easement areas, including the retail plaza and the gas station properties, approximately 7,884 CY of soil will be required to be disposed of, which will generate approximately 328 truck haul trips.
- Staging of the trucks would occur on the north side of Manchester east of Prairie with spaced intervals scheduling for in-time loading. Approximately 260 trucks on any given day would enter the construction zone areas inside the K-rails and exit the areas per the noted truck haul routes. The majority of the hauling will occur during the night shift to avoid traffic congestion and would use designated truck routes.
- Street sweepers would be employed for controlling dust and for keeping the streets clean. Flag persons would be present controlling the flow of traffic during the exporting activity.

Assuming arrival patterns consistent with anticipated shift times at construction sites of this nature, most of the manpower workforce trips would occur outside of the peak hours of adjacent street traffic. Construction activity would occur 24 hours a day, seven days a week. Heavy construction activities (those involving the use of large equipment on site) would occur over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an

evening shift from approx. 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris, and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, 'just-in-time' deliveries of construction materials would be required during off-peak hours and/or night hours.

Additionally, construction of the APM guideway, columns and station components that could affect Prairie Avenue and Manchester Boulevard would involve construction-related traffic occurring during the off-peak hours and night hours in order to minimize effects to daily commuter traffic and potential event traffic. Delivery of construction materials would occur during the night shift.

Construction activities during the day shift would primarily consist of work that could proceed without substantial disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, some minor activity could potentially occur during periods in between construction shifts for logistics, moving equipment, etc.

CONSTRUCTION HAUL ROUTES

The proposed construction delivery and haul routes and potential staging areas are illustrated in Figure 18. As shown in the figure, the primary delivery routes include Florence Avenue, Manchester Boulevard, Prairie Avenue and Century Boulevard. For materials delivered to and stored at designated construction staging areas, the contractor's haul routes to and from the Project area would be generally located on public streets. To minimize traffic effects to streets in and around the proposed Project site, excavated dirt materials/spoils will be hauled during off-peak and late-night hours. The contractor would develop an excavation plan that further defines the haul routes, dust control, and sweeping and disposal operations at the sites.

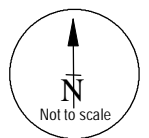
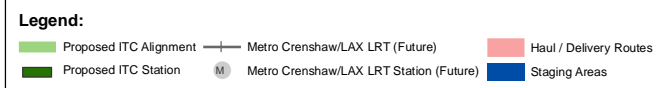
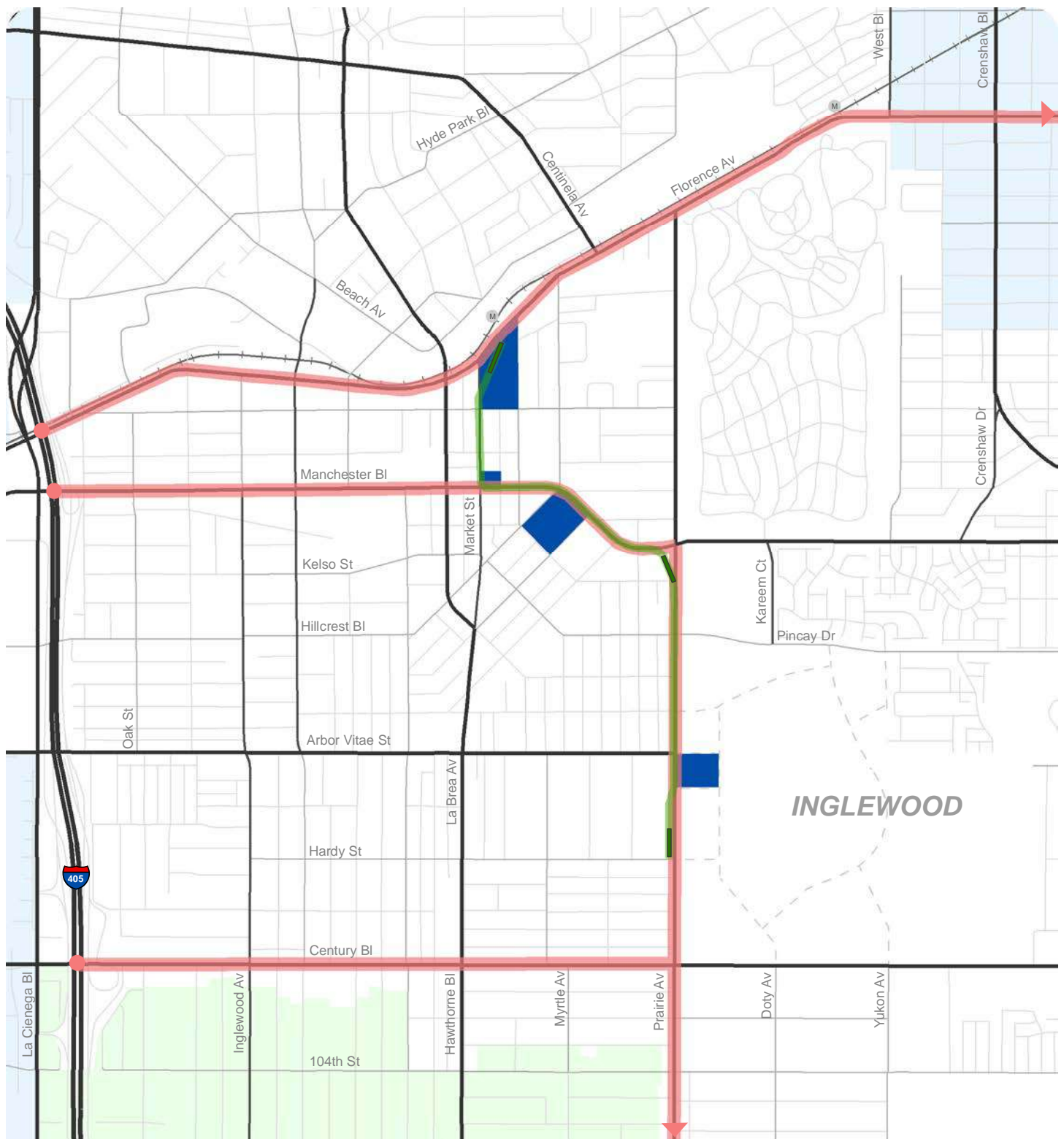


FIGURE 18
CONSTRUCTION HAUL / DELIVERY ROUTES AND STAGING AREAS

CONSTRUCTION TRAFFIC MANAGEMENT PROGRAM

A detailed comprehensive construction traffic management program consists of numerous measures and requirements is described in this section. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays. Details of these measures to address specific issues identified in each phase of construction are provided below.

Construction Staging and Traffic Control

1. The City of Inglewood would establish a Project Task Force specifically for the ITC Project. This Project Task Force would provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force would review the traffic management plans to ensure the following topics are considered:
 - Coordination with other public infrastructure projects within the City's boundaries
 - Detour analysis for pedestrian, transit, bicycle, and traffic flow
 - Coordinate closures and restricted access with all special events
 - Notification of the public with use of signage
 - Work with City of Inglewood and LA County police and fire personnel regarding maintenance of emergency access and response times
 - Monitor and coordinate deliveries
 - Establish detour routes for pedestrian, bicycle, transit and roadway circulation systems
 - Work with residential and commercial neighbors regarding upcoming construction activities, and
 - Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.
2. The Contractor and its consultants and contractors shall develop and submit the City Worksite Traffic Control Plans that address the following:
 - Worksite Traffic Control Plans shall be designed to minimize traffic effects on residential streets.

- Except as provided in the work hours permit issued by the City, the minimum traffic lane requirements for arterial streets affected by construction shall be maintained including maintaining at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction, with additional capacity provided through appropriate detour routes. The directional traffic lanes shall be reversible to maintain the peak directional capacity in either direction.
- The minimum traffic requirements for all other commercial and residential streets affected by construction activities shall be one lane in each direction, unless modified by a City-approved Worksite Traffic Control Plan that protects the surrounding residential and business neighborhoods and promotes the flow of traffic along the arterial streets.
- Access shall be maintained to and from all alleys at one or both ends of the alley. If an alley is obstructed at one end such that a turnaround by any vehicle is not feasible, then at its sole expense the Contractor will provide flaggers to control the alley.
- Worksite Traffic Plans shall demonstrate public safety vehicles (such as police, fire and emergency response) and transit vehicles access and circulation, and pedestrian access within the Project area or approved detours at all times.
- Worksite Traffic Plans shall provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- All existing bus stops must be maintained or if necessary, relocated nearby with appropriate signage working in close coordination with the affected transit providers.
- Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate the Contractor's work and when approved by the City.
- To ensure that continued vehicular access to all businesses and community facilities is maintained, including parking needs, the contractor shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead-ended during construction.

3. Roadway Closures

- The City and Contractor shall meet and confer ninety (90) days prior to the planned date of the temporary full street closure to coordinate community outreach for the closure. Such community outreach will include at least one meeting with businesses and residents to discuss and receive comments for each temporary full street closure.
 - Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' advance notice.
 - Temporary full street closures are permitted upon thirty (30) days' advance notice to the City only for work activities including but not limited to:
 - i. Installation of piles,
 - ii. Underground utility work,
 - iii. Installation of columns/substructure and superstructure
 - iv. Installation of decking, and
 - v. Removal of decking.
4. If the City determines that traffic effects have not been sufficiently mitigated, then, at any time, the City's traffic engineer may revise the Worksite Traffic Control Plans to incorporate additional mitigation measures or to modify traffic control.
5. The Contractor shall reimburse the City for the cost of Traffic Control Officers (TCOs) to assist in mitigating cut-through traffic on residential streets. The Contractor shall also reimburse the City for the Cost of TCOs for all City-approved special events affected by construction.
6. Detour routes during temporary street closures shall be subject to review and approval by the City, provided that the Contractor gives thirty (30) days' advance notice. Detour routes must not use residential streets unless authorized by the City. Advance public notification of street closures in accordance with the notification process required by the City, would be provided.
7. Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor

gives thirty (30) days' advance notice. The minimum traffic lane requirements at all other times shall be one lane in each direction.

8. Construction staging and traffic control requirements (including lane closures, street closures and hauling restrictions) shall be in accordance with the standards set forth in this Article; all Construction Staging Plans, Traffic Management Plans, and any conditions of approval included in a City-issued permit.
9. Preliminary Haul and Overload/Oversized Vehicle Routes
 - Haul routes and overload/oversized vehicle routes must be reviewed and approved by the City.
 - To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).
 - The City may restrict one or more of the above haul routes during special events within the City, or situations when lane restrictions affect a haul route, except that the City must leave open at least one haul route at all times.

Pedestrian System Measures

1. The Construction Staging Plans and Worksite Traffic Control Plans shall include Pedestrian Access Plans which shall be approved by the City. Pedestrian Access Plans shall be subject to the following minimum criteria:
 - Pedestrian access to buildings shall be maintained during all times.
 - The Contractor shall maintain all crosswalks, unless infeasible to do so. Whenever the Contractor removes a crosswalk from service, the Contractor shall establish and maintain temporary replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service.

Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.

- The Pedestrian Access Plans shall include a program of wayfinding signage.
- The sidewalk shall be used exclusively for pedestrian use and shall not be used for construction activities or staging unless construction is taking place within the sidewalk.

2. Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards and meet the following criteria:

- Sidewalks in a temporary condition in excess of one month shall be constructed of pre-cast concrete panels or cast in place concrete; unless precast or cast in place concrete is infeasible and the City grants approval to use metal replacement panels, asphalt, or other satisfactory material;
- Sidewalks in a temporary condition up to one month shall be covered on a temporary basis by a material satisfactory to the City; and
- Asphalt shall not be used as a temporary sidewalk material unless approved in advance by the City.
- Sidewalks that are being maintained in a temporary condition shall meet then current standards required by the Federal Americans with Disabilities Act and similar California laws for sidewalks being maintained in a temporary condition.
- Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate Contract work and when approved by the City.

3. At all times, the Contractor shall protect pedestrians from construction-related debris, dust, and noise, and such protection may include the use of dedicated pedestrian barriers.

4. Temporary streetlight and traffic signal foundations outside of the construction work zones shall be wrapped in an aesthetically pleasing material satisfactory to the City and changed out periodically. Overhead electrical wiring shall be maintained in a neatly bundled condition.

5. The Contractor will provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.
6. Unless subject to an approved closure or an approved width-reduction, the minimum sidewalk width shall be five (5) feet and additional width shall be required as necessary to protect the public safety and the operational needs of affected properties within the Project area, when requested by the City. The Contractor shall endeavor to maintain the maximum width of sidewalk possible.

Parking Management Measures

1. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City. The Contractor shall notify the City thirty (30) days in advance of any agreement for off-street parking with any owner of a private parking facility within the City. In an effort to assist the Contractor meet its obligations hereunder, the City will permit the Contractor parking in assigned staging areas during construction.
2. The Construction Staging Plans or Worksite Traffic Control Plans developed by the Contractor shall include a parking management plan that observes the conditions set forth in this Management Program.
3. On-street parking may not be used by the Contractor for their vehicles or equipment unless the City agrees that such use is necessary. If the Parties agree that such use is necessary, then a parking management plan satisfactory to the City shall provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. In the event that any on-street metered parking spaces are removed because the work is directly within the subject parking space or a Worksite Traffic Control Plan or other form of traffic control requires the removal of the parking space, including spaces removed by the City to provide loading or valet zones for affected businesses, the Contractor shall reimburse the City for the City's lost parking meter revenue due to the removal of the metered parking space(s).

4. Additionally, the Contractor shall mitigate the loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate. The Contractor shall provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage. The Contractor shall further post appropriate signage on on-street metered parking spaces when Construction activities may restrict the use of a metered parking space.
5. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, including for miscellaneous trips, outside of a permitted workspace identified in a City-approved Worksite Traffic Control Plan or if otherwise approved by the City.
6. Provide public notice of the availability of the alternative parking spaces through consultation with businesses and the use of signage

Transit Access and Circulation Measures

1. The contractor shall coordinate with Metro and any other transit service provider to ensure that access and circulation to the bus transit routes are maintained at all times, unless infeasible.
2. The contractor shall coordinate with Metro and any other service provider to relocate bus stop(s) and provide appropriate wayfinding signage informing the users of the system all its own expense. The relocated bus stop shall be at a location closest to the bus stop being temporarily relocated.
3. The contractor shall coordinate with Metro and any other service provider to facilitate rerouting of the transit bus line. Required wayfinding signage and information dissemination shall be provided by the contractor, at its own expense, to the satisfaction of the City of Inglewood and the transit provider.

4. The contractor shall coordinate with Metro and the City during construction of the Market Street Station and the pedestrian connection to the Crenshaw / LAX LRT line Downtown Inglewood Station.

Allowable Work Hours and Workdays

1. Allowable work hours and workdays, including after-hours construction, holiday moratorium exceptions and peak hour exemptions shall be in accordance with the standards set forth in Construction Permit issued by the City to the Contractor; and any conditions of approval included in the City-issued permit. Conditions of other City-issued permits shall control over the Contract. Notwithstanding the foregoing, a more restrictive standard in a later-issued permit or plan shall control over a conflicting standard in an earlier issued permit or plan.
2. For those activities when construction is permitted to begin at 7 AM, traffic control for those activities may begin at 6:30 AM. No other construction is permitted during this one-half hour time.
3. No work shall occur when the City has identified a special event permit for Market Street, Manchester Boulevard, or Prairie Avenue.

IX. ALTERNATIVES ANALYSIS

This chapter presents an assessment of project alternatives for the ITC Project. The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) analyze a range of reasonable alternatives to the Project or to the location of the Project that lessen or avoid significant environmental impacts while substantially attaining the objectives of the Project. Brief descriptions of these alternatives and their analyses are provided in the following sections. Operational benefits associated with the alternatives in comparison to those of the proposed ITC Project are also presented in this chapter.

Four project alternatives have been analyzed in this study. They include the following:

- Alternative 1 – No Project Alternative
- Alternative 2 – Bus Rapid Transit (BRT)/Transitway
- Alternative 3 – Market Street Pedestrian Promenade
- Alternative 4 – Prairie Avenue Single Station Alternative

Similar to the proposed Project, per the OPR's final Technical Advisory, Alternatives 2 through 4 are presumed to not cause significant transportation impacts given that they reduce VMT, encourage development of multi-modal transportation networks and encourage diversity of land uses (mixed-use projects), consistent with the primary goals and objectives of Senate Bill 743. Descriptions of the alternatives, analyses and results are presented in the following sections.

ALTERNATIVE 1 – NO PROJECT

Under the No Project Alternative, the proposed Project would not be built and none of the transit infrastructure and street improvements and activities would occur, and the proposed plan amendments included in the proposed Project would occur.

The area would continue to be used by the existing commercial, recreational, and other uses. Existing public transit operators and private transportation would continue and future transit would likely expand operations to capitalize on the expected growth in visitors and residents within the major activity centers in the City of Inglewood.

Development under the No Project Alternative include the LASED including the NFL SoFi Stadium, and the Hollywood Park Specific Plan. This would include improvements associated with the Hollywood Park project and an element of higher density mixed-use development in the vicinity of the Metro Downtown Inglewood station near Florence Avenue and Market Street being developed for the Crenshaw Line. These projects and improvements would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans.

Under this Alternative, it is assumed that the City would implement its Transportation Management and Operations Plan (TMOP) to provide future transit connectivity. The TMOP includes both Pre-Event and Post-Event scenarios associated with SoFi Stadium at Hollywood Park. The Pre-Event scenario includes bus routes along Pincay Drive, Kareem Court, and Century Boulevard. The Post-Event scenario includes bus routes along Prairie Avenue, Manchester Boulevard, Crenshaw Boulevard, Pincay Drive, Kareem Court, and Century Boulevard. As part of the City's TMOP Bus Plan, the City would cooperatively work with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood (City) destinations through more frequent headways, additional route options, and other improvements. Additionally, transit system connectivity and a transportation management and operations plan for pre- and post-event conditions at the Inglewood Basketball and Entertaining Center (IBEC) facility is also included in the No Project Alternative future conditions evaluation.

While transit modes such as buses will be critical transportation options to access the City's event centers, these modes will still compete with existing roadway traffic and may not provide a convenient time-certain connectivity compared to an elevated rail connection such as the proposed ITC Project.

Future Opening Year (2027) Conditions – No Project Alternative

The performance metrics including daily traffic volumes and VMT results for this alternative are equivalent to the Future Opening Year (2027) without ITC Project conditions scenario as

described in Chapter VI. Therefore, this alternative will result in performance metrics similar to Future Opening Year (2027) without ITC Project conditions as detailed in Chapter VI. This alternative will not provide any operational benefits in comparison to those provided by the proposed ITC Project. The congestion and delays on the roadway system areawide would remain under this alternative compared to the improvement in congestion and roadway traffic flows anticipated as part of the proposed ITC Project.

Future Horizon Year (2045) Conditions – No Project Alternative

The performance metrics including daily traffic volumes and VMT results for this alternative are equivalent to the Future Horizon Year (2045) without ITC Project conditions scenario as described in Chapter VII. Therefore, this alternative will result in performance metrics similar to Future Horizon Year (2045) without ITC Project conditions as detailed in Chapter VII. This alternative will not provide any operational benefits in comparison to those provided by the proposed ITC Project. The congestion and delays on the roadway system areawide would remain under this alternative compared to the improvement in congestion and roadway traffic flows anticipated as part of the proposed ITC Project.

ALTERNATIVE 2 – BUS RAPID TRANSIT (BRT) / TRANSITWAY

A bus rapid transit (BRT) system is a public transport system designed to provide improved capacity and reliability relative to a conventional bus system. Typically, a BRT system includes roadway lanes that are dedicated to buses, with signal priority to buses at intersections where buses may interact with other traffic with enhanced coordinated flow; alongside design features to optimize passenger boarding and alighting activities as well as ticket purchases. A BRT corridor is a section of road or contiguous roads served by the uniquely branded buses along routes with a minimum length of approximately 1.5 to 2 miles.

Under this alternative, the City would construct and operate a BRT/Transitway system that would connect the LASED including the Forum, the SoFi Stadium, the Performance Arena, the IBEC and the Hollywood Park mixed uses to the Crenshaw/LAX Line Downtown Inglewood station. The proposed route of this alternative would be a loop route starting along Florence Avenue to travel east to North Prairie Avenue where it would turn south along Prairie Avenue to the Inglewood Transit Facility at the City's Civic Center site at Prairie Avenue and Arbor Vitae; and then return

via Prairie Avenue northbound to travel westbound along Manchester Boulevard to Market Street, to traverse northbound to Florence Avenue. The BRT/Transitway would be located entirely within the public right-of-way. This route is generally consistent with the route as described in the City's New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines.

Along the alignment, one eastbound travel lane along Florence Avenue between Market Street and Prairie Avenue; one southbound travel lane along Prairie Avenue between Florence Avenue and Manchester Boulevard; two travel lanes (one lane in each direction) along Prairie Avenue between Manchester Boulevard and the Inglewood Transit Facility at the City's Civic Center site; one westbound travel lane along Manchester Boulevard between Prairie Avenue and Market Street; and one northbound travel lane along Market Street between Manchester Boulevard and Florence Avenue would all be converted (from the existing mixed flow traffic lanes) to provide the Bus-only lane to accommodate the BRT alternative. This would result in the loss of these travel lanes along the roadways.

BRT/Transitway systems normally include most of the following features:

- Dedicated lanes and alignment
 - Separate lanes to avoid congested roads.
 - Dedicated bus-only lanes for faster travel and ensure that buses are not delayed by mixed traffic congestion. Separate rights of way may be used. Transit malls or 'bus streets' may also be created in city centers.
- Off-board fare collection
 - Fare prepayment at the station, instead of on board the bus, eliminates the delay caused by passengers paying on board.
- Intersection treatment
 - Prohibit turns for mixed-flow traffic across the bus lane to reduce delays to the buses, in most cases. Transit Bus priority will often be provided at signalized intersections (using Transit Priority System (TPS) modules at all upgraded signal controllers at intersections along the alignment) to coordinate them to reduce delays by extending the green phase or reducing the red phase in the required direction compared to the normal sequence. Potential additional communication equipment to transmit and receive signals between the intersections and the City's Transportation Management Center may also be provided, as part of this alternative. Equipment to track the locations of the buses and CCTV cameras may also be required / provided at the intersections along the alignment to provide the required monitoring.

- Platform-level boarding
 - Station platforms/stops would be convenient for quick and easy boarding, making them fully accessible for wheelchairs and baby strollers, with minimal delays.

Passenger loading areas would include stops at the following locations:

- Market Street/Florence Avenue in close proximity to the Metro Crenshaw/LAX Downtown Inglewood Station. This BRT stop would provide connections to and from the regional light rail system.
- The Forum on Prairie Avenue
- The City's Intermodal Transit Facility at Hollywood Park providing access to the SoFi Stadium, and Hollywood Park Development Site.

High-capacity bus vehicles such as articulated buses may be used; these may have multiple doors for fast entry and exit. To reduce greenhouse gas emissions, vehicles may be electric or alternative fuel technology.

Under the BRT/Transitway alternative, the proposed Project would not be built. One to two roadway lanes would be lost to mixed traffic flow along the BRT alternative route depending upon location. With a maximum potential headway of approximately 3 minutes at peak times, the BRT alternative would only be able to provide approximately 20% of the capacity compared to the proposed ITC Project. The proposed plan amendments included in the proposed Project would not occur. The area would continue to be used by the existing commercial, recreational, and other uses. No demolition activities would occur, except along the public right-of-way where BRT-only lanes along the route are implemented.

Future Opening Year (2027) with Event and Alternative 2

The daily traffic volumes and VMT reduction metrics for this alternative would be slightly better than the Future Opening Year (2027) with Event (without ITC Project, i.e., No-Project) conditions scenario as described in Chapter VI. Typical weekday non-event and daily VMT in the City of Inglewood would be reduced by an amount equivalent to 20% to 25% of those of the proposed ITC Project, with the implementation of the Alternative 2, under the Future Opening Year (2027) with Event scenario. Although daily traffic volumes would be reduced along key travel corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area,

travel congestion is anticipated to increase under this alternative since roadway capacities would be reduced. As noted earlier, Alternative 2 would reduce the roadway capacities substantially along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street due to loss of mixed-flow travel lanes, compared to the proposed ITC Project. Finally, the estimated daily BRT ridership under Future Opening Year (2027) with Event Conditions would be approximately 20% of the projected ITC Project ridership.

Future Horizon Year (2045) with Event and Alternative 2

Similar to the performance characteristics noted for this alternative under Future year 2027 conditions with event, the Future 2045 conditions with the BRT alternative would be approximately 20% to 25% of the projected reductions in VMT and projected transit ridership compared to those of the proposed ITC Project. Additionally, travel congestion is anticipated to increase under this alternative since roadway capacities would be reduced due to loss of mixed-flow travel lanes along the BRT route, under this alternative.

Alternative 2 Comparison to Proposed Project

Under Alternative 2, the proposed BRT/Transitway Project would provide operational benefits by reducing daily traffic volumes (ADTs) along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis to lesser degree than the proposed Project (approximately 20% of the operational benefits associated with the proposed ITC Project). However, Alternative 2 would also reduce the roadway capacities along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street, consequently, increasing traffic congestion areawide; while the proposed ITC Project would not reduce roadway capacities compared to existing conditions and improve congestion and traffic flows areawide.

ALTERNATIVE 3 – MARKET STREET PEDESTRIAN PROMENADE

Under the Market Street Pedestrian Promenade Alternative, the proposed Project and all of its components would be constructed and operated. However, this Alternative would provide for the use of Market Street as a pedestrian promenade located between Florence Avenue and Manchester Boulevard.

Under this alternative, Market Street between Florence Avenue and Manchester Boulevard would be reconfigured to entirely close vehicle traffic north and south on Market Street. Cross traffic would be allowed on Regent Street and Queen Street without any turns to/from Market Street. The closure of Market Street would divert traffic to the surrounding streets including La Brea Avenue and Locust Street. Since the current traffic along Market Street is very low, this diversion of Market Street traffic can be accommodated along adjacent parallel streets. The conceptual roadway striping plan for Alternative 3 is included in Appendix F.

The establishment of this pedestrian promenade would encourage pedestrian activity by improving walkability within Downtown Inglewood, reducing the need to drive.

Under this alternative, the operation of the APM system would be the same as that planned for the proposed Project. All other Project components would remain the same. The performance of this alternative would be similar to those associated with the proposed ITC Project.

Future Opening Year (2027) with Event Conditions and Alternative 3

The performance metrics including reduction in daily traffic volumes and VMT values for this alternative would be similar to those metrics associated with the ITC Project under Future Opening Year (2027) with Event conditions scenario as described in Chapter VI. The estimated daily transit ridership during Future Opening Year (2027) with NFL Event and Alternative 3 conditions would also be similar to those for the proposed ITC Project (i.e., approximately 29,280 passengers). This alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

Future Horizon Year (2045) with Event and Alternative 3

The performance metrics including daily traffic volumes and VMT values for this alternative would be similar to those metrics associated with the ITC Project under Future Horizon Year (2045) with Event conditions, as described in Chapter VII. The weekday daily VMT would also be reduced in the Future Horizon Year (2045) with Event and Alternative 3 conditions similar to the VMT reductions estimated for the proposed ITC Project. Daily traffic volumes are also estimated to decrease along the same key corridors as in the Future Opening Year (2027) conditions providing

improved traffic flow on a system-wide basis. The daily transit ridership during Future Horizon Year (2045) with NFL Event and Alternative 3 conditions are estimated to be approximately 34,650 passengers, similar to those associated with the proposed ITC Project. This alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

Alternative 3 Comparison to Proposed Project

Under Alternative 3, similar to the proposed Project, operational benefits would be obtained. Reductions to daily traffic volumes along key roadway corridors and reductions to vehicle miles traveled (VMTs) on an average weekday basis with event would occur similar in magnitude to those associated with the proposed ITC Project. Additionally, Alternative 3 is estimated to result in transit ridership similar to the proposed Project. Finally, this alternative will provide similar operational benefits as those of the proposed ITC Project relative to reduction in traffic congestion and improvement of traffic flows along key roadway facilities areawide.

ALTERNATIVE 4 – PRAIRIE AVENUE SINGLE STATION ALTERNATIVE

The proposed Project modifies and relocates Prairie Avenue to the east to maintain the current roadway capacity. This relocation in conjunction with the need for a passenger station connection to the sidewalk/ground level affects properties located east of Prairie Avenue. This Alternative avoids affecting these properties by consolidating the two proposed stations along Prairie Avenue into a single station that would be located adjacent to the Intermodal Transit Facility at the City's Civic Center site. Passengers would connect to the ground/sidewalk level within the City-owned Civic Center site. An illustration of this alternative is included in Appendix F.

This alternative maintains Prairie Avenue within its existing right of way; however, one to two lanes would be lost reducing the capacity of the roadway. Specifically, one travel lane in each direction along the Prairie Avenue roadway between Arbor Vitae and La Palma, one lane in the southbound direction between La Palma and Pincay Drive, and one lane in each direction between Pincay Drive and Manchester Boulevard would be lost under this Alternative 4: Prairie Avenue Single Station Alternative.

Future Opening Year (2027) with Event Conditions and Alternative 4

The performance metrics including daily traffic volumes and VMT values under this Alternative 4 indicate that the benefits obtained would be less than those indicated by the metrics associated with the ITC Project under the Future Opening Year (2027) with Event conditions. The weekday daily VMT would be reduced in the Future Opening Year (2027) with Event and Alternative 4 conditions, but they would be approximately 15% less than the VMT reductions estimated for the proposed ITC Project. Although, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue and Manchester Boulevard, traffic congestion and consequently travel conditions on a system-wide basis would be substantially worse due to the loss of travel lanes along Prairie Avenue. The estimated daily ITC ridership during Future Opening Year (2027) with NFL Event and Alternative 4 conditions would be approximately 75% of the proposed ITC Project ridership. This alternative will provide less operational benefits, while substantially worsening congested conditions particularly during the peak periods on weekdays, and during event day conditions compared to the proposed ITC Project.

Future Horizon Year (2045) with Event and Alternative 4

Similar to the performance metrics described under Future Year (2027) conditions, this alternative in the Future Year 2045 conditions would provide less benefits than those estimated for the proposed ITC Project conditions. The daily traffic volumes and VMT estimates for this alternative would be higher than those metrics associated with the Future Horizon Year (2045) with the ITC Project conditions scenario, as described in Chapter VII. The weekday daily VMT would also be reduced in the Future Horizon Year (2045) with Event and Alternative 4 conditions, but they would be approximately 15% less than the VMT reductions estimated for the proposed ITC Project. Daily traffic volumes are also estimated to decrease along the same key corridors as in the future opening year conditions, however, due to a reduction in capacities along Prairie Avenue, traffic flow and congestion on a system-wide basis, would be worse than those estimated for the proposed ITC Project. The estimated daily ITC ridership during Future Horizon Year (2045) with NFL Event and Alternative 4 conditions would be approximately 75% of the proposed ITC Project ridership.

Alternative 4 Comparison to Proposed Project

Under Alternative 4, operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and vehicle miles traveled (VMTs) on an average weekday basis would occur, but approximately 15% less in magnitude than those associated with the proposed ITC Project. Alternative 4 is estimated to result in transit ridership equivalent to approximately 75% of the transit ridership associated with the proposed ITC Project. However, due to a reduction in capacities along Prairie Avenue, traffic flow and congestion on a system-wide basis, would be worse under Alternative 4 compared to those estimated for the proposed ITC Project.

A comparative evaluation of the performance metrics associated with each of the alternatives in relation to those of the proposed ITC Project is summarized in Table 31.

TABLE 31
SUMMARY OF COMPARATIVE EVALUATION OF ALTERNATIVES

Scenario/Alternatives	Future Opening Year (2027) Conditions Performance			Future Horizon Year (2045) Conditions Performance		
	Reduction in VMTs (Daily) [1]	Ridership (Daily)	Roadway Performance	Reduction in VMTs (Daily) [1]	Ridership (Daily)	Roadway Performance
1. Proposed ITC Project	247,540	29,280	Reduced ADTs along key roadway corridors. Improved traffic flow and reduced congestion.	316,881	34,650	Reduced ADTs along key roadway corridors. Improved traffic flow and reduced congestion.
2. Alternative 1: No Project	-	-	-	-	-	-
3. Alternative 2: Bus Rapid Transit (BRT)	Approximately 20% to 25% of proposed Project	Approximately 20% of that projected under proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially	Approximately 20% to 25% of proposed Project	Approximately 20% of that projected under proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially
4. Alternative 3: Pedestrian Promenade Alternative	Similar to proposed Project	Similar to proposed Project	Same as proposed Project	Similar to proposed Project	Similar to proposed Project	Same as proposed Project
5. Alternative 5: Prairie Avenue Single Station Alternative	Approximately 85% of proposed Project (i.e., approximately 15% less than proposed Project)	Approximately 75% of proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially long delays during post-game/event.	Approximately 85% of proposed Project (i.e., approximately 15% less than proposed Project)	Approximately 75% of proposed Project	Worsens congestion and traffic flows along key corridors due to loss of mixed flow traffic lanes along alignment. Potentially long delays during post-game/event.

[1] Reductions in Daily VMT for the proposed ITC Project calculated relative to 'No Project' conditions.

X. SUMMARY OF CONCLUSIONS

A detailed transportation study has been performed by Raju Associates, Inc. to assess the operational and construction effects of the proposed Inglewood Transit Connector (ITC) Project located in the City of Inglewood, California. The following summarizes the results of the evaluation:

- The ITC Project is an APM System connecting the activity center within the City of Inglewood with the Metro's Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. The Crenshaw/LAX LRT line connects the Metro's E Line with the Metro's C Line and offers four regional stations within the City of Inglewood including the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial Stations. The Crenshaw/LAX LRT line is currently under construction and is expected to commence operations in 2021.
- The ITC Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations. The stations will be located at:
 1. Market Street – Florence Avenue
 2. Prairie Avenue – Manchester Boulevard, and
 3. Prairie Avenue – Hardy Street.
- The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require minor changes to the location of the curb-to-curb roadways. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed.
- The study area is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108th Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the proposed ITC Project, encompassing approximately 6-square-miles.
- **Existing Conditions** - A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, average daily traffic volumes, transit system, bicycle system, and pedestrian circulation system serving the study area. A brief summary of these elements is presented below.
 - The existing street system within the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes of the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway and the Harbor (I-110) Freeway.

- Daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 51,000 to 61,200 vehicles per day.
- Fourteen (14) bus lines provide services in the study area including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority (MTA), and one bus line operated by the County of Los Angeles. Additionally, the Metro C Line (Green Line) is located south of the study area.

MTA is constructing the Metro Crenshaw/LAX Light-Rail Train (LRT) Line that extends from the existing Metro E Line (Exposition Line) at Crenshaw Boulevard/Exposition Boulevard, and travels 8.5 miles south to connect with the Metro C Line (Green Line) at the Aviation/Imperial Station. The Downtown Inglewood station at Florence Avenue and Market Street will serve as the transfer point between the proposed ITC Project and the Crenshaw/LAX Line.

- Bicycle facilities are identified along the following streets:
 - Bike Lanes
 - Hawthorne Boulevard from Lennox Boulevard to 111th Street
 - Locust Street from Florence Avenue to Manchester Boulevard
 - Van Ness Avenue from 81st Street to Manchester Boulevard
 - Florence Avenue from Locust Street to Hillcrest Boulevard
 - Florence Avenue from Prairie Avenue to mid-way between Prairie Avenue and West Boulevard
 - Buffered Bike Lanes
 - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (westbound only)
 - Bike Routes with Sharrows
 - Van Ness Avenue from Century Boulevard to Imperial Highway
 - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (eastbound only)
 - Florence Avenue from Centinela Avenue to Prairie Avenue
 - Florence Avenue from mid-way between Prairie Avenue and West Boulevard to West Boulevard
 - 76th Street from Crenshaw Drive to Vermont Avenue
- Sidewalks are generally provided along all streets in the study area. Florence Avenue, Market Street, Locust Street and Regent Street offer pedestrian access and circulation possibilities to the proposed ITC Market Street Station. Prairie Avenue and Kelso Street-Pincay Drive offer pedestrian access and circulation possibilities to the proposed ITC Station at the Forum. Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed ITC Project Station at Hardy Street.

- A summary of the existing number of on-street parking spaces along Market Street, Manchester Boulevard and Prairie Avenue along the proposed ITC alignment is presented below:
 - There are currently 104 on-street parking spaces located along Market Street between Florence Avenue and Manchester Boulevard.
 - There are currently 70 on-street parking spaces located along Manchester Boulevard between Market Street and Prairie Avenue.
 - There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street.
- Pursuant to SB 743 and the final Technical Advisory from the California Governor's Office of Planning and Research (OPR), vehicle miles traveled (VMTs) and average daily trips (ADTs) were used as the performance metrics in this study to quantify benefits associated with the ITC Project. Additionally, transit ridership forecasts have been prepared to quantify the utilization, effectiveness and benefits associated with the ITC Project.
- The latest Technical Advisory from the Governor's OPR determined that VMT was the performance metric for CEQA analysis and impact evaluation. Additionally, it was explicitly stated that the VMT estimation be not artificially curtailed within a certain jurisdiction's boundaries. Therefore, all VMTs associated with trips to and from all areas within the City of Inglewood are included in this study for further inclusion in Air Quality, GHG and other evaluations.
- Although, the proposed ITC Project would be presumed to not cause significant impacts as noted in the OPR's Technical Advisory, this study provides evidence of magnitude of reduction of VMTs and consequently, GHG emissions over its design life. This study provides quantification of potential operational benefits relative to reduction in VMTs under various scenarios.
- The various scenarios evaluated in this study include the following:
 - Existing Conditions
 - Adjusted Baseline Conditions (non-event) weekdays without the ITC Project
 - Adjusted Baseline Conditions (non-event) weekdays with the ITC Project
 - Opening Year 2027 Conditions with NFL event without the ITC Project
 - Opening Year 2027 Conditions with NFL event with the ITC Project
 - Future Horizon Year 2045 Conditions with NFL event without the ITC Project
 - Future Horizon Year 2045 Conditions with NFL event with the ITC Project
- The results of the daily trips and VMT analyses for the above scenarios indicate that the proposed ITC Project would bring improvement in terms of reduction in volumes and vehicle-miles traveled on an average weekday basis. These improvements are more significant when there is an NFL game event at Sofi Stadium. This reduction in VMT will lead to reduction in GHG emissions and to a more sustainable and friendly environment.
- **Adjusted Baseline Conditions** - The typical weekday non-event daily VMT in the City of Inglewood would be reduced by approximately 40,400 vehicle-miles of travel, with the implementation of the proposed ITC Project under Adjusted Baseline Conditions.

Additionally, daily traffic volumes have been projected to decrease along the key Prairie Avenue, Manchester Boulevard and Century Boulevards within the Study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with the implementation of the ITC Project. The estimated (non-event) daily ITC ridership under Adjust Baseline conditions is 1,850 daily passengers.

- **Future Opening Year (2027) with Event Conditions** - The weekday daily VMT would be reduced by approximately 247,550 vehicle-miles (4.7%) with the implementation of the proposed ITC Project under Future Opening Year (2027) with Event conditions. Additionally, daily traffic volumes would decrease along key corridors ranging between approximately 1,550 to 2,160 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 840 to 1,210 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,120 to 1,640 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis with the implementation of the ITC Project. The estimated daily ITC ridership under Future Opening Year (2027) with Event (NFL) conditions is 29,300 daily passengers.
- **Future Horizon Year (2045) with Event Conditions** - With the implementation of the proposed ITC Project under cumulative Future Horizon Year (2045) with Event conditions, the weekday VMT would be reduced by approximately 316,900 vehicle-miles (5.6%). Daily traffic volumes would decrease along key corridors including - decreases in daily traffic ranging between approximately 1,710 to 2,470 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 980 to 1,410 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,390 to 1,870 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis resulting in improved flow during the peak periods with the implementation of the ITC Project. The daily ITC ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated at approximately 34,650 daily passengers.
- The proposed ITC Project construction would occur in eight phases throughout a four-year period between the Year 2024 and Year 2027. An evaluation of the construction phases focusing primarily on determining if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas was conducted. Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes CEQA. Temporary transportation, pedestrian and transit constraints have been identified to occur during the time period of construction.
- A detailed construction traffic management program will be prepared at the time of final design to address all issues during construction and will consist of numerous measures and requirements for the construction of the ITC Project. These measures include construction staging and traffic control requirements; measures to facilitate preserving access to parking and pedestrians; transit access and coordination; and allowable work hours and workdays.

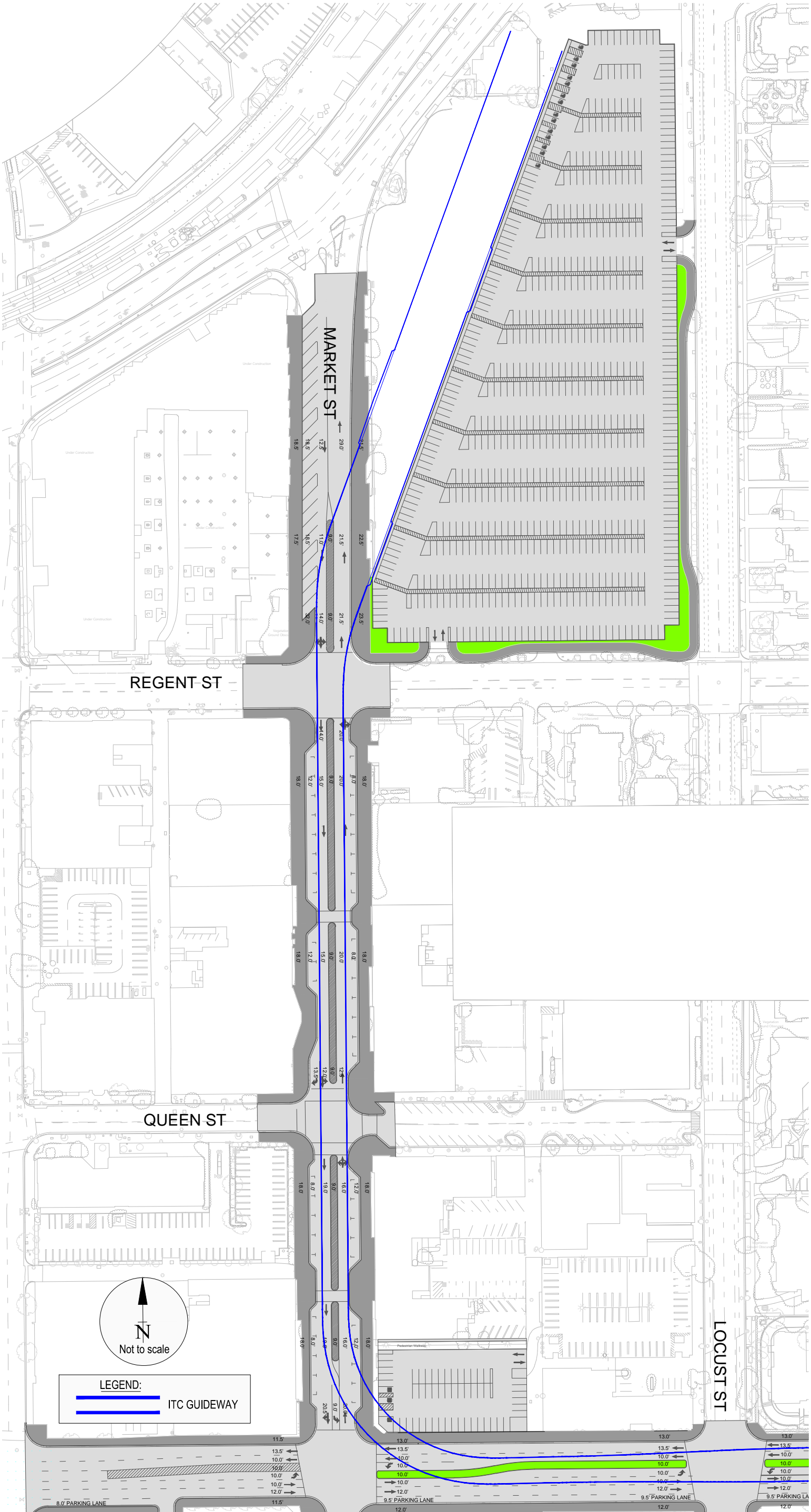
APPENDIX A

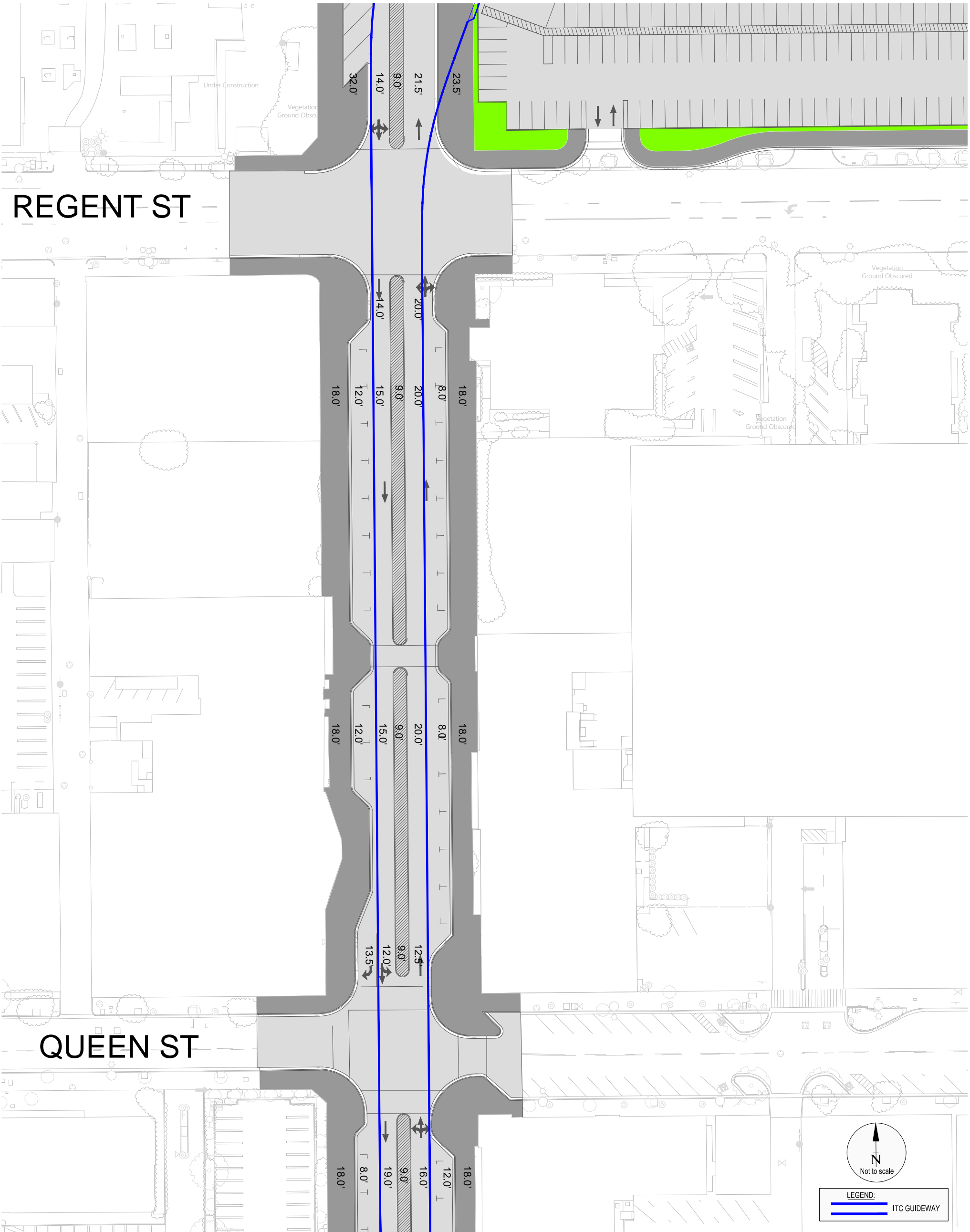
CONCEPTUAL ROADWAY STRIPING PLANS

**A-1: MARKET STREET SEGMENT BETWEEN FLORENCE AVENUE
AND MANCHESTER BOULEVARD**

**A-2: MANCHESTER BOULEVARD BETWEEN WEST OF MARKET
STREET AND PRAIRIE AVENUE**

**A-3: PRAIRIE AVENUE BETWEEN MANCHESTER BOULEVARD AND
HARDY STREET**





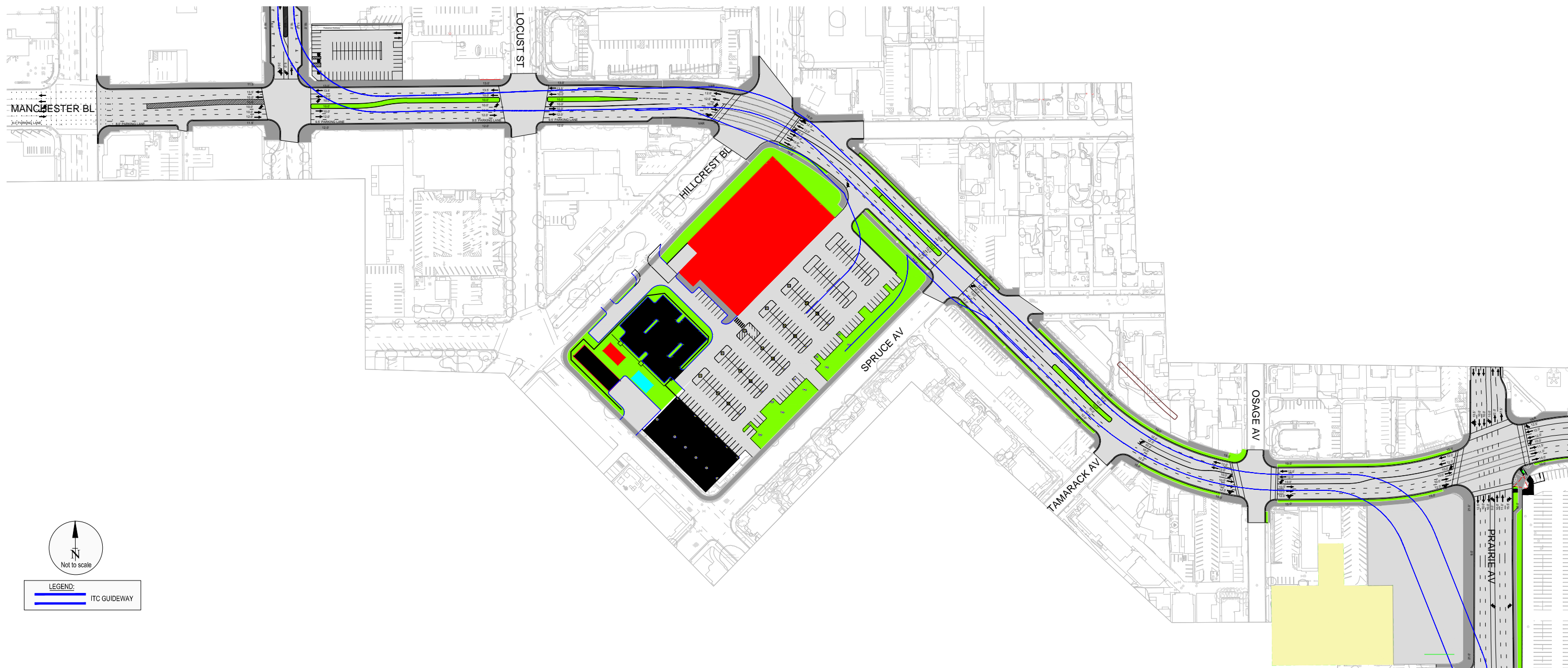
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX A1
MARKET STREET -CONCEPTUAL ROADWAY STRIPING



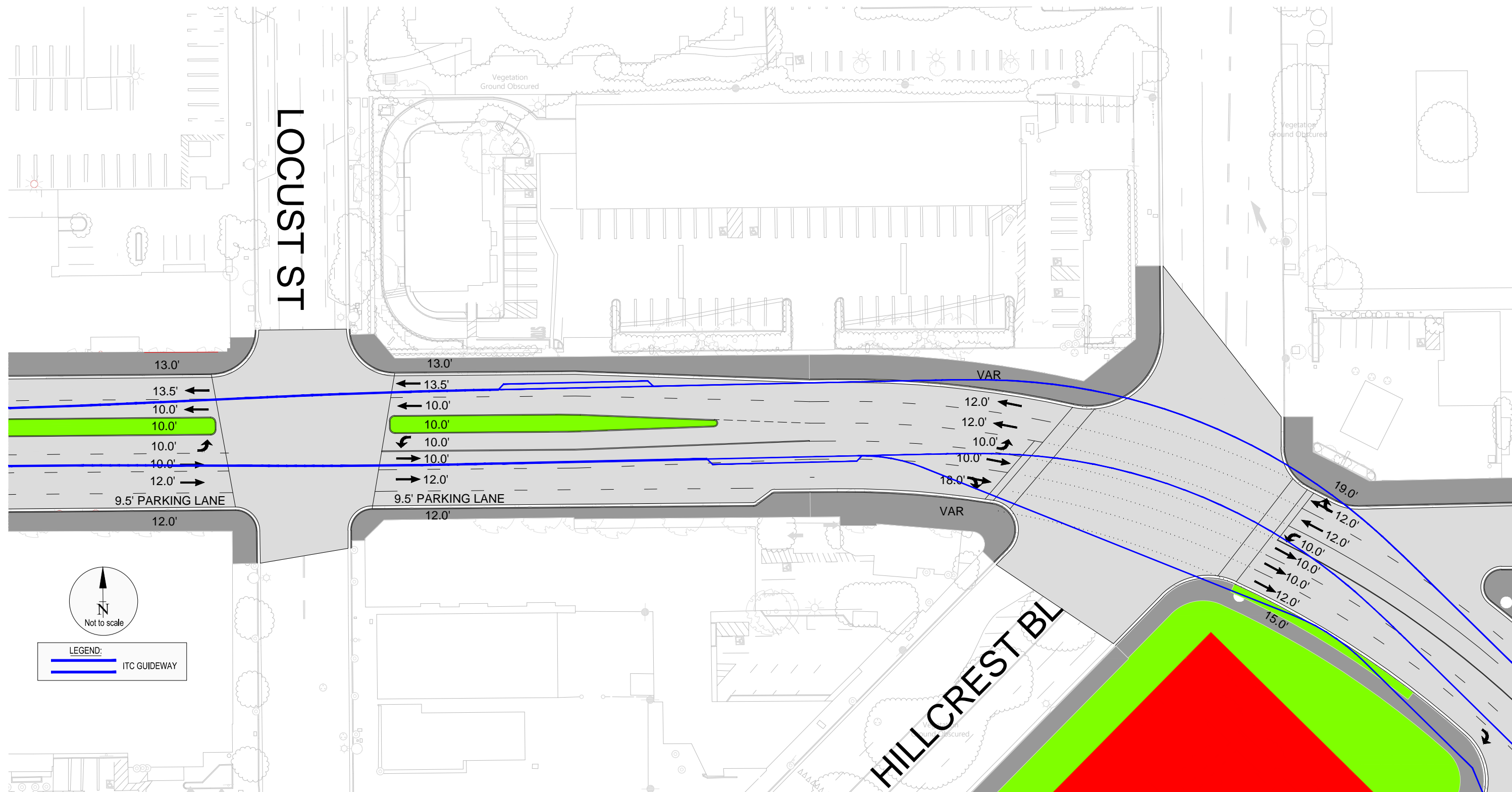
APPENDIX A1

MARKET STREET -CONCEPTUAL ROADWAY STRIPING



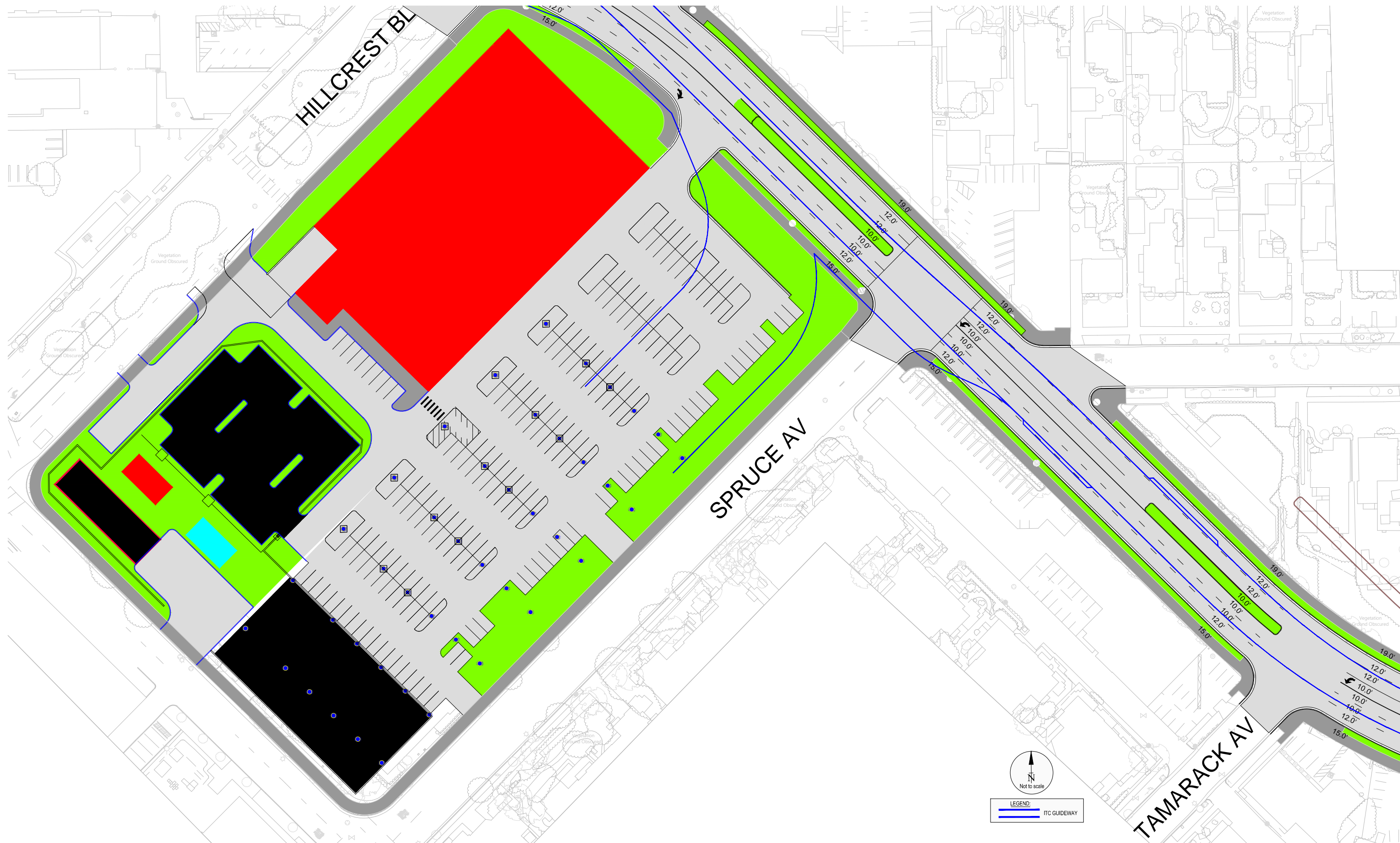
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APPENDIX A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



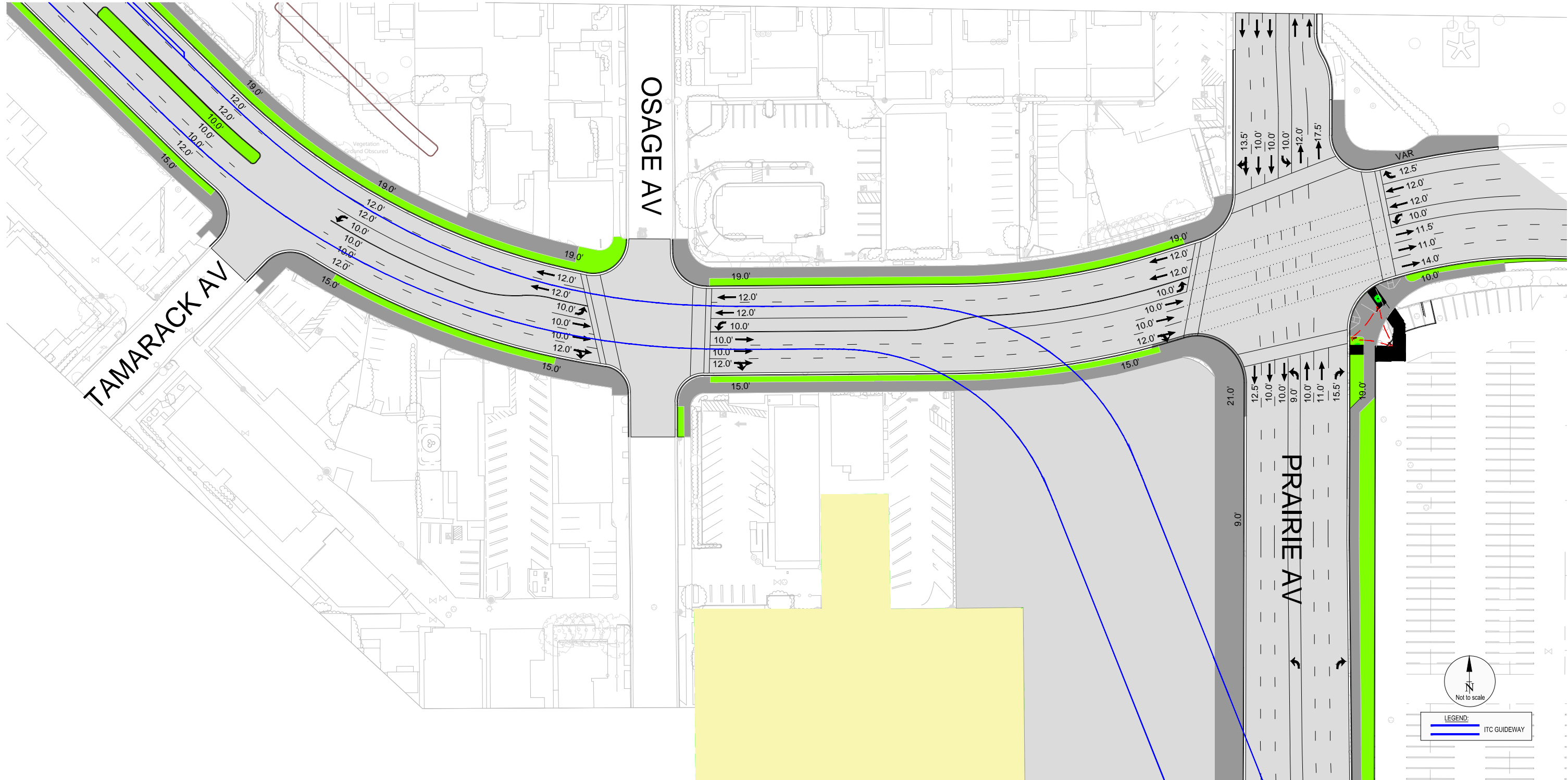
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX A2 MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING



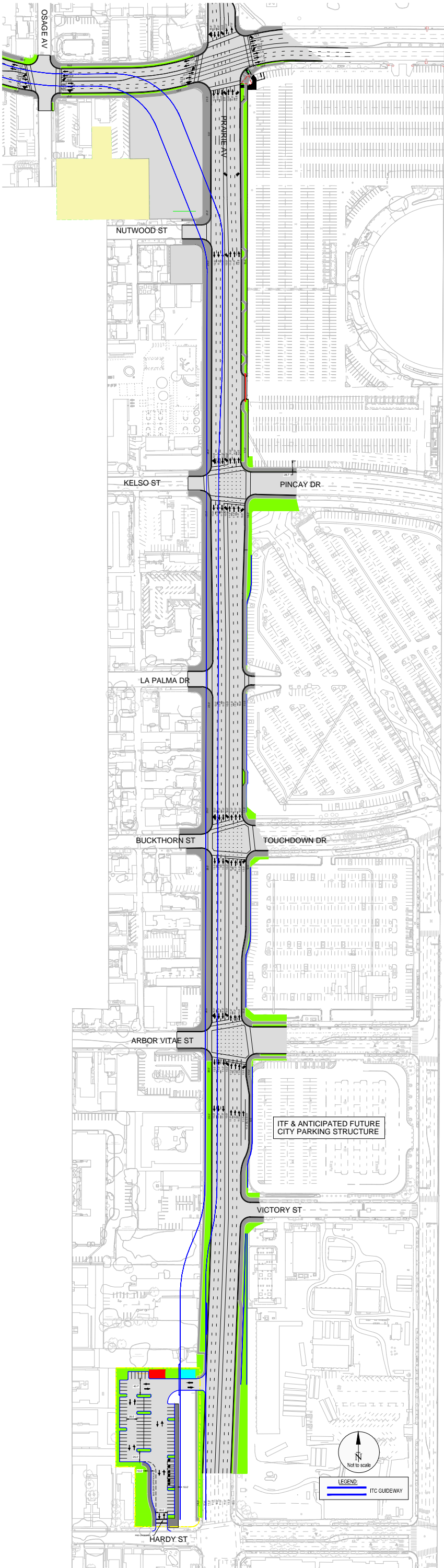
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APPENDIX A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING

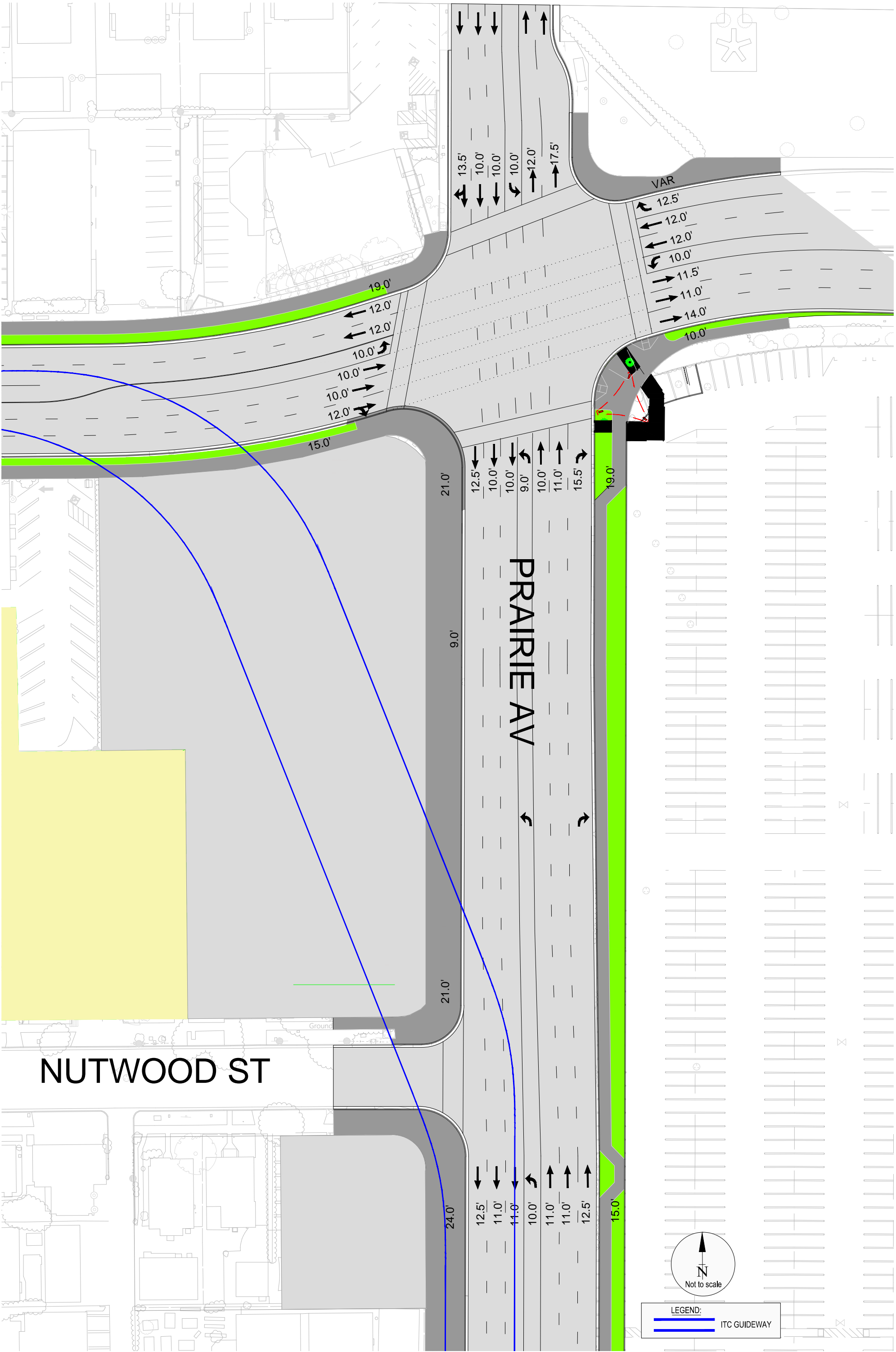


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APPENDIX A2
MANCHESTER BOULEVARD - CONCEPTUAL ROADWAY STRIPING

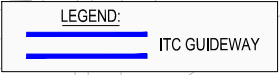


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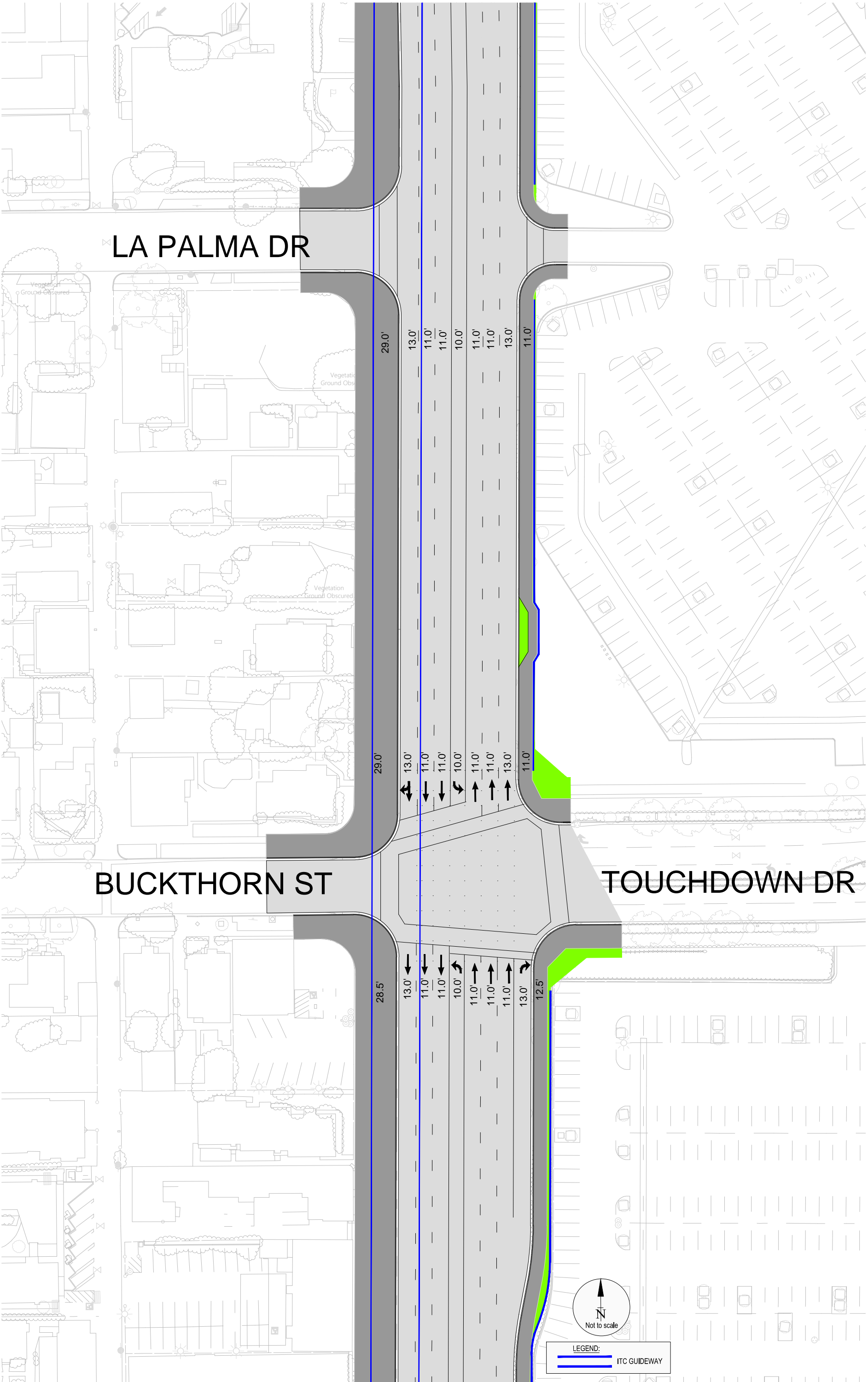


APPENDIX A3
PRAIRIE AVENUE -CONCEPTUAL ROADWAY STRIPING

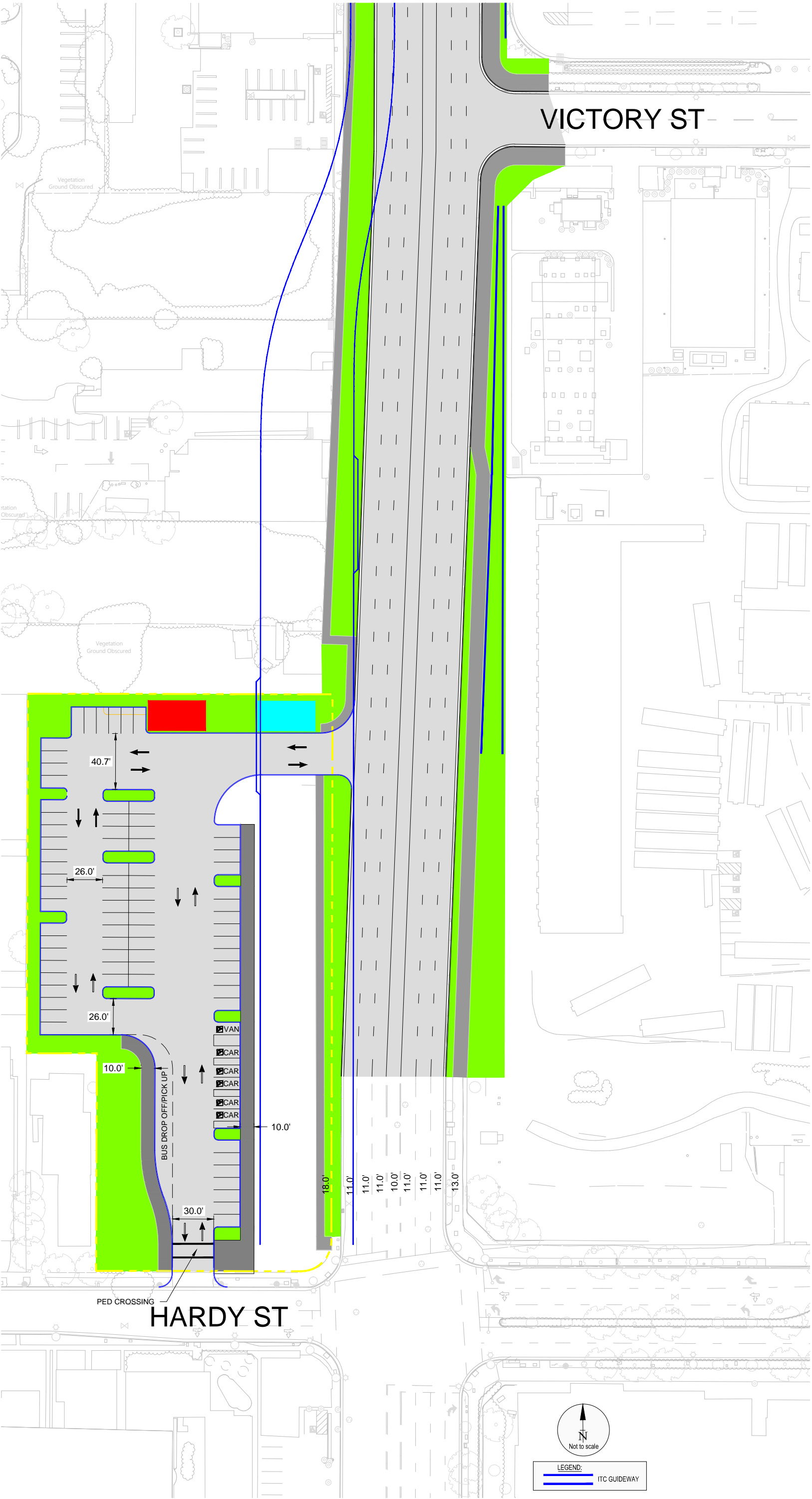
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CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY



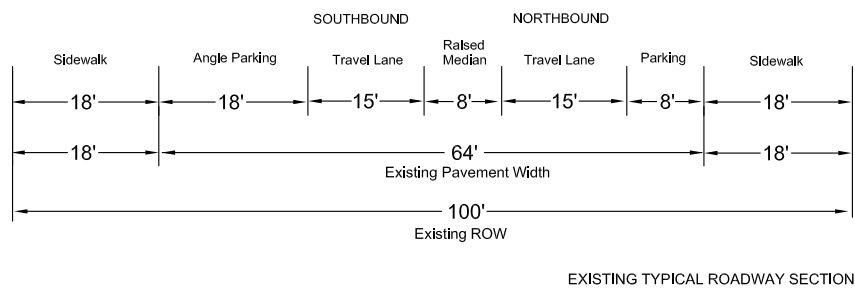
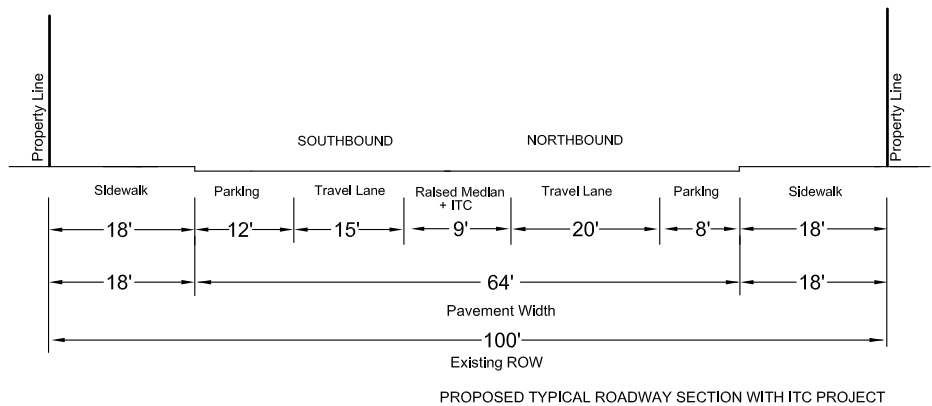




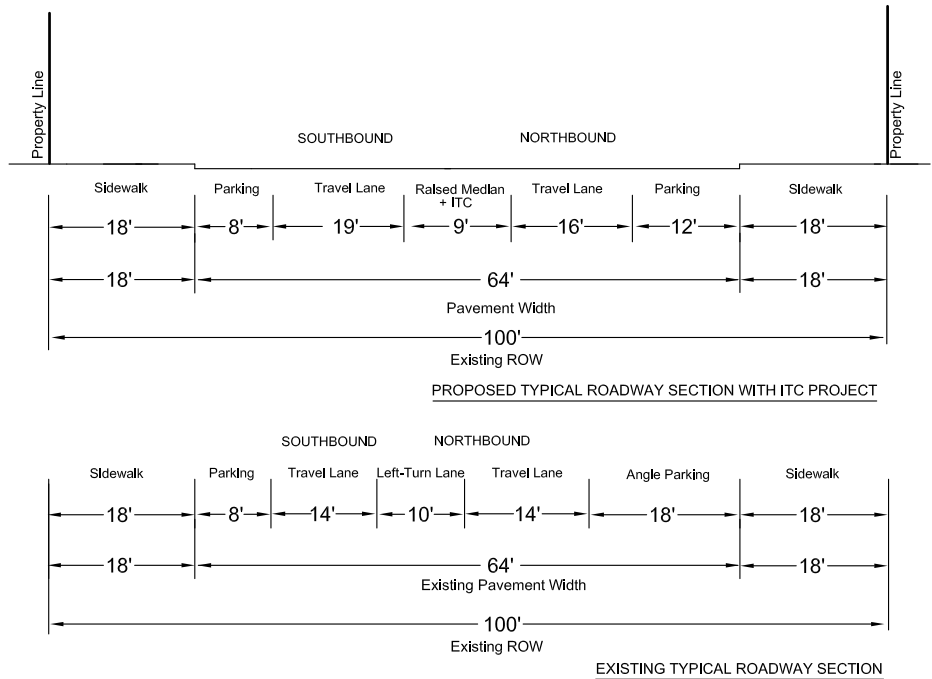
APPENDIX B

CONCEPTUAL TYPICAL CROSS-SECTIONS

MARKET STREET, LOOKING NORTH
BETWEEN REGENT ST & QUEEN ST

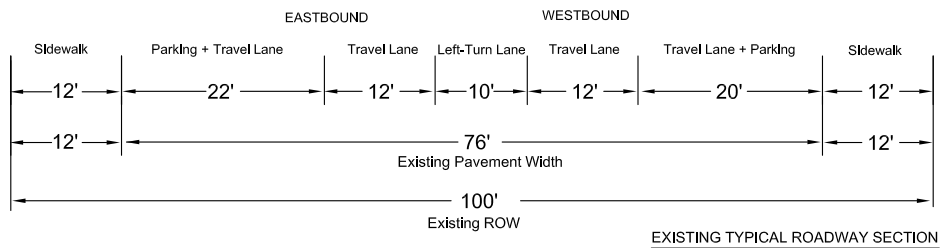
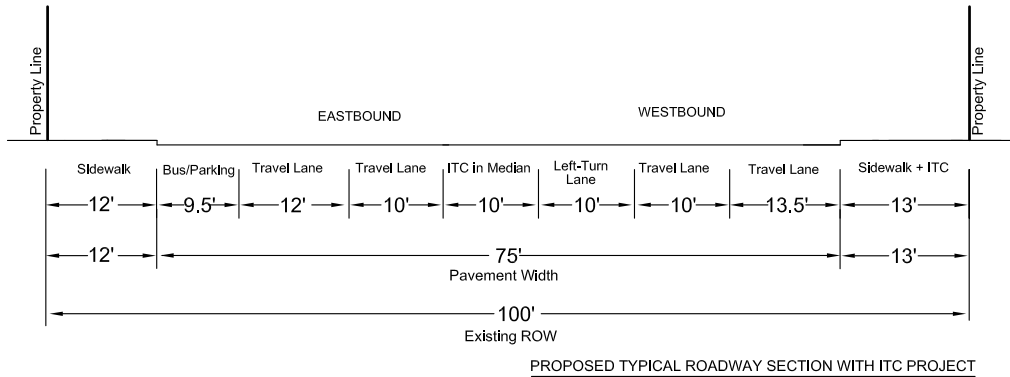


MARKET STREET, LOOKING NORTH
BETWEEN QUEEN ST & MANCHESTER BL

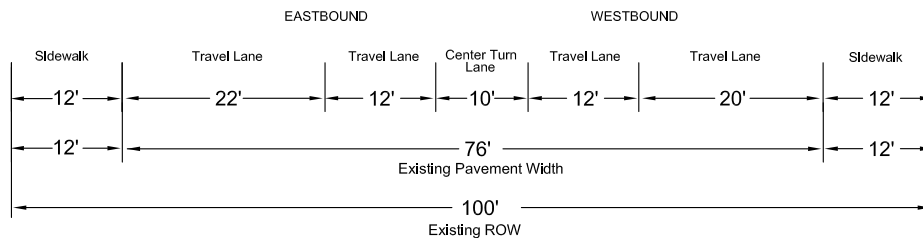
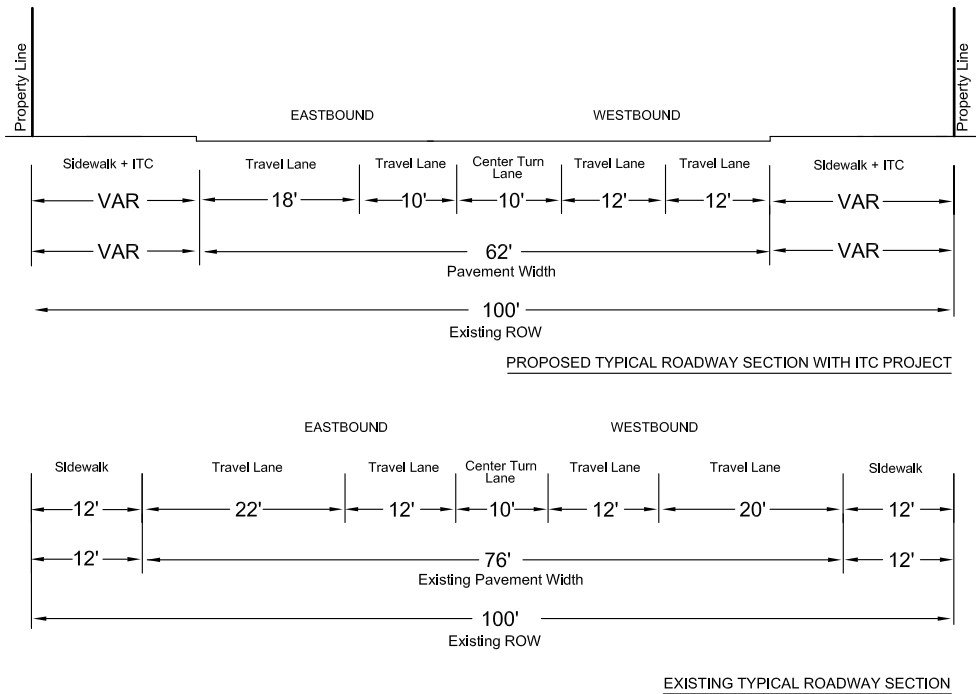


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MANCHESTER BOULEVARD, LOOKING WEST BETWEEN MARKET ST & LOCUST AV

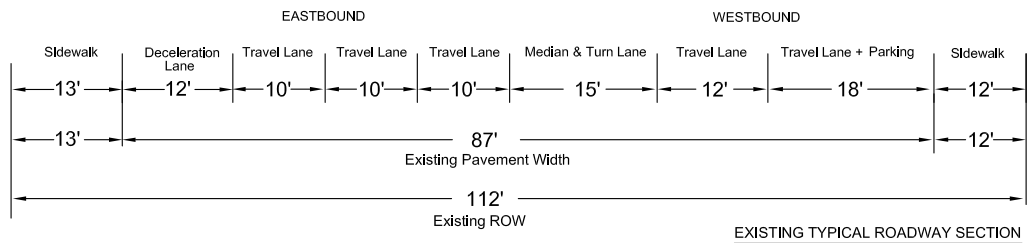
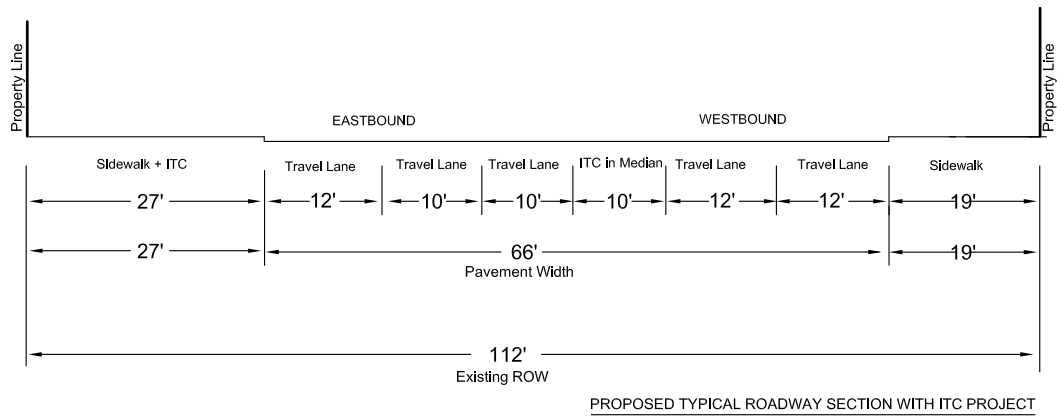


MANCHESTER BOULEVARD, LOOKING WEST BETWEEN LOCUST AV & HILLCREST BL

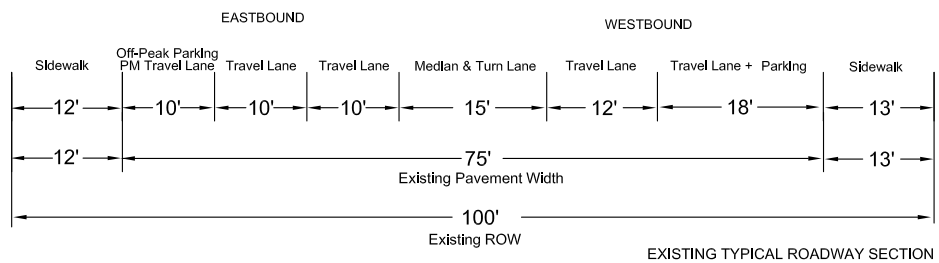
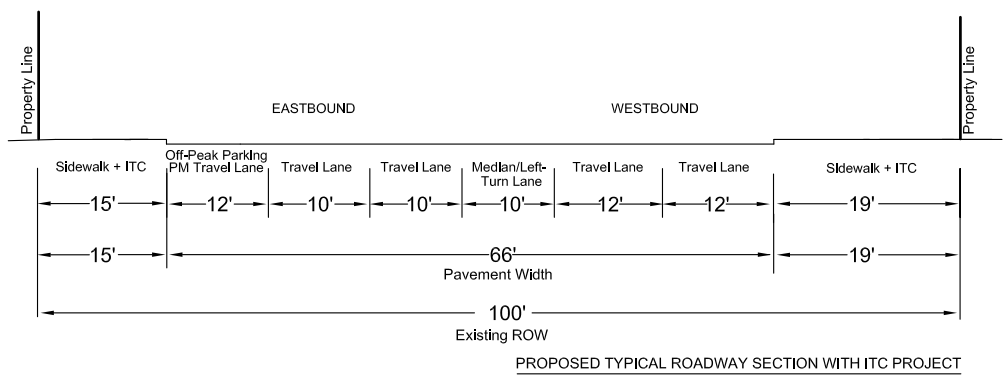


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MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN HILLCREST BL & SPRUCE AV

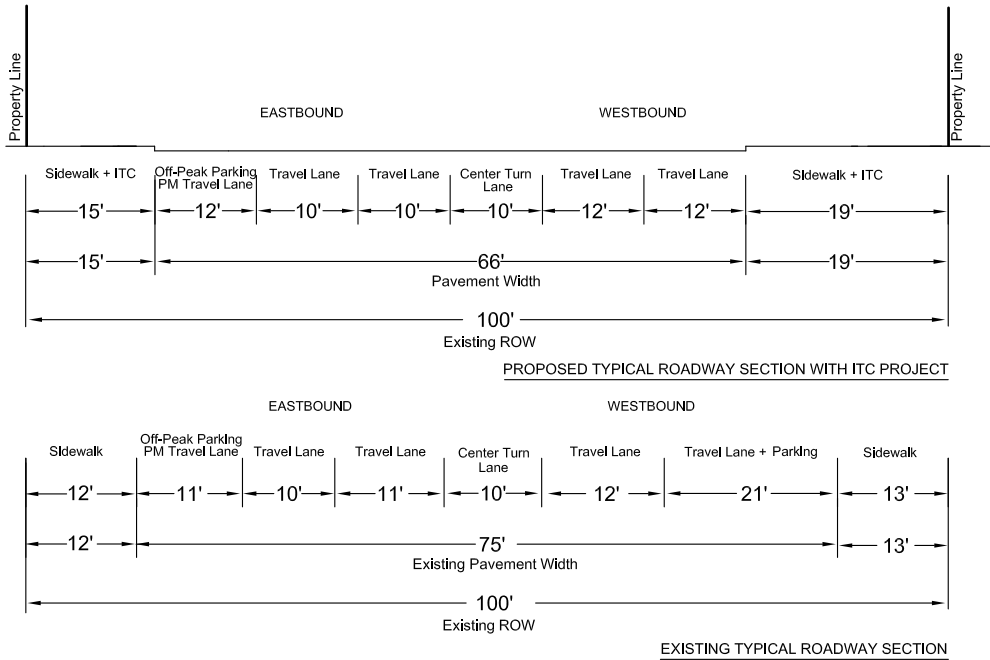


MANCHESTER BOULEVARD, LOOKING WEST
BETWEEN SPRUCE AV & TAMARACK AV

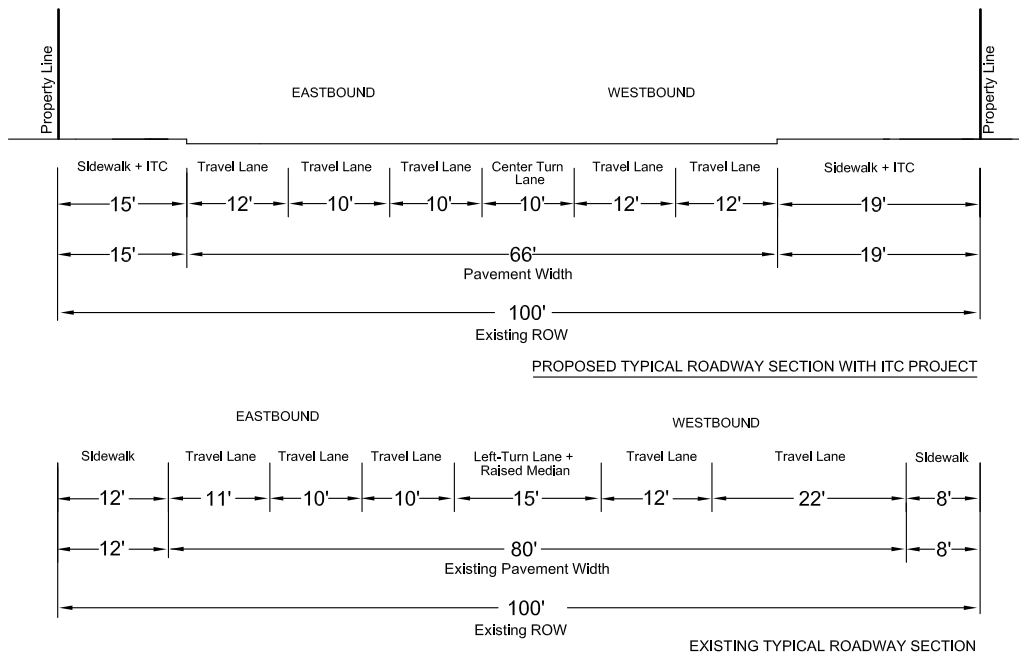


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MANCHESTER BOULEVARD, LOOKING WEST BETWEEN TAMARACK AV & OSAGE AV

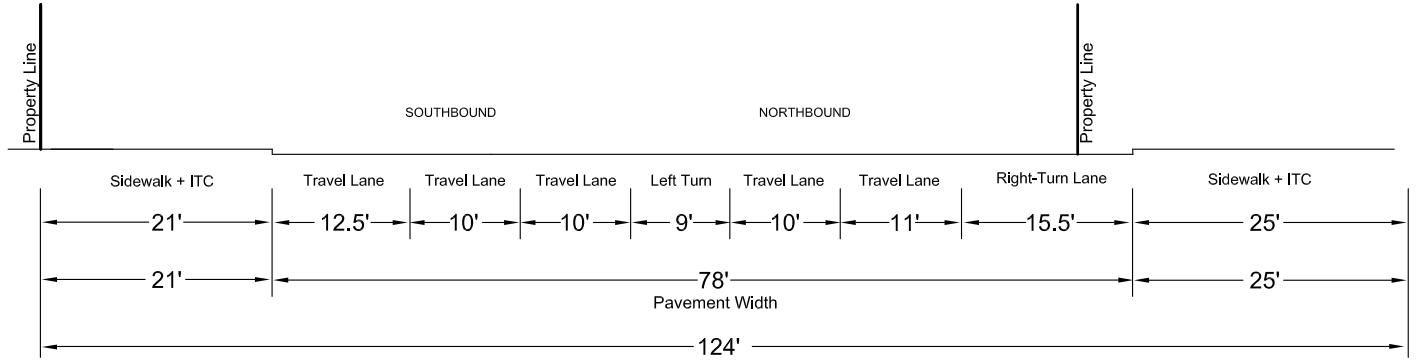


MANCHESTER BOULEVARD, LOOKING WEST BETWEEN OSAGE AV & PRAIRIE AV

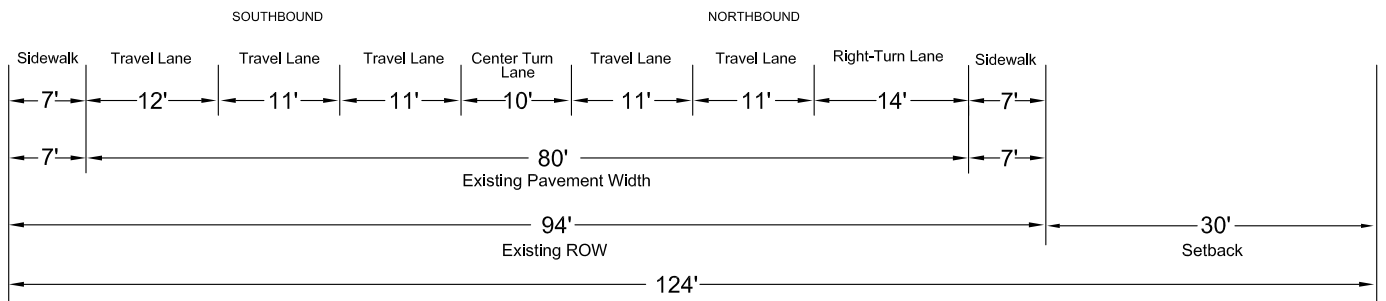


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PRAIRIE AVENUE, LOOKING NORTH BETWEEN MANCHESTER BL & NUTWOOD ST

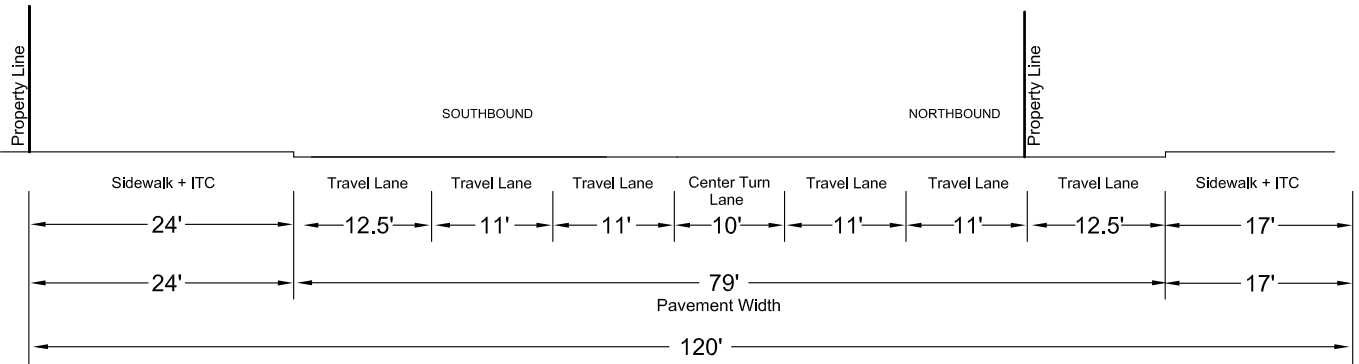


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

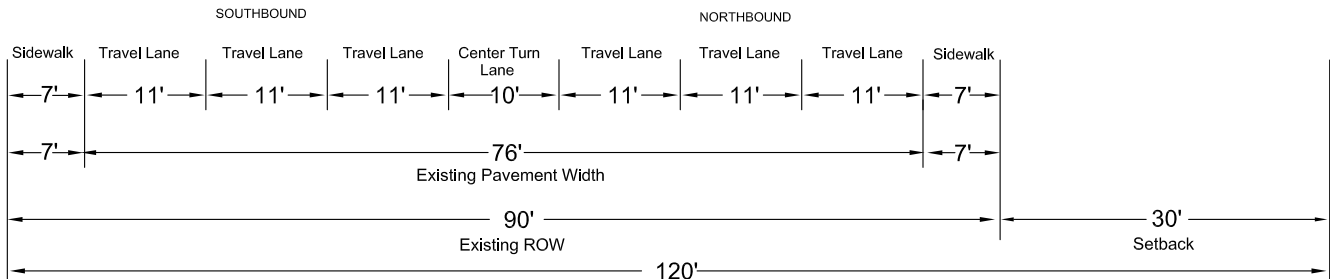


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN NUTWOOD ST & KELSO ST/PINCAY DR



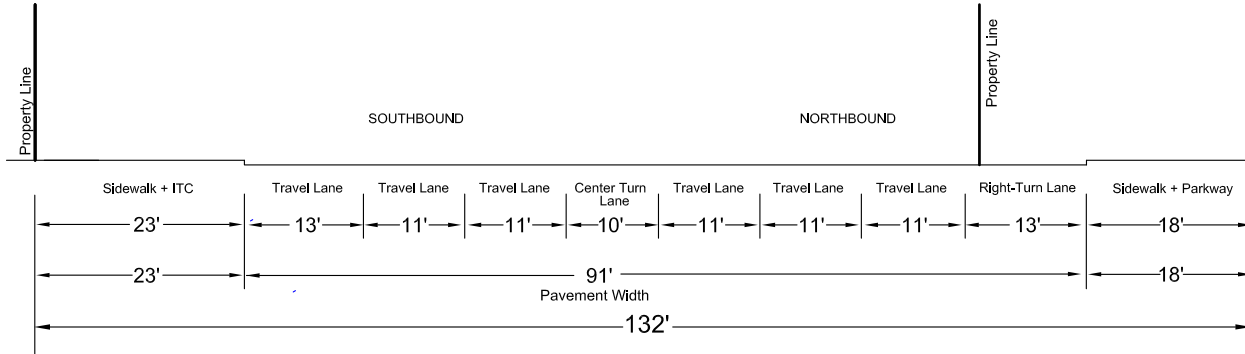
PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



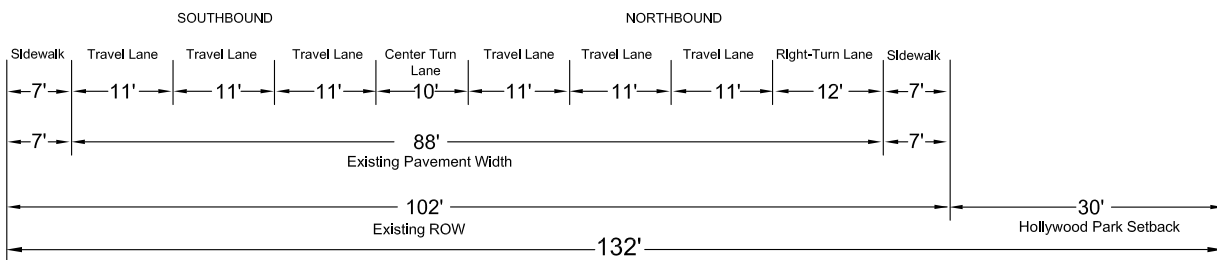
EXISTING TYPICAL ROADWAY SECTION

Not to scale

PRAIRIE AVENUE, LOOKING NORTH BETWEEN KELSO ST/PINCAY DR & LA PALMA DR

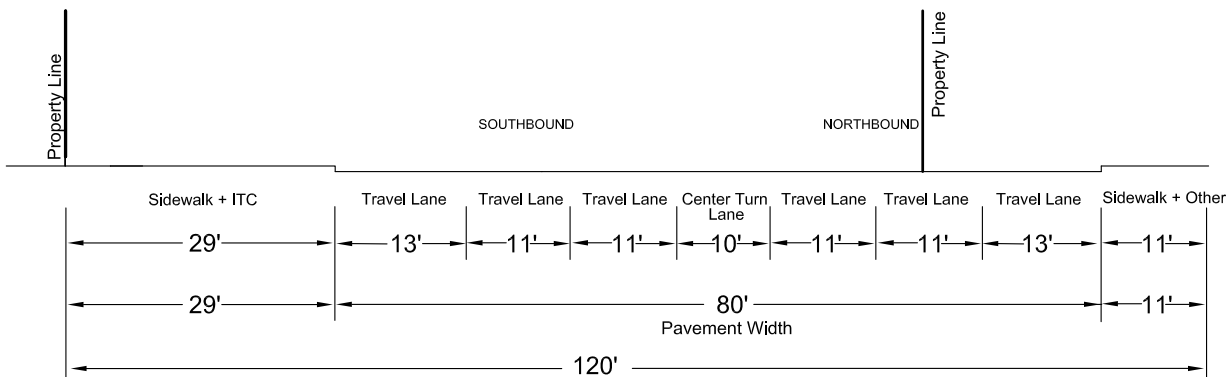


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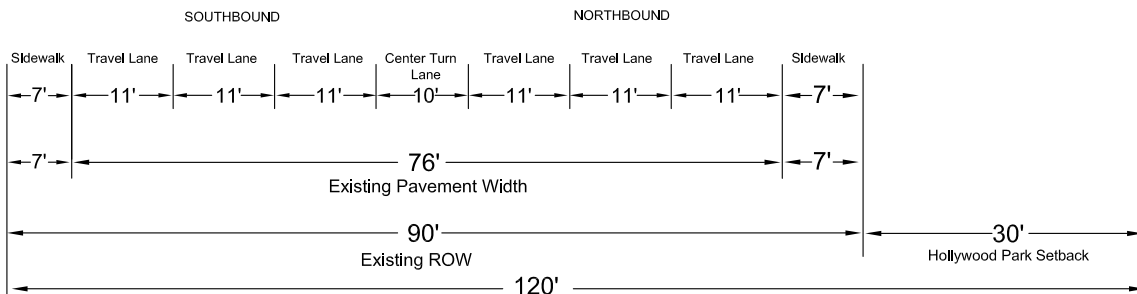


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN LA PALMA DR & BUCKTHORN ST/TOUCHDOWN DR



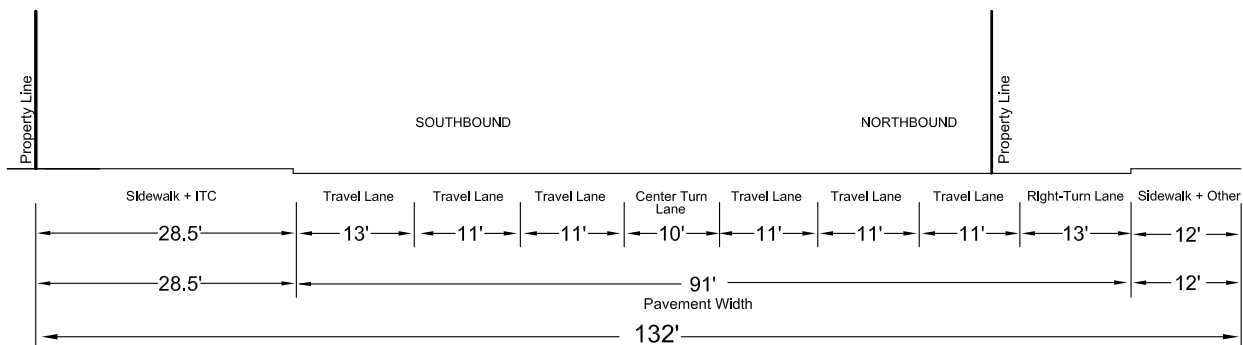
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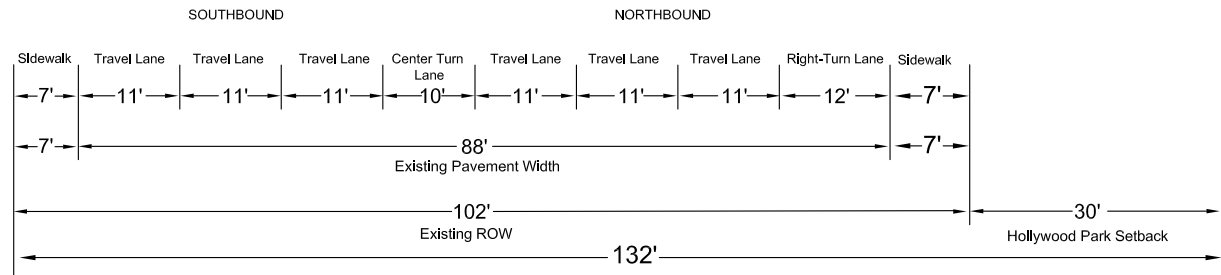
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PRAIRIE AVENUE, LOOKING NORTH BETWEEN BUCKTHORN ST/TOUCHDOWN DR & ARBOR VITAE ST

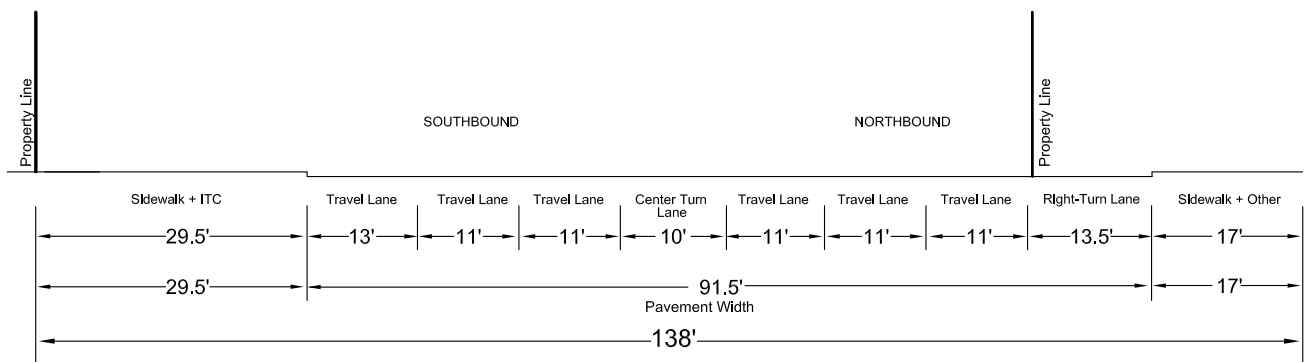


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

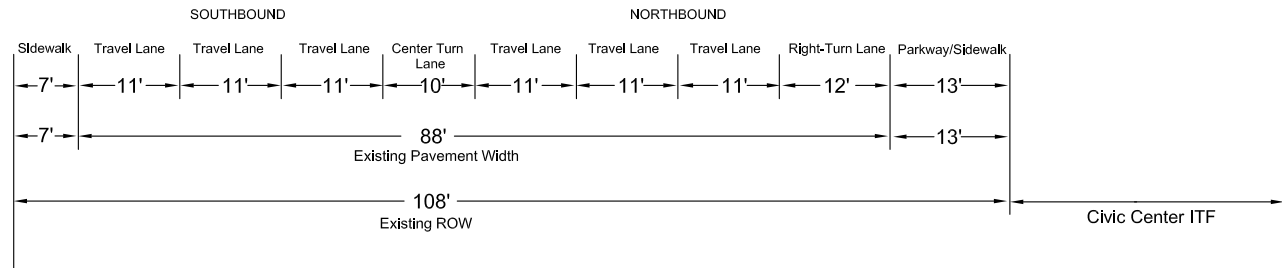


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN ARBOR VITAE ST & VICTORY ST



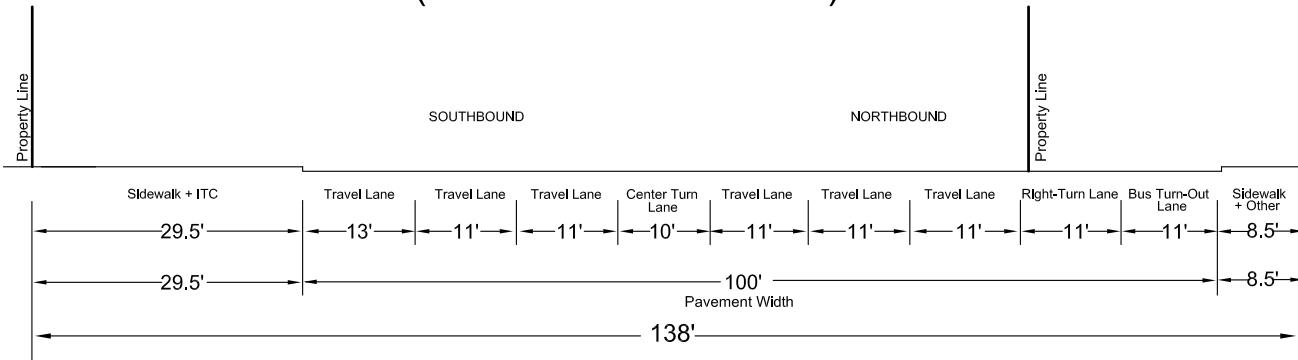
PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



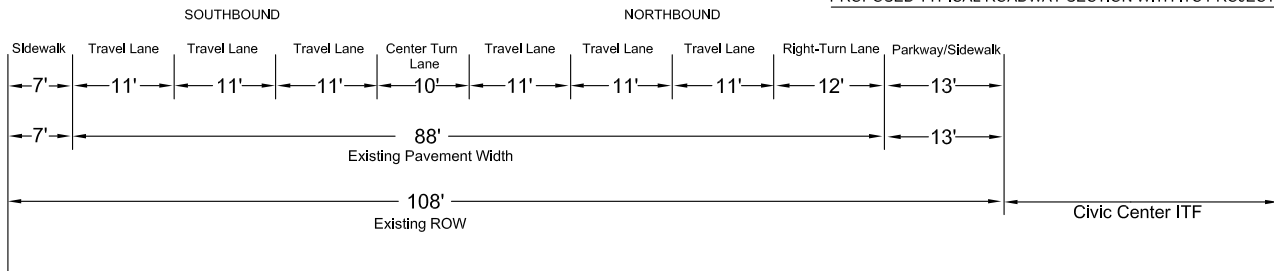
EXISTING TYPICAL ROADWAY SECTION

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PRAIRIE AVENUE, LOOKING NORTH BETWEEN ARBOR VITAE ST & VICTORY ST (WITH BUS TURN-OUT)

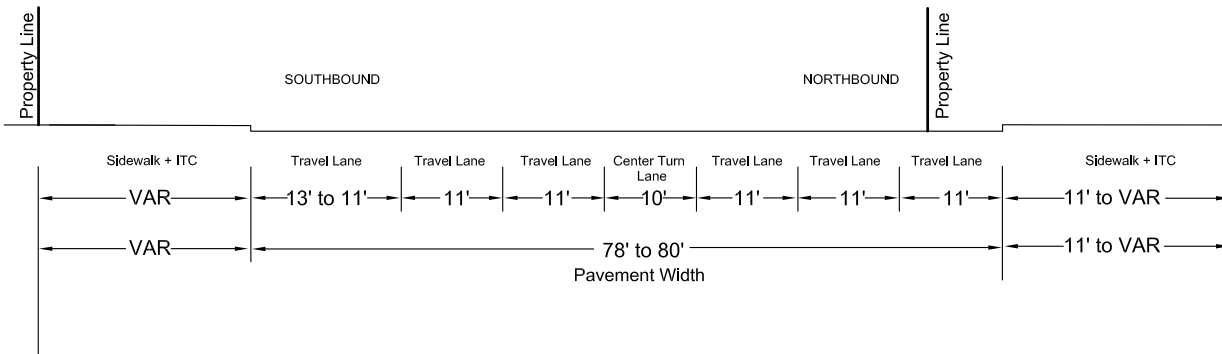


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

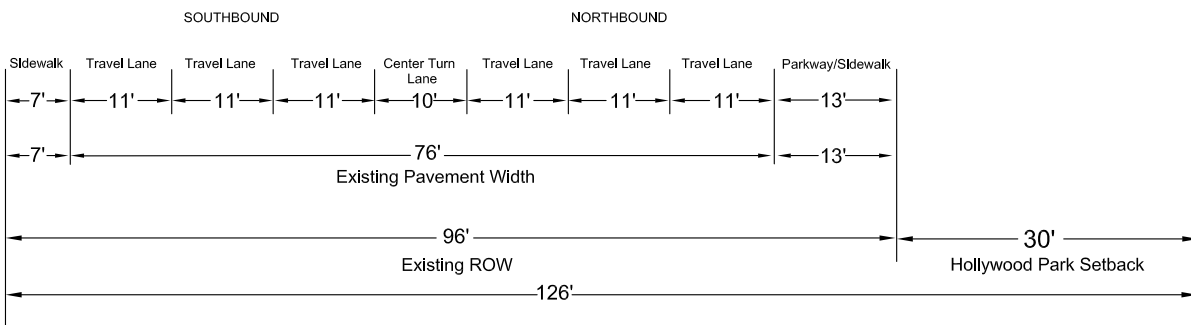


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN VICTORY ST & HARDY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

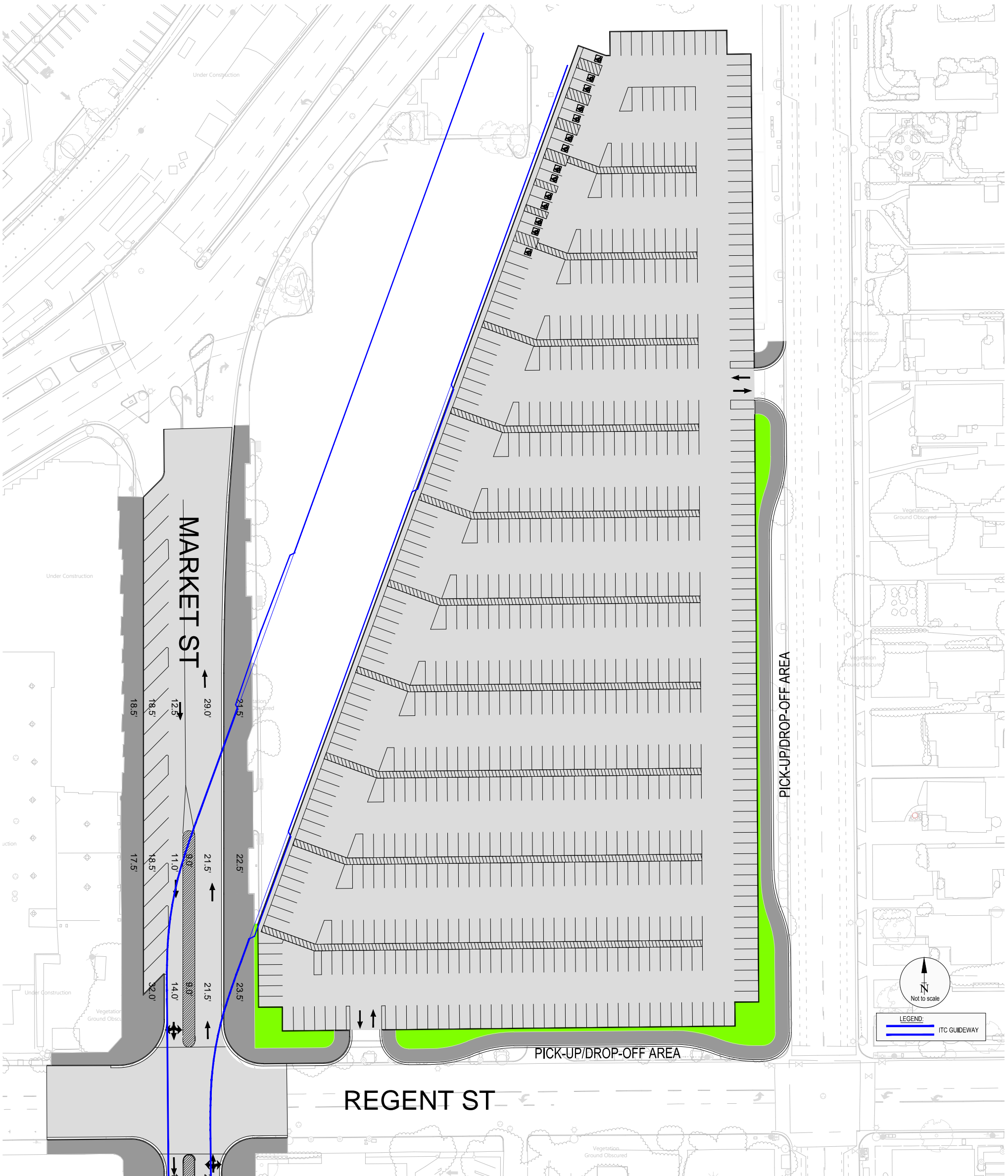


EXISTING TYPICAL ROADWAY SECTION

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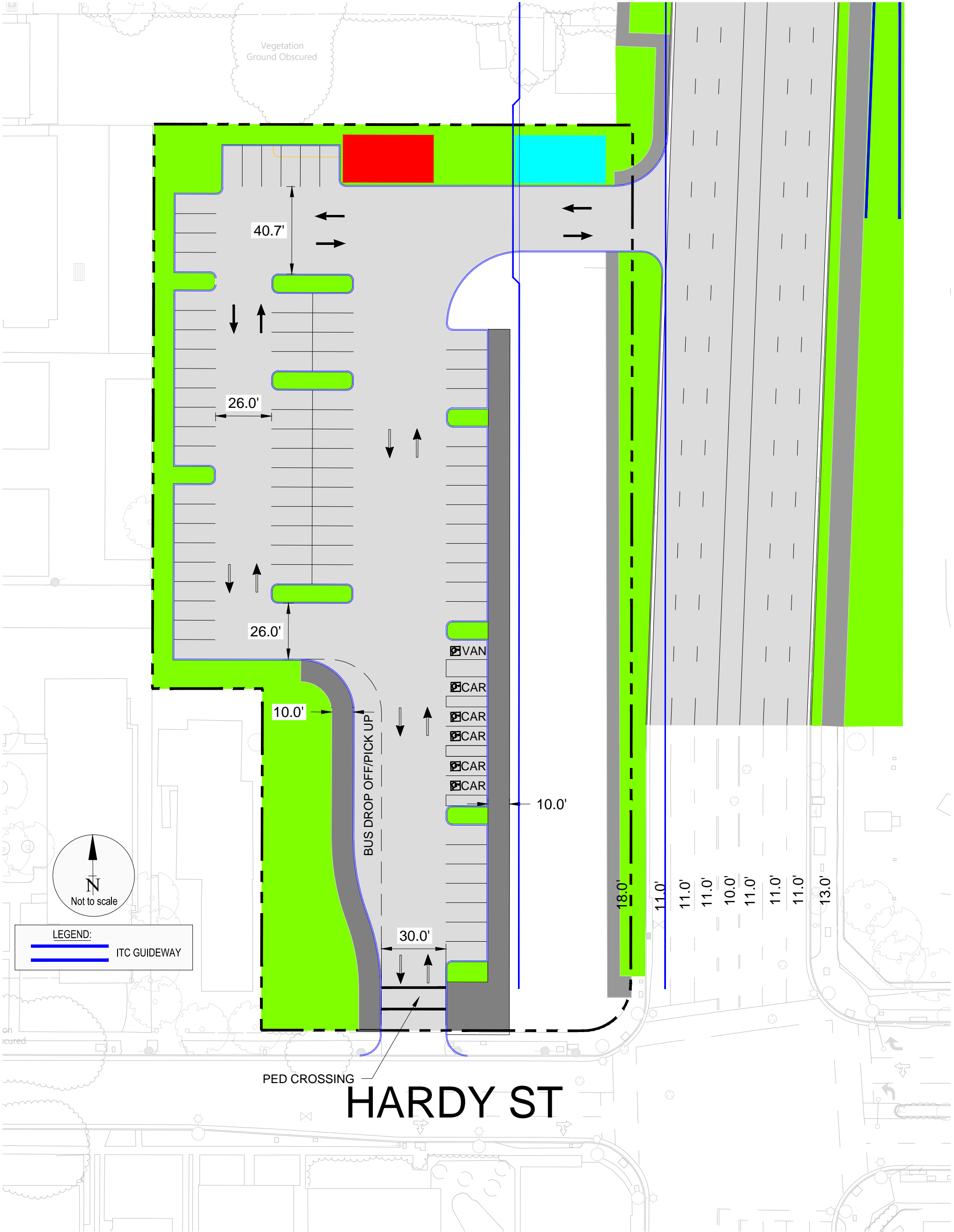
APPENDIX C

CONCEPTUAL PARKING LAYOUTS



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX C1
CONCEPTUAL ROADWAY STRIPING - PICK-UP/DROP-OFF AREAS AND PARKING/ACCESS LAYOUT



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX C3

HARDY STATION SITE SURFACE PARKING LOT

CONCEPTUAL PARKING AND ACCEES LAYOUT

APPENDIX D

EVENT TRAVEL CHARACTERISTICS

APPENDIX D

This section provides details of the travel characteristics associated with all types of events at each of the venues within the LASED in Inglewood. Additionally, analysis of annual vehicle miles traveled metrics using the event-based travel demand model with Metro's mode split model data and ArcGIS network analyst extension is also provided in this section.

SoFi (NFL) Stadium – NFL Football Games

Trip Generation

Trip generation estimates were developed for NFL football games at the SoFi Stadium, based on number of attendees and employees, their mode split and average vehicle occupancy (AVO). A sold-out event with the maximum number of attendees and employees were assumed in the Event Travel Demand Model (70,240 attendees and 6,000 employees). Mode splits and AVO were developed using assumptions and parameters consistent with those provided in the *Inglewood Sports and Entertainment District Transportation Management and Operations Plan*, City of Inglewood Public Works Department, August 2019 (TMOP). The AVO for attendees using private vehicle mode (autos) was estimated at 3.0 and the AVO for attendees using the Transportation Network Companies (TNCs) mode was estimated at 2.4. The AVO for employees using private vehicles and TNCs was estimated at 1.18, based on the 2017 National Household Travel Survey for commute trips consistent with the assumptions in the *Inglewood Basketball and Entertainment Center Draft Environmental Impact Report*, December 2019 (IBEC DEIR).

Utilizing these mode splits and AVOs, the NFL event vehicular trip generation was determined. Table D1 summarizes the NFL game day daily trip (round trip) generation estimates under the 'without' and 'with ITC Project' conditions for the Future Opening Year (2027) and the Future Horizon Year (2045) scenarios. As indicated in the table, an NFL football game is estimated to generate a total of 27,374 daily vehicle trips for the 'without ITC Project' under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the NFL game event would generate a total of 23,540 daily vehicle trips under Future Opening Year (2027) conditions and 22,294 daily vehicle trips under Future Horizon Year (2045) conditions.

TABLE D1
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL STADIUM FOOTBALL GAME

NFL STADIUM FOOTBALL GAME WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Bike/Walk		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	
Attendees	70,240	83.4%	58,600	3.0	19,533	10.3%	7,225	2.4	3,010	5.0%	3,512	1.3%	903	22,543
Employees	6,000	93.0%	5,580	1.18	4,729	2.0%	120	1.18	102	3.9%	236	1.1%	64	4,831
Total	76,240	-	64,180	-	24,262	-	7,345	-	3,112	-	3,748	-	967	27,374

NFL STADIUM FOOTBALL GAME WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS

	Persons	Auto				TNC				Transit		Bike/Walk		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	
Attendees	70,240	74.0%	51,997	3.0	16,232	10.3%	7,225	2.4	3,010	14.4%	10,115	1.3%	903	19,242
Employees	6,000	82.5%	4,952	1.18	4,196	2.0%	120	1.18	102	14.4%	864	1.1%	64	4,298
Total	76,240	-	56,949	-	20,428	-	7,345	-	3,112	-	10,979	-	967	23,540

NFL STADIUM FOOTBALL (RAMS) GAME WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto				TNC				Transit		Bike/Walk		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Bike/Walk %	Trip Generation (Person Trips)	
Attendees	70,240	70.9%	49,820	3.0	15,143	10.3%	7,225	2.4	3,010	17.5%	12,292	1.3%	903	18,153
Employees	6,000	79.4%	4,766	1.18	4,039	2.0%	120	1.18	102	17.5%	1,050	1.1%	64	4,141
Total	76,240	-	54,586	-	19,182	-	7,345	-	3,112	-	13,342	-	967	22,294

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase in transit mode share and ITC ridership, compared to Future Opening Year (2027) conditions; and consequently, would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. For the NFL football games, the number of required parking spaces is anticipated to be more than the 9,000 on-site parking spaces provided at the Hollywood Park site. The City of Inglewood has identified several city-owned parking facilities and other nearby local parking providers to offer parking for the event. Off-site parking facilities would be provided for NFL football games as shown in Table D2 and Figure D1 (as identified in NFL Stadium's TMOP and IBEC DEIR). As shown, a total of 23,969 parking spaces would be available for attendees for the NFL football events. Shuttle services between the off-site parking facilities and the NFL Stadium during event days would be operated to connect these parking facilities that are not within the walking distance from the Stadium. Attendees of NFL football games would pre-purchase parking at the selected off-site parking locations and then be shuttled to the NFL Stadium.

The Los Angeles Gateway Area parking facilities would be utilized for NFL football game employees. A total of 6,660 parking spaces would be available for employees for the NFL football events. Employees would be shuttled from the Los Angeles Gateway Area to the NFL Stadium.

As indicated in the NFL Stadium's TMOP, the City of Inglewood has developed an intermodal transit center at the City-owned parcel adjacent to the Hollywood Park site. This proposed 4-acre Inglewood Intermodal Transit Facility (ITF) is located at the southeast corner of Prairie Avenue and Arbor Vitae Street and would be used for parking shuttle pick-up and drop-off operations for NFL Stadium attendees and employees.

Special Transit Service. Per the TMOP, special event service connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and Downtown Inglewood Station at under-construction Metro LAX/Crenshaw Line) to the NFL Stadium are being proposed. This shuttle service will use the proposed ITF as the designated pick-up/drop-off location.

Rideshare Locations. Per the City's NFL Stadium game day TMOP, Pincay Drive on the north side between Kareem Court and east of Renaissance Gateway would be used as rideshare drop-off location during event arrival hours. During event departure hours, Kareem Court between the north Forum driveway (Kareem North Gate) and Pincay Drive would be used as rideshare pick-up locations.

**TABLE D2
PARKING LOCATIONS FOR NFL FOOTBALL GAME EVENT**

Name	Address	Total Spaces	Available Spaces	Transportation to Stadium
Attendees				
NFL Stadium	1050 S Prairie Av	9,000	9,000	Walk
FORUM	3900 W Manchester Bl	2,500	2,500	Walk
IBEC - South Parking Structure	3940 W Century Bl	650	650	Walk
IBEC - West Parking Structure	4036 W Century Bl	3,110	3,110	Walk
IBEC - East Parking Structure	3680 W Century Bl	365	365	Walk
City-owned Parking (Manchester)	3363 W Manchester Bl	85	85 [1]	Walk
City-owned Parking (Maple)	1170 Maple St	200	133 [2]	Walk
Civic Center Garage	1 W Manchester Bl	465	279 [1]	Shuttle
Senior Center Garage	335 E Queen St	151	90 [1]	Shuttle
Locust Street Garage	115 S Locust St	300	180 [1]	Shuttle
Playa District	6100 Center Dr	2,709	1,625 [1]	Shuttle
Century Office Garage	5200 W Century Bl	1,050	630 [1]	Shuttle
Pacific Concourse	5220 & 5230 Pacific Concourse Dr	800	480 [1]	Shuttle
El Camino College	16007 Crenshaw Bl	4,071	2,442 [1]	Shuttle
Wateridge Office Park	5161 W Slauson Av	2,200	1,320 [1]	Shuttle
Los Angeles Southwest College	1600 W Imperial Hwy	1,800	1,080 [1]	Shuttle
	Total	29,456	23,969	-
Employees				
Los Angeles Gateway Area	Between I-405 and LAX	9,990	6,660 [2]	Shuttle

[1] Available parking spaces identified in NFL Stadium's Transportation Management and Operations Plan (TMOP), August 2019.

[2] Available parking spaces identified in Inglewood Basketball and Entertainment Center (IBEC) DEIR, December 2019.

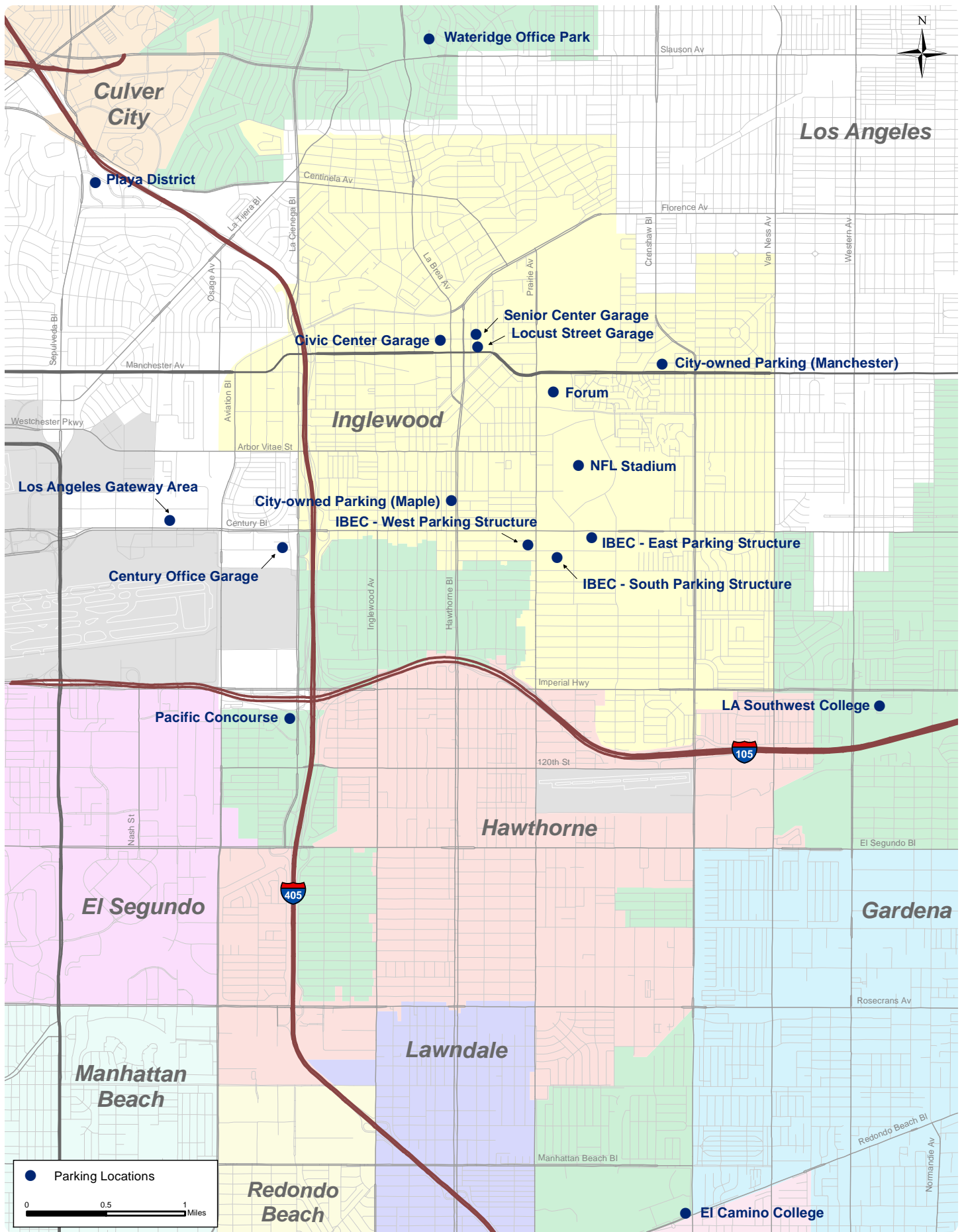


FIGURE D1
NFL FOOTBALL GAME PARKING LOCATIONS

Trip Distribution. Trip distribution for the NFL football game event was based on ticket-sales data synthesized from season ticket-holders database from the 2016-2017 season. This data presents origins of attendees for Rams games held at the Los Angeles Memorial in 2016 by zip codes. The data was utilized to determine the overall distribution by access corridor into the NFL Stadium. The ArcGIS network analyst extension shortest-path methodology was utilized to find the path from the origin zip-codes to the NFL Stadium. The overall generalized geographic distribution of the NFL football game trips is shown in Figure D2 and summarized as follows:

- I-10 to and from the east: 4.1%
- I-10 to and from the west: 2.8%
- I-105 to and from the east: 33.0%
- I-105 to and from the west: 1.0%
- I-110 to and from the north: 12.3%
- I-110 to and from the south: 3.4%
- I-405 to and from the north: 24.5%
- I-405 to and from the south: 15.5%
- Local trips: 3.4%

NFL Stadium – Mid-Size Events

Trip Generation.

Trip generation estimates were developed for the NFL Stadium mid-size event based on mode split and average vehicle occupancy (AVO) for attendees and employees. A sold-out event with maximum number of attendees and employees were assumed in the model (25,000 attendees and 2,000 employees). Mode splits and AVO were developed based on mobile source data from IBEC DEIR. The AVO for attendees was estimated at 3.0, and the AVO for employees was estimated at 1.18.

Utilizing these mode splits and AVOs, the NFL Stadium mid-size event vehicular trip generation was determined. Table D3 summarizes the NFL Stadium mid-size event daily trip (round trip) generation estimates under the ‘without’ and the ‘with’ ITC Project scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, a mid-size event at the NFL Stadium would generate a total of 10,074 daily vehicle trips for the without ITC Project scenario under both Future Opening Year (2027) and Future Horizon Year (2045) conditions.

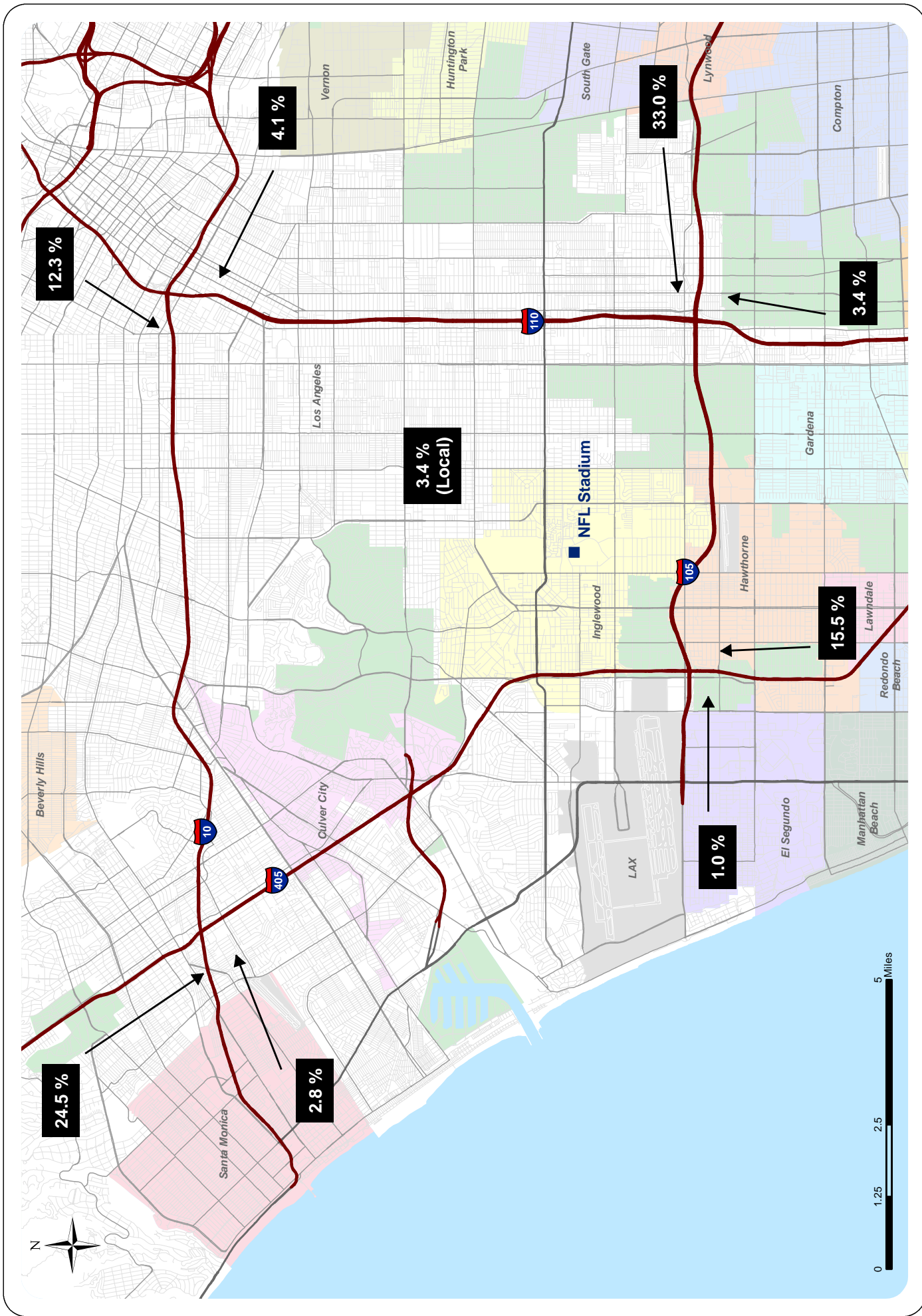


FIGURE D2
TRIP DISTRIBUTION FOR NFL STADIUM FOOTBALL GAME EVENT

TABLE D3
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - NFL MID-SIZE EVENT

NFL STADIUM MID-SIZE EVENTS WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	25,000	88.7%	22,180	3.0	7,393	10.3%	2,570	2.4	1,071	1.0%	250
Employees	2,000	93.0%	1,860	1.18	1,576	2.0%	40	1.18	34	5.0%	100
Total	27,000	-	24,040	-	8,969	-	2,610	-	1,105	-	350
										Overall Trip Generation (Vehicle Trips*)	
										8,464	
										1,610	
										10,074	

NFL STADIUM MID-SIZE EVENTS WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	25,000	71.5%	17,870	3.0	5,238	10.3%	2,570	2.4	1,071	18.2%	4,560
Employees	2,000	79.8%	1,595	1.18	1,352	2.0%	40	1.18	34	18.2%	365
Total	27,000		19,465		6,590		2,610		1,105		4,925
										Overall Trip Generation (Vehicle Trips*)	
										6,309	
										1,386	
										7,695	

NFL STADIUM MID-SIZE EVENTS WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	25,000	67.8%	16,950	3.0	4,778	10.3%	2,570	2.4	1,071	21.9%	5,480
Employees	2,000	76.1%	1,522	1.18	1,289	2.0%	40	1.18	34	21.9%	438
Total	27,000		18,472		6,067		2,610		1,105		5,918
										Overall Trip Generation (Vehicle Trips*)	
										5,849	
										1,323	
										7,172	

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

With implementation of the ITC Project, it is estimated that the mid-size event would generate a total of 7,695 daily vehicle trips under the Future Opening Year (2027) conditions and 7,172 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2027) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Attendees and employees would park at the 9,000 on-site parking spaces provided at the NFL Stadium during a mid-size event.

Rideshare Locations. Pincay Drive on the north side curb between Kareem Court and east of Renaissance Gateway would be used as rideshare drop-off location during event arrival hours. During event departure hours, Kareem Court between the north Forum driveway (Kareem North Gate) and Pincay Drive would be used as rideshare pick-up locations.

Trip Distribution. Trip distribution for the NFL Stadium mid-size event trips was estimated using the mobile source data associated with the Forum Concert as the base, consistent with the IBEC DEIR.

Performance Arena Concerts

Trip Generation

Trip generation estimates were developed for Performance Arena concerts based on number of attendees and employees, their mode splits and average vehicle occupancy (AVO). A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (6,000 attendees and 300 employees). Mode splits and AVOs similar to those developed for the IBEC DEIR were used. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the Performance Arena event vehicular trip generation was determined. Table D4 summarizes the Performance Arena event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2027) and Future Horizon Year (2045) conditions.

TABLE D4
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - PERFORMANCE ARENA

PERFORMANCE ARENA WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto				TNC				Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	6,000	85.0%	5,100	2.18	2,339	10.0%	600	2.18	275	5.0%	300
Employees	300	93.0%	279	1.18	236	2.0%	6	1.18	5	5.0%	15
Total	6,300		5,379		2,575		606		280		315
											Overall Trip Generation (Vehicle Trips*)
											2,614
											241
											2,855

PERFORMANCE ARENA WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto				TNC				Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	6,000	71.8%	4,306	2.18	1,809	10.0%	600	2.18	275	18.2%	1,094
Employees	300	79.8%	239	1.18	203	2.0%	6	1.18	5	18.2%	55
Total	6,300		4,545		2,012		606		280		1,149
											Overall Trip Generation (Vehicle Trips*)
											2,084
											208
											2,292

PERFORMANCE ARENA WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto				TNC				Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	6,000	68.1%	4,085	2.18	1,662	10.0%	600	2.18	275	21.9%	1,315
Employees	300	76.1%	228	1.18	193	2.0%	6	1.18	5	21.9%	66
Total	6,300		4,313		1,855		606		280		1,381
											Overall Trip Generation (Vehicle Trips*)
											1,937
											198
											2,135

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

As indicated in the table, a Performance Arena event would generate a total of 2,855 daily vehicle trips for the 'without ITC Project' scenarios under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the Performance Arena event would generate a total of 2,292 daily vehicle trips under Future Opening Year (2027) conditions and 2,135 daily vehicle trips under Future Horizon Year (2045) conditions. As noted before, completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2027) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Attendees and employees would park at the 9,000 on-site parking spaces provided at the SoFi (NFL) Stadium.

Rideshare Locations. Rideshare drop-off and pick-up would be permitted at all Hollywood Park area entrances along Prairie Avenue, Pincay Drive, and Century Boulevard during arrival and departure hours.

Trip Distribution. Trip distribution for the Performance Arena event trips was based on mobile source data available for a Forum Concert trip distribution as described in the Forum Concert section.

The Forum – Concerts

Trip Generation

Trip generation estimates were developed for the Forum concerts based on number of attendees, employees, their mode splits and AVOs. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (17,500 attendees and 1,120 employees). Mode splits and AVOs were developed based on assumptions similar to those provided in the IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the Forum concert event vehicular trip generation was determined. Table D5 summarizes the Forum concert event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, a Forum concert event would generate a total of 8,849 daily vehicle trips for without ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the mid-size event would generate a total of 6,712 under Future Opening Year (2027) conditions and 6,247 daily vehicle trips Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2027) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. The number of parking spaces needed for attendees and employees would exceed the 2,500 on-site parking capacity provided at the Forum. All remaining parking for Forum concert attendees and employees would occur off-site at the NFL Stadium parking at the Hollywood Park. No additional shuttles would be provided between the Hollywood Park and the Forum.

Rideshare Locations. Rideshare drop-offs are permitted at all Forum entrances along Prairie Avenue, Pincay Drive, and Kareem Court during event arrival hours. During event departure hours, the area on the northeast corner of Prairie Avenue and Pincay Drive (near the Pincay West Gate of the Forum) would be used as rideshare pick-up locations.

Trip Distribution. Trip distribution for the Forum concert trips was based on mobile source data provided in IBEC DEIR. The data presents origins of attendees for 48 dates when events were held at the Forum between October 2017 and April 2018 and in December 2018; the data was presented by sub-area planning regions. The data was disaggregated to zip-code level normalized by the population in each zip code to determine the overall distribution by access corridor into the Forum. The shortest path methodology was utilized to find the path from the origin zip-codes to the Forum. The geographic distribution of the Forum concert trips is shown in Figure D3 and summarized as follows:

- I-10 to and from the east: 7.5%
- I-10 to and from the west: 2.3 %
- I-105 to and from the east: 25.1%

TABLE D5
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - THE FORUM CONCERT EVENT

FORUM CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	17,500	15,575	2.18	7,144	10.0%	1,750	2.18	803	1.0%	175	7,947
Employees	1,120	1,042	1.18	883	2.0%	22	1.18	19	5.0%	56	902
Total	18,620	16,617		8,027		1,772		822		231	8,849

FORUM CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	17,500	12,558	2.18	5,133	10.0%	1,750	2.18	803	18.2%	3,192	5,936
Employees	1,120	893	1.18	757	2.0%	22	1.18	19	18.2%	204	776
Total	18,620	13,451		5,890		1,772		822		3,396	6,712

FORUM CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	Overall Trip Generation (Vehicle Trips*)
Attendees	17,500	11,914	2.18	4,703	10.0%	1,750	2.18	803	21.9%	3,836	5,506
Employees	1,120	852	1.18	722	2.0%	22	1.18	19	21.9%	246	741
Total	18,620	12,766		5,425		1,772		822		4,082	6,247

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

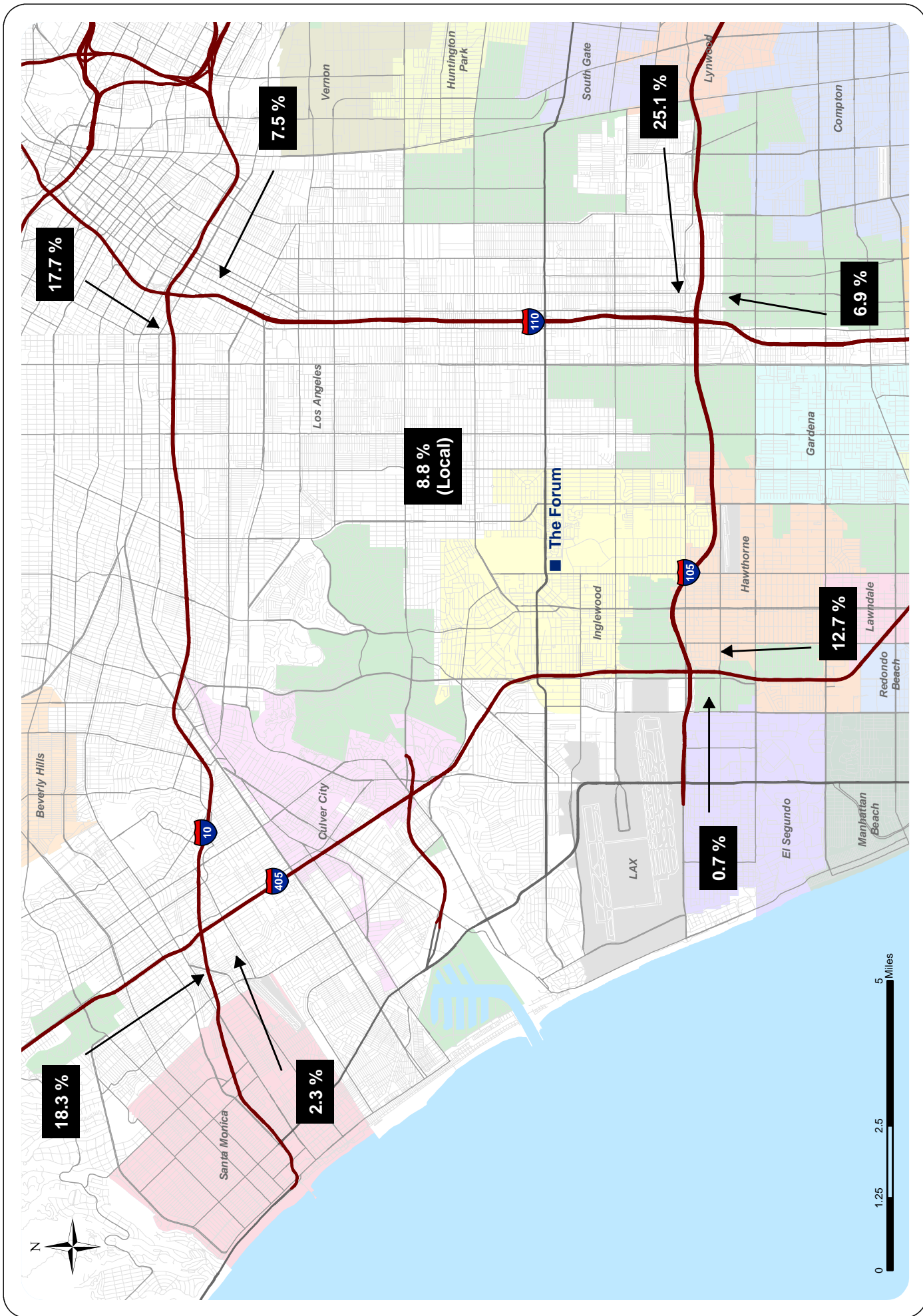


FIGURE D3
TRIP DISTRIBUTION FOR THE FORUM CONCERT EVENT

- I-105 to and from the west: 0.7%
- I-110 to and from the north: 17.7%
- I-110 to and from the south: 6.9%
- I-405 to and from the north: 18.3%
- I-405 to and from the south: 12.7%
- Local trips: 8.8%

IBEC – Clippers NBA Game

Trip Generation

Trip generation estimates were developed for IBEC Clippers NBA games based on number of attendees and employees, and their mode splits and AVOs. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (18,000 attendees and 1,320 employees). Mode shares and AVOs were assumed to be the same as those used in IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.27, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC NBA Game vehicular trip generation was determined. Table D6 summarizes the IBEC NBA Game daily trip (round trip) generation estimates under the ‘without and with the ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an NBA Game would generate a total of 8,517 daily vehicle trips under the without ITC Project scenario in both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the NBA Game event would generate a total of 6,955 daily trips under the Future Opening Year (2027) conditions and 6,464 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2027) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions

Event Parking. The number of parking spaces needed for an IBEC NBA Game to satisfy its parking demand is more than the 4,125 parking spaces provided at the three IBEC parking structures. Additional parking would be utilized at off-site parking facilities. These off-site parking

TABLE D6
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC NBA GAME EVENT

IBEC NBA GAME WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS													
	Persons	Auto				TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)		
	Attendees	18,000	84.0%	15,120	2.27	6,661	10.0%	1,800	2.27	793	6.0%	1,080	7,454
	Employees	1,320	93.0%	1,228	1.18	1,041	2.0%	26	1.18	22	5.0%	66	1,063
	Total	19,320	-	16,348	-	7,702	-	1,826	-	815	-	1,146	8,517

IBEC NBA GAME WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS													
	Persons	Auto					TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)		
	Attendees	18,000	71.8%	12,916	2.27	5,248	10.0%	1,800	2.27	793	18.2%	3,284	6,041
	Employees	1,320	79.8%	1,053	1.18	892	2.0%	26	1.18	22	18.2%	241	914
	Total	19,320	-	13,969	-	6,140	-	1,826	-	815	-	3,525	6,955

IBEC NBA GAME WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS													
	Persons	Auto				TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)		
	Attendees	18,000	67.9%	12,217	2.27	4,800	10.0%	1,800	2.27	793	22.1%	3,983	5,593
	Employees	1,320	75.9%	1,001	1.18	849	2.0%	26	1.18	22	22.1%	292	871
	Total	19,320	-	13,218	-	5,649	-	1,826	-	815	-	4,276	6,464

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

facilities are listed in Table D7 and their location is shown in Figure D4. As indicated, parking spaces provided by the NFL Stadium and the Hollywood Park Casino at the Hollywood Park would be available for the event parking. A total of 13,700 parking spaces would be available for attendees and employees for the IBEC Clippers NBA Games, if multiple events are not anticipated at the venues. As detailed in the IBEC DEIR, employees would be parked within the 100 reserved parking spaces at the IBEC south parking structure; all remaining parking for IBEC Clippers NBA games employees would occur off-site at the NFL Stadium parking.

Special Transit Service. It is anticipated that IBEC would provide transit shuttle service potentially connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and/or Downtown Inglewood Station at the under-construction Metro LAX/Crenshaw Line under the without ITC Project scenario) to the Arena. As indicated in the IBEC DEIR, the shuttle service would drop off and pick up visitors at the location on the east side of Prairie Avenue, immediately adjacent to the IBEC arena.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for IBEC Clippers NBA Game trips was based on mobile source data provided in IBEC DEIR. The data presents origins of attendees at Clippers home games at Staples Center by sub-area planning regions. The geographic distribution of the IBEC Clippers NBA Game trips is shown in Figure D5 and summarized below:

- I-10 to and from the east: 8.6%
- I-10 to and from the west: 1.6%
- I-105 to and from the east: 22.7%
- I-105 to and from the west: 2.1%
- I-110 to and from the north: 21.5%
- I-110 to and from the south: 3.3%
- I-405 to and from the north: 22.4%
- I-405 to and from the south: 10.7%
- Local trips: 7.1%

TABLE D7
PARKING LOCATIONS FOR IBEC NBA GAME EVENT

Name	Address	Total Spaces	Available Spaces	Transportation to Arena
NFL Stadium	1050 S Prairie Av	9,000	9,000	Walk
IBEC - South Parking Structure	3940 W Century Bl	650	650	Walk
IBEC - West Parking Structure	4036 W Century Bl	3,110	3,110	Walk
IBEC - East Parking Structure	3680 W Century Bl	365	365	Walk
Hollywood Park Casino	3883 W Century Bl	1,630	575 [1]	Walk
Total		14,755	13,700	-

[1] Available parking spaces identified in Inglewood Basketball and Entertainment Center (IBEC) DEIR, December 2019.

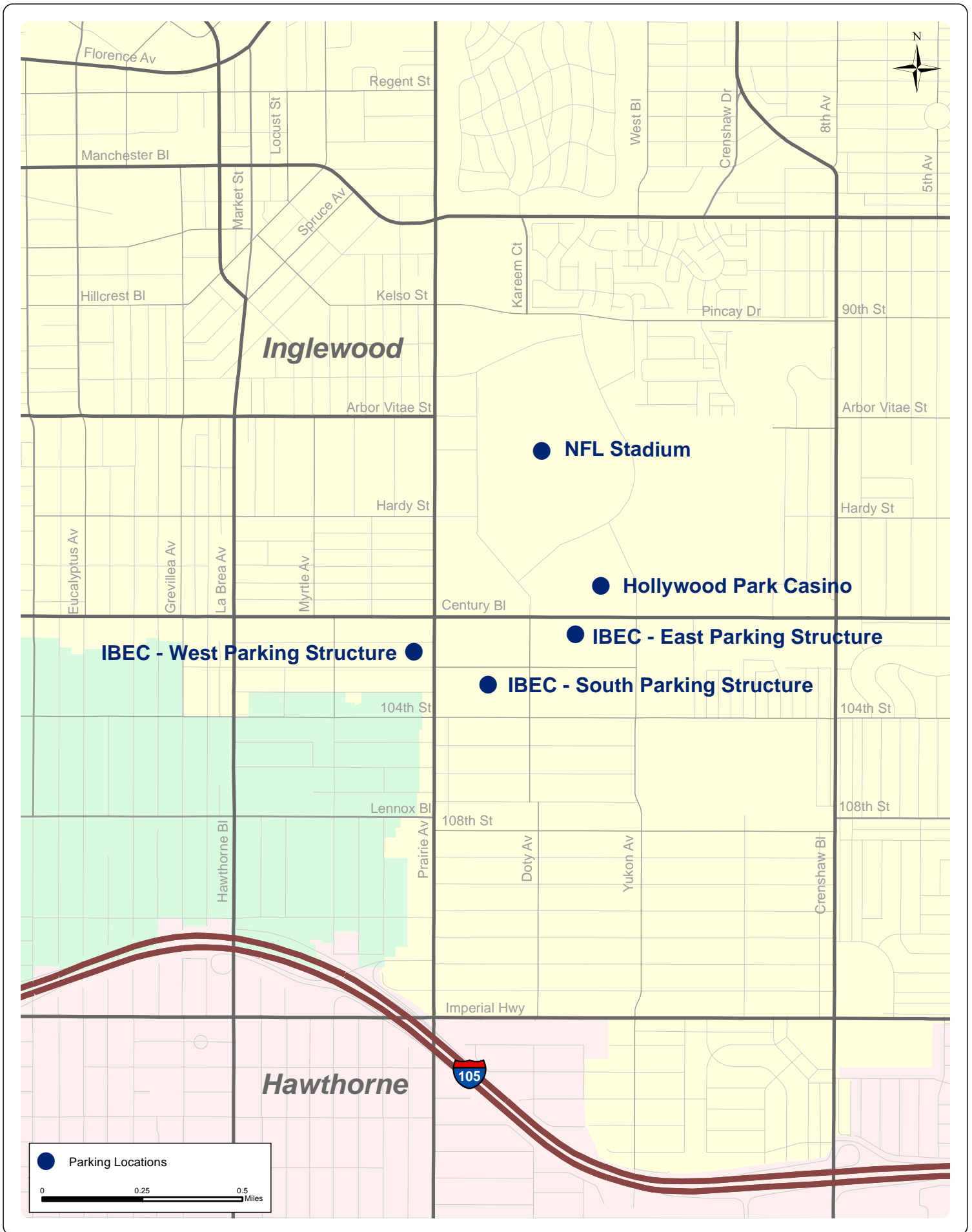


FIGURE D4
IBEC NBA GAME PARKING LOCATIONS

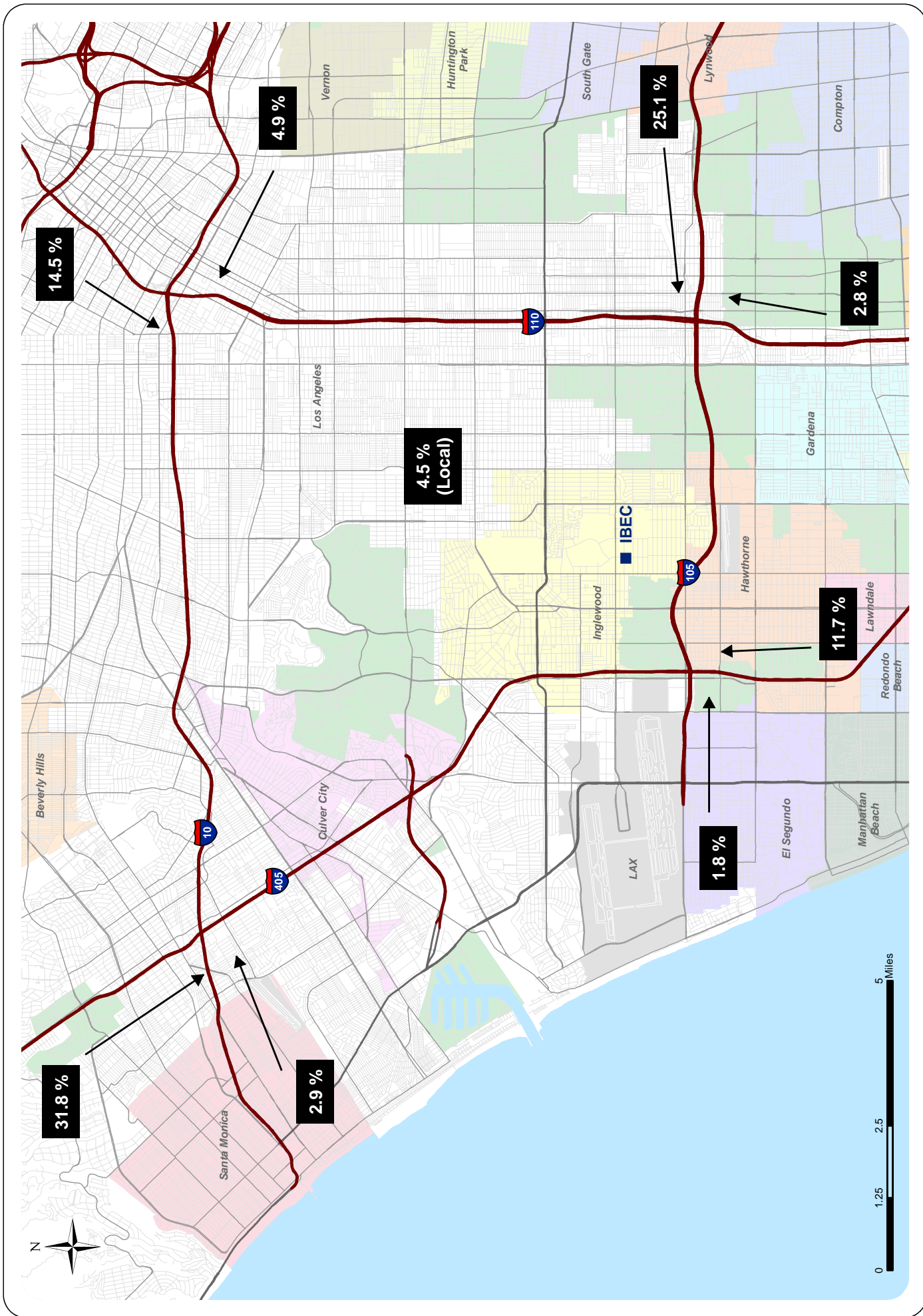


FIGURE D5
TRIP DISTRIBUTION FOR IBEC NBA GAME EVENT

IBEC – Other Sporting Events

Trip Generation

The trip generation estimates for other sporting events at the IBEC facility were developed based on the number of attendees and employees, mode splits and AVOs associated with these events. A sold-out event with maximum number of attendees and employees were assumed in the model (7,500 attendees and 480 employees). Mode splits and AVOs were developed based on mobile source information provided in the IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC other sporting event vehicular trip generation was determined using the ETDM model. Table D8 summarizes the IBEC other sporting event daily trip (round trip) generation estimates under the ‘without’ and the ‘with ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC other sporting event would generate a total of 3,792 daily vehicle trips for the without ITC Project scenarios under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC other sporting event would generate a total of 2,876 daily vehicle trips under the Future Opening Year (2027) conditions and 2,667 daily vehicle trips under the Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2027) conditions; and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC’s East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours, as noted in the IBEC DEIR.

Trip Distribution. Trip distribution for the IBEC other sporting events trips was based on the parameters noted in the IBEC DEIR.

TABLE D8

SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC OTHER SPORTING EVENT

IBEC OTHER SPORTING EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS										
	Persons	Auto			TNC			Transit		Overall Trip Generation (Vehicle Trips*)
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	
Attendees	7,500	89.0%	6,675	2.18	3,062	750	2.18	344	1.0%	3,406
Employees	480	93.0%	446	1.18	378	10	1.18	8	5.0%	386
Total	7,980		7,121		3,440	760		352	99	3,792

IBEC OTHER SPORTING EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto			TNC				Transit		Overall Trip Generation (Vehicle Trips*)
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	7,500	5,382	2.18	2,200	10.0%	750	2.18	344	18.2%	1,368	2,544
Employees	480	383	1.18	324	2.0%	10	1.18	8	18.2%	88	332
Total	7,980	5,764		2,524		760		352		1,456	2,876

IBEC OTHER SPORTING EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS												
	Persons	Auto			TNC					Transit		Overall Trip Generation (Vehicle Trips*)
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)		
Attendees	7,500	67.9%	5,090	2.18	2,006	10.0%	750	2.18	344	22.1%	1,660	2,350
Employees	480	75.9%	364	1.18	309	2.0%	10	1.18	8	22.1%	106	317
Total	7,980		5,454		2,315		760		352		1,766	2,667

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC Concert – Large, Medium, Small Events

Trip Generation

Trip generation estimates were developed for IBEC concert events (large, medium and small events) based on attendance and employee numbers, mode splits and AVOs for attendees and employees. Mode splits and AVOs were developed based on IBEC DEIR. The AVO for attendees using private vehicles and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

A sold-out large concert event with maximum number of attendees and employees were assumed in the model (18,500 attendees and 1,120 employees). Utilizing these mode splits and AVOs, the IBEC large concert event vehicular trip generation was determined. Table D9 summarizes the IBEC large concert event daily trip (round trip) generation estimates under the ‘without’ and the ‘with ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC large concert event would generate a total of 8,964 daily vehicle trips without the ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC large concert event would generate a total of 7,205 under Future Opening Year (2027) conditions and 6,716 daily vehicle trips Future Horizon Year (2045) conditions. Similar to other event conditions, completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share, compared to Future Opening Year (2027) conditions; and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

A sold-out medium concert event with maximum number of attendees and employees were assumed in the model (14,500 attendees and 795 employees). Table D10 summarizes the IBEC medium concert event daily trip (round trip) generation estimates under the ‘without’ and the ‘with ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC medium concert event would generate a total of 6,960 daily vehicle trips without the ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC medium concert event would generate a total of 5,590 daily vehicle trips under Future Opening Year (2027) conditions and 5,210 daily vehicle trips under Future Horizon Year (2045) conditions.

TABLE D9
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC LARGE CONCERT

IBEC LARGE CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS									
	Persons	Auto			TNC				
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit % Trip Generation (Person Trips)
Attendees	18,500	15,725	2.18	7,213	10.0%	1,850	2.18	849	5.0%
Employees	1,120	1,042	1.18	883	2.0%	22	1.18	19	5.0%
Total	19,620	16,767	-	8,096	-	1,872	-	868	-
									Overall Trip Generation (Vehicle Trips*)
									8,062
									902
									8,964

IBEC LARGE CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS									
	Persons	Auto			TNC				
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit % Trip Generation (Person Trips)
Attendees	18,500	13,275	2.18	5,580	10.0%	1,850	2.18	849	18.2%
Employees	1,120	893	1.18	757	2.0%	22	1.18	19	18.2%
Total	19,620	14,168	-	6,337	-	1,872	-	868	-
									Overall Trip Generation (Vehicle Trips*)
									6,429
									776
									7,205

IBEC LARGE CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS									
	Persons	Auto			TNC				
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit % Trip Generation (Person Trips)
Attendees	18,500	12,595	2.18	5,126	10.0%	1,850	2.18	849	21.9%
Employees	1,120	852	1.18	722	2.0%	22	1.18	19	21.9%
Total	19,620	13,447	-	5,848	-	1,872	-	868	-
									Overall Trip Generation (Vehicle Trips*)
									5,975
									741
									6,716

* Daily round trips.
[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

TABLE D10
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC MEDIUM CONCERT

IBEC MEDIUM CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	14,500	85.0%	12,325	2.18	5,654	10.0%	1,450	2.18	665	5.0%	725
Employees	795	93.0%	739	1.18	627	2.0%	16	1.18	13	5.0%	40
Total	15,295		13,064		6,281		1,466		679		765
											Overall Trip Generation (Vehicle Trips*)
											6,319
											640
											6,960

IBEC MEDIUM CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	14,500	71.8%	10,405	2.18	4,374	10.0%	1,450	2.18	665	18.2%	2,645
Employees	795	79.8%	634	1.18	537	2.0%	16	1.18	13	18.2%	145
Total	15,295		11,039		4,911		1,466		679		2,790
											Overall Trip Generation (Vehicle Trips*)
											5,039
											550
											5,590

IBEC MEDIUM CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC				Transit		
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	14,500	68.1%	9,872	2.18	4,018	10.0%	1,450	2.18	665	21.9%	3,178
Employees	795	76.1%	605	1.18	513	2.0%	16	1.18	13	21.9%	174
Total	15,295		10,476		4,531		1,466		679		3,353
											Overall Trip Generation (Vehicle Trips*)
											4,683
											526
											5,210

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

A sold-out small concert event with maximum number of attendees and employees were assumed in the model (9,500 attendees and 530 employees). Table D11 summarizes the IBEC small concert event daily trip (round trip) generation estimates for the 'without' and the 'with ITC Project' scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC small concert event would generate a total of 4,567 daily vehicle trips for without ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC small concert event would generate a total of 3,668 daily vehicle trips under Future Opening Year (2027) conditions and 3,419 daily vehicle trips under Future Horizon Year (2045) conditions.

Event Parking. The number of parking spaces needed for large concert attendees and employees would exceed the 4,125 on-site parking spaces provided by the three IBEC parking structures. All remaining parking for large concert attendees and employees would occur off-site at adjacent parking lots.

The number of parking spaces needed for medium and small concert attendees and employees could be accommodated within the 4,125 on-site parking spaces provided by the three IBEC parking structures.

Special Transit Service. IBEC would provide transit shuttle service for large concerts potentially connecting Metro rail stations (Hawthorne/Lennox Station and Crenshaw Station at Metro C Line, and/or Downtown Inglewood Station at the under-construction Metro LAX/Crenshaw Line without the ITC Project) to the Arena. As indicated in the IBEC DEIR, the shuttle service would drop off and pick up visitors along the east side of Prairie Avenue, immediately adjacent to the IBEC arena.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC concerts trips was based on mobile source data from Forum Concert trip distribution, as described in the Forum Concert section.

TABLE D11
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC SMALL CONCERT

IBEC SMALL CONCERT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS										
	Persons	Auto			TNC				Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	9,500	8,075	2.18	3,704	10.0%	950	2.18	436	5.0%	475
Employees	530	493	1.18	418	2.0%	11	1.18	9	5.0%	27
Total	10,030	8,568		4,122		961		445		502
										Overall Trip Generation (Vehicle Trips*)
										4,140
										427
										4,567

IBEC SMALL CONCERT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS										
	Persons	Auto			TNC				Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	9,500	6,817	2.18	2,865	10.0%	950	2.18	436	18.2%	1,733
Employees	530	423	1.18	358	2.0%	11	1.18	9	18.2%	97
Total	10,030	7,240		3,223		961		445		1,829
										Overall Trip Generation (Vehicle Trips*)
										3,301
										367
										3,668

IBEC SMALL CONCERT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS										
	Persons	Auto			TNC				Transit	
		Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	9,500	6,468	2.18	2,632	10.0%	950	2.18	436	21.9%	2,082
Employees	530	403	1.18	342	2.0%	11	1.18	9	21.9%	116
Total	10,030	6,871		2,974		961		445		2,199
										Overall Trip Generation (Vehicle Trips*)
										3,068
										351
										3,419

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC – Family Show Events

Trip Generation

Trip generation estimates were developed for IBEC family show events based on mode splits and AVO for attendees and employees. A sold-out event with maximum number of attendees and employees was assumed in the ETDM model (8,500 attendees and 530 employees). Mode splits and AVOs were based on IBEC DEIR. The AVO for attendees using private vehicles/TNCs was estimated at 2.18, and the AVO for employees using private vehicles/TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC family show event vehicular trip generation was determined. Table D12 summarizes the IBEC family show event daily trip (round trip) generation estimates under without and with ITC Project conditions under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC family show event would generate a total of 4,131 daily vehicle trips for without ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC family show event would generate a total of 3,321 under Future Opening Year (2027) conditions and 3,096 daily vehicle trips Future Horizon Year (2045) conditions. Completion of regional and local transit projects by Year 2045 would create greater transit connectivity, resulting in an increase of ITC ridership and transit mode share compared to Future Opening Year (2027) conditions and consequently would reduce the private vehicle mode split under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees could be parked within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC's East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC family shows trips was based on Forum Concert trip distribution as described in the Forum Concert section.

TABLE D12
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC FAMILY SHOWS

IBEC FAMILY SHOW WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	8,500	85.0%	7,225	2.18	3,314	10.0%	850	2.18	390	5.0%	425	3,704
Employees	530	93.0%	493	1.18	418	2.0%	11	1.18	9	5.0%	27	427
Total	9,030		7,718		3,732		861		399		452	4,131

IBEC FAMILY SHOW WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	8,500	71.8%	6,099	2.18	2,564	10.0%	850	2.18	390	18.2%	1,551	2,954
Employees	530	79.8%	423	1.18	358	2.0%	11	1.18	9	18.2%	97	367
Total	9,030		6,522		2,922		861		399		1,647	3,321

IBEC FAMILY SHOW WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	8,500	68.1%	5,787	2.18	2,355	10.0%	850	2.18	390	21.9%	1,863	2,745
Employees	530	76.1%	403	1.18	342	2.0%	11	1.18	9	21.9%	116	351
Total	9,030		6,190		2,697		861		399		1,979	3,096

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

IBEC – Corporate / Community Events

Trip Generation

Trip generation estimates were developed for IBEC corporate/community events based on mode splits and AVO for attendees and employees. A sold-out event with maximum number of attendees and employees were assumed in the model (2,000 attendees and 25 employees). Mode splits and AVOs were developed based on IBEC DEIR. The AVO for attendees using private vehicles was estimated at 1.20 and TNCs was estimated at 2.18, and the AVO for employees using private vehicles and TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC corporate/community event vehicular trip generation was determined. Table D13 summarizes the IBEC corporate/community event daily trip (round trip) generation estimates under the ‘without’ and the ‘with ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, a corporate/community event would generate a total of 1,595 daily vehicle trips without the ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC corporate/community event would generate a total of 1,306 under Future Opening Year (2027) conditions and 1,244 daily vehicle trips Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures, per the IBEC DEIR.

Rideshare Locations. IBEC’s East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC corporate / community events trips was based on information from the IBEC DEIR.

TABLE D13
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC CORPORATE/COMMUNITY EVENT

IBEC CORPORATE/COMMUNITY EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	2,000	89.0%	1,780	1.20	1,483	10.0%	200	2.18	92	1.0%	20
Employees	25	93.0%	23	1.18	19	2.0%	1	1.18	1	5.0%	1
Total	2,025		1,803		1,502		201		93		21
										Overall Trip Generation (Vehicle Trips*)	
										1,575	
										20	
										1,595	

IBEC CORPORATE/COMMUNITY EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	2,000	71.8%	1,435	1.20	1,196	10.0%	200	2.18	92	18.2%	365
Employees	25	79.8%	20	1.18	17	2.0%	1	1.18	1	18.2%	5
Total	2,025		1,455		1,213		201		93		370
										Overall Trip Generation (Vehicle Trips*)	
										1,288	
										18	
										1,306	

IBEC CORPORATE/COMMUNITY EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS											
	Persons	Auto			TNC					Transit	
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)
Attendees	2,000	68.1%	1,362	1.20	1,135	10.0%	200	2.18	92	21.9%	438
Employees	25	76.1%	19	1.18	16	2.0%	1	1.18	1	21.9%	5
Total	2,025		1,381		1,151		201		93		444
										Overall Trip Generation (Vehicle Trips*)	
										1,227	
										17	
										1,244	

* Daily round trips.

IBEC – Plaza Events

Trip Generation. Trip generation estimates were developed for IBEC plaza events based on mode splits and AVOs for attendees and employees, from the IBEC DEIR. A sold-out event with maximum number of attendees and employees were assumed in the ETDM model (4,000 attendees and 25 employees). The AVO for attendees using private vehicles/TNCs was estimated at 2.18, and the AVO for employees using private vehicles/TNCs was estimated at 1.18.

Utilizing these mode splits and AVOs, the IBEC plaza event vehicular trip generation was determined. Table D14 summarizes the IBEC plaza event daily trip (round trip) generation estimates for the ‘without’ and the ‘with ITC Project’ scenarios under Future Opening Year (2027) and Future Horizon Year (2045) conditions. As indicated in the table, an IBEC plaza event would generate a total of 1,764 daily vehicle trips without the ITC Project under both Future Opening Year (2027) and Future Horizon Year (2045) conditions. With implementation of the ITC Project, it is estimated that the IBEC plaza event would generate a total of 1,408 daily vehicle trips under Future Opening Year (2027) conditions and 1,309 daily vehicle trips under Future Horizon Year (2045) conditions.

Event Parking. Event attendees and employees are assumed to park within the 4,125 on-site parking spaces provided at the three IBEC parking structures.

Rideshare Locations. IBEC’s East Transportation and Hotel Site (bounded by the Century Boulevard on the north, 102nd Street on the south, and industrial and commercial uses on the east and west) would serve as the rideshare drop-off and pick-up locations during event arrival and departure hours.

Trip Distribution. Trip distribution for the IBEC plaza events trips was based on information provided in the IBEC DEIR.

TABLE D14
SUMMARY OF ESTIMATED WEEKDAY TRIP GENERATION - IBEC PLAZA EVENT

IBEC PLAZA EVENT WITHOUT PROJECT - FUTURE OPENING YEAR (2027) AND FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	85.0%	3,400	2.18	1,560	10.0%	400	2.18	183	5.0%	200	1,743
Employees	25	93.0%	23	1.18	20	2.0%	1	1.18	0	5.0%	1	20
Total	4,025		3,423		1,580		401		184		201	1,764

IBEC PLAZA EVENT WITH ITC PROJECT - FUTURE OPENING YEAR (2027) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	71.8%	2,870	2.18	1,207	10.0%	400	2.18	183	18.2%	730	1,390
Employees	25	79.8%	20	1.18	17	2.0%	1	1.18	0	18.2%	5	17
Total	4,025		2,890		1,224		401		184		734	1,408

IBEC PLAZA EVENT WITH ITC PROJECT - FUTURE HORIZON YEAR (2045) CONDITIONS

	Persons	Auto			TNC				Transit			Overall Trip Generation (Vehicle Trips*)
		Auto %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips) [1]	TNC %	Trip Generation (Person Trips)	Vehicle Occupancy Rates (AVO)	Trip Generation (Vehicle Trips)	Transit %	Trip Generation (Person Trips)	
Attendees	4,000	68.1%	2,723	2.18	1,109	10.0%	400	2.18	183	21.9%	877	1,292
Employees	25	76.1%	19	1.18	16	2.0%	1	1.18	0	21.9%	5	16
Total	4,025		2,742		1,125		401		184		882	1,309

* Daily round trips.

[1] The reduction in auto trip generation is due to those shifting from using autos to using transit/ITC Project.

VMT MODEL FOR EVENTS

For assessment and evaluation of VMTs, event-based VMT spreadsheet models were developed using data from the METRO's Mode Split Model for the 'without' and the 'with the proposed ITC Project' scenarios under Future opening year (2027) and Future horizon year (2045) conditions. VMT models were prepared for all the twelve types of events occurring at the NFL Stadium, the Performance Arena, the Forum, and the IBEC. Private vehicles, shuttles, and TNCs for both attendees and employees were included in the VMT estimation models.

For event attendees using private vehicles, the vehicle trip length from each zip code to different parking facilities was derived using the shortest path methodology. The number of vehicle trips was based on the trip generation estimates and the event parking assumptions described in previous sections. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by attendees using private vehicles. For event attendees using TNCs, a similar methodology was utilized taking into consideration the designated TNC locations.

For event employees using private vehicles, the average trip length of 13.4 miles derived from the SCAG travel demand model was assumed, as identified in the IBEC DEIR. The number of vehicle trips by parking facilities was based on the trip generation estimates and the event parking assumptions described in previous sections. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by employees using private vehicles. For event employees using TNCs, a similar methodology was utilized taking into consideration the designated TNC pick-up/drop-off locations.

For attendees and employees taking shuttles, the vehicle trip length was calculated using the shortest path methodology for the distance between the parking facilities / transit rail stations and the designated shuttle pick-up/drop-off locations. The number of vehicle trips was based on the trip generation estimates described in previous sections. No shuttles to rail transit were assumed for smaller events, consistent with IBEC DEIR. The vehicle trip length and the number of vehicle trips were utilized to determine the VMTs generated by attendees and employees using shuttles.

The VMTs from private vehicles, TNCs, shuttles were combined and updated to estimate the two-way travel generated by an event on a daily basis. The event daily VMT estimates were annualized using the number of the various event types anticipated per year as described in *Chapter V - Inglewood Venues Profile of Events*. The results of the VMT per event without the ITC Project (Future Opening Year (2027) and Future Horizon Year (2045) conditions) are

summarized in Table D15. Table D16 summarizes the VMT per event with the ITC Project for Future Opening Year (2027) conditions, while Table D17 summarizes the VMT per event with the ITC Project for Future Horizon Year (2045) conditions.

FUTURE OPENING YEAR (2027) WITH EVENTS - ANNUAL VMT

The annual VMT estimates for all events were developed using the ETDM VMT models. All the anticipated events at the Sofi (NFL) Stadium, the Performance Arena, the Forum, and the Inglewood Basketball and Entertainment Center (IBEC) were included. Assumptions associated with trip generation and mode splits from Metro's model were used to estimate daily vehicle miles traveled under Future Opening Year (2027) conditions. The event only VMTs were obtained by annualizing the daily VMTs utilizing the event profile of the various event types anticipated per year as discussed in Chapter V.

The Future Opening Year (2027) non-event annual VMTs and event-only (events from all venues) annual VMTs were aggregated to develop the overall Future Opening Year (2027) with Events annual VMT. The results are summarized in Table D18.

As shown in the table, the annual VMT would be reduced from 1,346,432,106 vehicle-miles (without ITC Project) to 1,310,204,482 vehicle-miles (with ITC Project) under Future Opening Year (2027) conditions. An overall reduction in annual VMT of approximately 36-million vehicle-miles traveled (2.7%) is estimated with the implementation of the proposed ITC Project under Future Opening Year (2027) with Events conditions.

FUTURE HORIZON YEAR (2045) WITH EVENTS - ANNUAL VMT

The Future Horizon Year (2045) non-event annual VMTs and event-only (events from all venues) annual VMTs were combined to develop the overall Future Horizon Year (2045) with Event annual VMT. The results are summarized in Table D19. As shown in the table, the annual VMT would be reduced from 1,469,905,139 vehicle-miles (without ITC Project) to 1,426,761,804 vehicle-miles (with ITC Project) under Future Horizon Year (2045) conditions. An overall reduction in annual VMT of approximately 43-million vehicle-miles traveled (2.9%) is estimated with the implementation of the proposed ITC Project under Future Horizon Year (2045) with Events conditions.

TABLE D15
VMT - EVENTS WITHOUT ITC PROJECT (YEAR 2027 AND YEAR 2045)

Venue/Event Type ^[1]	Number of Events/Year ^[1]	VMT per Event	Annual VMT
NFL Game	20	1,368,495	27,369,901
NFL - Mid-Size Event	8	382,361	3,058,887
Performance Arena - Concert	75	111,237	8,342,761
The Forum - Concert	75	342,166	25,662,478
IBEC - NBA Game	49	306,459	15,016,496
IBEC - Other Sporting Event	35	136,330	4,771,544
IBEC - Large Concert	5	348,524	1,742,622
IBEC - Medium Concert	8	273,292	2,186,335
IBEC - Small Concert	10	179,337	1,793,372
IBEC - Family Shows	20	160,483	3,209,655
IBEC - Corporate Events	100	64,042	6,404,235
IBEC - Plaza Events	16	71,416	1,142,660
TOTAL	421	3,744,143	100,700,946

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 16
VMT - EVENTS WITH ITC PROJECT (YEAR 2027)

Venue/Event Type ^[1]	Number of Events/Year ^[1]	VMT per Event	Annual VMT
NFL Game	20	1,172,624	23,452,488
NFL - Mid-Size Event	8	289,911	2,319,290
Performance Arena - Concert	75	89,092	6,681,887
The Forum - Concert	75	258,120	19,358,974
IBEC - NBA Game	49	249,678	12,234,199
IBEC - Other Sporting Event	35	102,381	3,583,350
IBEC - Large Concert	5	279,641	1,398,204
IBEC - Medium Concert	8	219,319	1,754,553
IBEC - Small Concert	10	143,809	1,438,089
IBEC - Family Shows	20	128,697	2,573,934
IBEC - Corporate Events	100	52,420	5,242,010
IBEC - Plaza Events	16	57,026	912,423
TOTAL	421	3,042,718	80,949,401

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE 17
VMT - EVENTS WITH ITC PROJECT (YEAR 2045)

Venue/Event Type ^[1]	Number of Events/Year ^[1]	VMT per Event	Annual VMT
NFL Game	20	1,108,591	22,171,813
NFL - Mid-Size Event	8	269,770	2,158,162
Performance Arena - Concert	75	82,927	6,219,526
The Forum - Concert	75	239,932	17,994,937
IBEC - NBA Game	49	231,761	11,356,312
IBEC - Other Sporting Event	35	94,605	3,311,180
IBEC - Large Concert	5	260,491	1,302,455
IBEC - Medium Concert	8	204,288	1,634,301
IBEC - Small Concert	10	133,908	1,339,078
IBEC - Family Shows	20	119,843	2,396,867
IBEC - Corporate Events	100	49,934	4,993,446
IBEC - Plaza Events	16	53,023	848,361
TOTAL	421	2,849,074	75,726,437

[1] Based on list of events as shown in *Inglewood Basketball and Entertainment Center DEIR* , ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

TABLE D18
SUMMARY OF ANNUAL VMT WITHOUT AND WITH ITC PROJECT
FUTURE OPENING YEAR (2027) WITH EVENTS CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Future Opening Year (2027) Non-Event	1,245,731,160	1,229,255,081
All Events	100,700,946	80,949,401
Future Opening Year (2027) with Events	1,346,432,106	1,310,204,482

TABLE D19
SUMMARY OF ANNUAL VMT WITHOUT AND WITH ITC PROJECT
FUTURE HORIZON YEAR (2045) WITH EVENTS CONDITIONS

Scenario	Annual VMT	
	Without ITC	With ITC
Future Horizon Year (2045) Non-Event	1,369,204,193	1,351,035,367
All Events	100,700,946	75,726,437
Future Horizon Year (2045) with Events	1,469,905,139	1,426,761,804

APPENDIX E

RELATED PROJECTS LIST

**TABLE E1
ITC RELATED PROJECTS LIST**

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
City of Inglewood			
1	Starbucks Drive-Thru Kiosk	1740 Centinela Avenue	Construct 900 sf Starbucks drive-thru kiosk
2	Commercial Building	721 N. La Brea Avenue	Demolish 1,210 sf and add 1,312 sf to an existing commercial building
3	Condominiums	329 E. Hazel Street	Development of 4-unit Condo with 10 parking spaces per SP-1229
4	Parking Lot Improvement	2616-2878 W. Imperial Highway	Renovation and adding 13,000 sf, façade and parking lot improvement of an existing shopping center
5	Condominiums	501 E. 99th Street	12 new condominiums
6	Apartments	704 N. Market Street	12 new residential apartment units
7	Senior Center	111 N. Locust Street	New Senior Center
8	Condominiums	664 E. Manchester Terrace	Four (4) new residential condominiums
9	Apartments	844 N. Centinela Avenue	Four (4) new residential apartment units
10	Apartments	125 E. Spruce Avenue	Seven (7) new apartment units with semi-subterranean parking
11	Manufacturing/Warehouse w/ Office	234 W. Hyde Park Boulevard	Construct new 140,185 sf manufacturing/warehouse building including 7,500 sf of office space
12	Parking Lot	279 W. Beach Avenue	Development of 190 parking spaces
13	Townhomes	573 1/2 E. Hyde Park Place	Construct three townhomes with 6 enclosed parking spaces
14	Senior Housing	508 S. Eucalyptus Avenue	40-unit senior affordable housing development
15	Residential Project	575 E. Hyde Park Boulevard	Three-unit two-story residential building
16	Office Project	401 W. Arbor Vitae Street	Addition of four new offices in office complex and one new bathroom, demolish existing bathroom and existing office space, and add 4 new parking spaces
17	Townhomes	333 N. Prairie Avenue	310 townhome units at the former Daniel Freeman site
18	Commercial Building	408 E. Warren Lane	New two-story 2,542 sf commercial building
19	Gas Station w/ Mini-Mart	8307 S. La Cienega Boulevard	Construct a new 3,636 sf structure (mini market and retail space) at an existing gas station operation
20	Mixed-Use Project	D3 SITE (La Brea Avenue/Florence Avenue)	243 units; 40,000 sf retail
21	Centinela Hospital	555 W. Hardy Street	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953 2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 sf repair shop building and 4,200 sf electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street 3. Emergency Department: A new 2,400 sf addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds) 4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 sf), the partial demolition of a 4,670 sf building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus
22	Hollywood Park Project	1050 S. Prairie Avenue	70,240-seat sport stadium; 6,000-seat performance venue; 2,500 du residential; 890,000 sf retail; 780,000 sf office; 300-room hotel; 24.95 acres open space; 4 acres civic site
23	Apartments	417-433 Centinela Avenue	116-unit apartment
24	Residential	3660 W. 107th Street	New 3 du with 6 car garage
25	Congregate Care	614 E. Hyde Park Boulevard	18-bed congregare living facility
26	Apartments	921 N. Edgewood Street	38-unit apartment
27	Townhomes	113-133 Plymouth Street	20-unit townhome development
28	Condominiums	316 Hardy Street	5-unit condominium development
29	Self-Storage Project	705-715 N. Centinela Avenue	81,613 sf, approximately 400-unit, five-story self-storage
30	Retail	101,125,139,140,150 Market Street	40,000 sf retail and 150 parking spaces
31	Hotel Project	11111 S. Prairie Avenue	120-room hotel
32	Murphy Bowl Project (Clippers)	Yukon Avenue/Century Boulevard	18,500-seat venue with associated ancillary uses
33	Imperial/Crenshaw TOD	Imperial Highway/Crenshaw Boulevard	Transit oriented development plan
34	Westchester/Veterans TOD	Florence Avenue/Hindry Avenue	Transit oriented development plan
35	Downtown (Florence/La Brea) TOD	Florence Avenue/La Brea Avenue	Transit oriented development plan
36	Fairview Heights (Florence/West) TOD	Florence Avenue/West Boulevard	Transit oriented development plan
37	Hollywood Park Phase II	1050 S. Prairie Avenue	Approximately 5,250,000 sf of office
38	Condominium Development	981 E. 68th Street	3-unit detached condominium
39	Multi Family Development	411 E. Hazel Street	18-unit multi-family building
40	Multi Family Development	222 W. Spruce Avenue	10-unit multi-family building
41	Multi Family Development	819 E. La Palma Drive	5-unit multi-family building
42	Condominium Development	417 N. Market Street	Two 6-unit condominium buildings
43	Congregate Living Facility	814 N. Market Street	Construction of a new 12 unit, 5,163 sf congregare health, residential care facility
44	Los Angeles Philharmonic Association - Youth Orchestra Program (YOLA)	101 S. La Brea Avenue	Los Angeles Philharmonic Association - Youth Orchestra Program that will serve students 6 - 18 yrs. Expand the existing structure to a venue that is approximately 25,500 sf. The venue will serve as the home for YOLA performances, special events showcasing guest artists and LA Phil's national education programs, and some other performances. There will be 350-500 students from Monday to Saturday and around 150 on Sundays
45	Apartment Building	3920 W. 108th Street	3-unit apartment building
46	Self Storage Facility	943-959 W. Hyde Park Boulevard	Five-story self storage facility (159,498 sf)
47	General Plan Amendment for Rental Car Facility	8911 Aviation Boulevard	General Plan Amendment for rental car facility (173,804 sf)
48	General Plan Amendment to Incorporate Environmental Justice Element	Citywide	General Plan Amendment to incorporate Environmental Justice Element
49	Hotel	3900 W. Century Boulevard	Hotel renovation 4 units
50	Senior Housing and Pre-school	3320 W. 85th Street	65 unit senior housing and a 4,313 sf pre-school to replace existing church, pre-school (serving 70 students)
51	Multi Family	332 Stepney Street	8-unit multi-family building with 3 affordable housing units
52	Mixed-Use	336 W. Hillcrest Boulevard	62 unit mixed use development
53	Self Storage Facility	3700 102nd Street	Five-story 79,415 sf self storage facility
54	Condominiums	423 E. Warren Lane	44 units condos with 5 V.L.I. units
55	Hotel	3820 W. 102nd Street	300 room, fourteen-story hotel with 349 parking spaces
56	Multi Family	715 N. Marlborough Avenue	Conversion of 3 offices into residential units with one affordable unit
57	Apartments	220 E. Hazel Street	7,161 sf, 4 unit apartment building with subterranean parking
58	Commercial Building	970 W. Manchester Boulevard	1,800 sf car/bus wash and above ground fueling station within a car rental site
59	Apartments	1013 E. La Palma Drive	Three-story apartment unit, three unit
60	Apartments	608 E. Queen Street	4-unit apartment building and parking
61	Commercial Building	455 N. Prairie Avenue	6,530 sf, two-story medical office building
62	Commercial Building	335 Glasgow Avenue	Auto rental facility
63	Apartments	1001 N. Welton Way	New 11-unit apartment building
64	Commercial Building	1031 Manchester Boulevard	Construct restaurant with outdoor dining for existing brewery
65	Multi Family	527 E. Hyde Park Boulevard	21-unit, four-story building with two affordable units
66	Fast Food Restaurant	230 W. Arbor Vitae Street	Construction of a new 899 sf fast food restaurant building
67	Multi Family	716 W. Beach Avenue	42,745 sf, 42 unit multi-family apartment (41 affordable units)
68	Townhomes	627 W. Hill Street	8-unit new townhomes
69	Multi Family	3362 Imperial Highway	3-unit three-story triplex
70	Starbucks	4801 Century Boulevard	185 sf addition for drive-thru only Starbucks coffee shop
71	Hotel	4049 Century Boulevard	145-room hotel
72	Multi Family	334 Stepney Street	4-unit condo subdivision
73	Mixed-Use Project	317 S. La Brea	311 units (32 affordable and 5 live-work units); 22,000 sf commercial/retail; 361 parking spaces
74	Multi Family	11227 S. Prairie Avenue	400 units
City of Los Angeles			
75	Mixed-Use: Residential, Retail & Office	601 S. Ocean Front Walk	Mixed-use: SFDU (joint live/work), 5,254 sf retail and 22,738 sf office

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
76	Marina Island Mixed-Use: Apartment & Office	5000 S. Beethoven Street	Mixed-Use: 156-unit apartment and 33,484 sf office
77	Office Project	12575 Beatrice Street	250,000 sf office. Existing 23,000 sf office to be removed
78	Mixed-Use: Apartment & Restaurant	3644 S. Overland Avenue	New mixed-use: 92-unit apartment and 1,573 sf restaurant use (110 spaces)
79	Bakery with Retail & Restaurant	320 E. Sunset Avenue	Change of use from 4,675 sf commercial office to 6,000 sf bakery/retail/restaurant (4,737 sf indoor and 1,263 sf indoor and outdoor seating area)
80	Mixed-Use: Condominium & Retail	4363 S. Lincoln Boulevard	Consultation: proposed ten-story, 80 condominium units and 15,100 sf supermarket
81	Hotel	9800 S. Sepulveda Boulevard	Change of use from 118,490 sf office (nine-story building) to 178-room hotel with restaurant and spa ("O" Hotel)
82	Sterling West School	5206 W. Thornburn Street	New 50-student private school (grades 3-12)
83	Ballona Wetlands Ecological Reserve Restoration Project	Ballona Wetlands	Restoration of wetlands/ecological reserve
84	Wrapper Office Building Project	5790 W. Jefferson Boulevard	Construct ten-story 150,761 sf office building
85	Playa Vista Phase I	Jefferson Boulevard b/t Lincoln Boulevard and Centinela Avenue	1. Include 3,246 du, 1,570,000 sf of office use, 25,000 sf of retail use and 65,000 sf of community serving use 2. West site include 400,000 sf office use, 705 du apartment, 80 du condominiums, 80 du senior apartments
86	The Village at Playa Vista (Phase II)	s/o Jefferson Boulevard/Westlawn Avenue	Include 2,600 du, 175,000 sf of office use, 150,000 sf of retail use, and 40,000 sf of community serving uses
87	Mixed-Use Apartment, Office, Retail, and Restaurant	10601 Washington Boulevard	126-unit apartment, 23 ksf office, 9 ksf retail, 9 ksf restaurant. Existing 10 ksf office to be removed
88	Mixed-Use Condominium and Retail	3115 S. Sepulveda Boulevard	(Preliminary) 175-unit condominium and 28 ksf retail. Existing 28 ksf discount store to be removed
89	Condominium	11131 Rose Avenue	227-unit condominium. Existing 89-unit apartment to be removed
90	Hotel & Restaurant Project	305 Ocean Front Walk	24-room hotel and 2 ksf high-turnover restaurant
91	Restaurant & Retail	10612 National Boulevard	1,726 sf coffee shop (Coffee Bean) including 250 sf outdoor seating on existing vacant lot
92	LADPW Maintenance Yard	3233 Thatcher Avenue	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site
93	Mixed-Use Apartment, Retail and Restaurant	6719 Pacific Avenue	Mixed-use 35-unit townhomes, 2 ksf specialty retail and 2 ksf restaurant uses
94	Mixed-Use Condominium and Retail	138 Culver Boulevard	Mixed-use with 72-unit condominium, 13 ksf retail space and 1.5 ksf restaurant
95	LMU Master Plan	1 LMU Drive	Increase enrollment capacity to 7,800 students
96	Car Wash	9204 Airport Boulevard	15,380 sf car wash to replace existing car rental facility
97	Residential & Retail	580 Venice Boulevard	(Preliminary) 5-unit residential plus 5.7 ksf retail space
98	Restaurant	1020 W. Venice Boulevard	Proposed House of Pies sit-down restaurant land use (3,895 sf)
99	Mixed-Use: Apartment & Office	4140 S. Glencoe Avenue	New four-story, 67-unit apartment and 3,211 sf office building over 2-level parking garage
100	Mixed-Use: Apartment & Retail	7407 S. La Tijera Boulevard	New 140-unit apartment and 2,600 sf retail over 241-space parking garage
101	Mixed-Use: Hotel, Retail & Restaurant uses	1027 S. Abbot Kinney Boulevard	New 92-room hotel, 3,000 sf retail and 2,072 sf restaurant
102	Apartment	4090 S. Del Rey Avenue	New four-story, 51-unit apartment building over 3-level parking garage
103	Mixed-Use: Condominium & Office	4210 S. Del Rey Avenue	Proposed 136 condominium Units and 20,000 sf commercial office
104	Fast Food Restaurant w/ Drive-Thru	8521 S. Sepulveda Boulevard	New 3,999 sf Chick-fil-A fast food with drive-thru restaurant
105	OTIS College of Arts & Design	9045 S. Lincoln Boulevard	Relocation and consolidation of existing OTIS College Campus students, faculty and staff. 91,000 sf development (54,000 sf student housing with 240 total beds and 37,000 sf campus uses)
106	Mixed-Use: Condominium & Office	4091 S. Redwood Avenue	67 condominium Units and 7,525 sf commercial office building providing 141 parking spaces
107	Apartments	3822 S. Dunn Drive	Seven-story, 86-unit apartment building over ground floor parking garage
108	Office	12777 W. Jefferson Boulevard	Commercial office expansion (49,950 sf)
109	Apartments	8740 S. La Tijera Boulevard	New 137-unit apartment building to replace existing 215-student Westchester Secondary Charter School
110	Jefferson & La Cienega Mixed-Use Development Project	3221 S. La Cienega Boulevard	Converting existing ABC Lot to a mixed-Use: 1,218-unit apartment, 200,000 sf office, 50,000 sf grocery store, 30,000 sf retail and 20,000 sf restaurant project
111	LAUSD Elementary School	2224 S. Walgrove Avenue	New 567-Student Elementary School (K-5) Immersive Mandarin Language program
112	Mixed-Use: Apartment, Mini-Warehouse & Office	4040 S. Del Rey Avenue	New 195-unit apartment; 15,000 sf office and 80,000 sf mini-warehouse (option 1) or 235-unit apartment and 15,000 sf office (option 2 preferred)
113	Charter Middle School	8540 S. La Tijera Boulevard	Charter middle school for max enrollment of 525 students
114	Howard Hughes Center	6801 Center Drive	600-unit apartment and 488,659 sf remaining development potential
115	LAX Landside Access Modernization Program (LAMP)	Los Angeles International Airport	Landside Access Modernization Program in Manchester Square
116	LAX Northside Project	Westchester Parkway b/t Pershing Drive and Sepulveda Boulevard	2.32 million sf of development including office, research and development, community/civic uses, recreation and open space
117	Mixed-Use: Apartment & Automotive Dealership	5747 S. Mesmer Avenue	New 400-unit apartment and 250,000 sf automotive dealership
118	Apartments	3739 S. Cardiff Avenue	New 74-unit building replaces existing 5 du
119	Manchester Urban Homes Project	8721 S. Broadway	62 sf affordable and 46 affordable family units and 4k sf office
120	South LA Redevelopment 5B Office	1636 W. Manchester Avenue	68,250 sf office
121	South LA Redevelopment 6A	5975 S. Western Avenue	225,000 sf industrial
122	Shopping Center	8400 S. Vermont Avenue	180-du apartments, 50,000 sf retail, boarding school 20 faculty rooms and 200 dorm rooms
123	Bethany Square Mixed-Use	8415 S. Hoover Street	142-unit condominiums; 57-unit apartment; 11.55 ksf recreational center; 7.5 ksf retail; 1.5 ksf bank; 15.4 ksf office
124	Mixed-Use	9402 S. Broadway	49-unit senior housing, 25,000 gsf
125	Convenience Store	7117 S. Vermont Avenue	3,000 gsf retail
126	Charter Middle School	8705 S. Western Avenue	Middle school, 616 students
127	Gas Station	5816 S. Western Avenue	Fueling positions: 12; additional 4 fueling positions and 1,835 sf convenience store
128	Car Wash & Laundromat	6100 S. Hoover Street	6-stall car wash, 2,328 gsf
129	Gas Station	10000 S. Vermont Avenue	Fueling positions: 8; and 2,830 sf convenience store
130	Gas Station w/ Convenience Store	505 W. Century Boulevard	Fueling positions: 6
131	Apartments	6733 Sepulveda Boulevard	176 Units
132	Teledyne Office Project	12964 W. Panama Street	159,000 gsf office
133	Jandy Creative Office and Parking	5405 S. Jandy Place	93,950 gsf office
134	COU Warehouse to office	4721 S. Alla Road	118,352 gsf; COU warehouse (24,051 sf) to office with 7,926 sf office addition
135	Charter School	12870 W. Panama Street	Relocation of the Ocean Charter School; 532 students (K-8)
136	COU Office to Medical Office	12555 W. Jefferson Boulevard	20,981 gsf medical office
137	Office	11811 S. Teale Street	10,925 gsf; addition of two mezzanines 2,450 sf within an existing 8,475 sf building
138	Apartments	6711 S. Sepulveda Boulevard	180-unit apartment
139	New Smart & Final Supermarket	6855 S. La Cienega Boulevard	New smart and final 22,590 gsf on existing vacant parking lot
140	Chick-Fil-A Fast Food Restaurant	5208 W. Centinela Avenue	New fast food restaurant with drive-thru 4,642 gsf
141	Townhomes	10501 S. Buford Avenue	11-unit townhouse
142	Apartments	10609 S. Inglewood Avenue	9-unit apartment
143	Apartments	10907 S. Inglewood Avenue	4-unit apartment
144	Apartments	10136 Felton Avenue	19-unit apartment
145	Condominiums	5053 E. 109 Street	17-unit condominiums
146	Restaurant	5301 W. Centinela Avenue	1,640 ksf restaurant
147	Residential	6109 Overhill Drive	2-unit duplex
148	Apartments	1034 W. 109th Place	9-unit apartment
149	Church	10335 S. Vermont Avenue	1,324 ksf church
150	Apartments	10401 S. Vermont Avenue	1-unit apartment and 0.25 ksf commercial use
151	Apartments	1023 W. 107 Street	8-unit apartment
152	Mixed-Use	Bounded by Century Boulevard, La Cienega Boulevard, Arbor Vitae Street and Vicksburg Avenue	Office 300 ksf; hotel 400 rooms; retail 200 ksf; conference center 100 ksf
153	Theater and Education Center	10341 Graham Avenue	1000-seat theater and 12,417 ksf education center
154	Apartments	3831 W. Stocker Street	127-unit apartment
155	Mixed-use Development	3900 W. Martin Luther King Boulevard	Office 50 ksf; condominiums 200 units; college 3,600 students

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
156	Senior Housing	4018 S. Buckingham Road	130-unit senior housing
157	Middle School	4115 W. Martin Luther King Boulevard	500 middle school students
158	Apartments	4252 S. Crenshaw Boulevard	111-unit apartment
159	Mixed-use	5950 W. Jefferson Boulevard	Office 64 ksf; retail 4 ksf; quality restaurant 2 ksf; high-turnover restaurant 2 ksf
160	Mixed-use	6024 W. Jefferson Boulevard	Office 123,572 ksf; manufacturing 64,206 ksf; coffee shop with drive-thru 2.2 ksf
161	CVS Pharmacy	8620 Western Avenue	Construct 11,702 sf CVS pharmacy with drive-thru
162	Apartments	3130 Slauson Avenue	Construct a net of 782 du apartments
163	Self-storage Facility & Apartment	7366 Osage Avenue	Three-story, self-storage facility with 3 du apartment to replace existing 8,945 mortuary building
164	Hotel	5250 Century Boulevard	Change of use from office to 452-room hotel with restaurant (3 ksf) and office (8,225 sf)
165	LAX Airfield and Terminal Modernization Project (ATMP)	Los Angeles International Airport	North airfield improvements; construction of Concourse 0 and Terminal 9; existing taxiways improvements; landside improvements including roadways, parking garage, and added station on LAX Automated People Mover
City of Culver City			
166	Entrada Creative Office	6161 W. Centinela Boulevard	281,209 sf office
167	Bentley Condos	3873 Bentley Avenue	3 new condominium dwelling units, resulting in 2 net new dwellings
168	Mixed Use	6221 Bristol Parkway	Includes 750 du apartments and 21,000 sf retail. Existing 60,157 sf retail to be removed
169	Pennylane Mixed-Use	11924 Washington Boulevard	3,750 sf restaurant, 11,250 sf retail, and 98-unit apartment. Existing 26,445 sf office/commercial to be removed
170	Residential	3837 Bentley Avenue	Addition of 3 new attached condominiums (net addition of two units)
171	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 du, and 14,237 sf of office/gallery on a vacant lot
172	Residential	3906 Sawtelle Boulevard	Addition of one (1) new unit to an existing triplex
173	Harbor Freight	4545 Sepulveda Boulevard	28,534 sf retail
174	Residential	3832 Bentley Avenue	Four (4) new attached two-story residential condominium dwelling units (net addition of three (3) units) with subterranean parking
175	Residential	4109-4111 Duquesne Avenue	Addition of 2 residential units to existing duplex
176	Condominium/Townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/townhomes, resulting in 2 net new residential dwelling units
177	Residential	4180 Duquesne Avenue	New two-story, 4-unit condominium development
178	Residential	4234 Sawtelle Boulevard	Three (3) unit condominium with subterranean parking
179	Commercial Building	11198 Washington Place	New 3,850 sf commercial building and 500 sf outdoor dining
180	Office and Retail Building (Culver Pointe)	5800 Bristol Parkway	281,400 sf office
181	Gas Station Car Wash	11197 Washington Place	Conversion of existing vehicle repair and mini-mart into drive-thru car wash and construction of new 2,500 sf convenience store
182	Parcel B	9300 Culver Boulevard	118,000 gsf of office, retail, and restaurant space
183	Retail/Office	5450 Sepulveda Boulevard	14,000 sf commercial/retail building
184	TOD	8770 Washington Boulevard	Planned development/TOD mixed-use with 31,240 sf retail/restaurant and 115 du two-story residential units
185	Mixed-use	11281 Washington Place	New four-story mixed-use project with 4,898 sf retail and 14 residential dwelling units
186	Globe Housing Project	4044-4068 Globe Avenue	A total of 10 new residential dwelling units on existing vacant land. The site was previously developed with 7 single family homes
187	Residential	4227 Ince Boulevard	Subdivision of one (1) parcel into three (3) lots with two (2) units per lot, totaling six (6) du, resulting in five (5) net new units
188	Kayvon Mixed-Use Project	12712-12718 Washington Boulevard	New four-story mixed-use building with 5 for lease residential units, 3,414 sf retail, and subterranean parking. Approximately 2,340 sf existing/previous commercial uses
189	Retail/Restaurant Project	8511 Warner Drive	Five level parking structure with retail/restaurant. 51,520 sf of retail/restaurant uses. Parking Structure -307,522 sf
190	Residential	4034 La Salle Avenue	New two-story, 4-unit condominium development
191	Residential and Nursing Home	3814 Lenawee Avenue	New 8 single family dwelling units and 95 unit, 110 bed, assisted living and memory care
192	Residential	3961 Tilden Avenue	Five (5) new attached two-story residential condominium dwelling units (net addition of two (2) units) with subterranean parking
193	Shell Car Wash	11224 Venice Boulevard	New 3,150 sf commercial building, which includes a 2,285 sf convenience store and 864 sf automated car wash facility
194	The Culver Studios	9336 Washington Boulevard	Net increase of 413,127 sf of office and support facilities
195	Residential	4118 Wade Street	New 4-unit townhome subdivision
196	Mixed-Use	9355 Culver Boulevard	Three-story mixed use building consisting of a ground level salon, mezzanine, and office totaling 2,947 sf, and four residential units on the third floor
197	Costco Expansion	13463 Washington Boulevard	A 31,023 sf expansion of an existing 142,152 sf retail warehouse and demolition of an existing 63,213 sf grocery store/supermarket. Addition of two fuel pumps at existing fueling station
198	Mixed-Use	3710 & 3750 S. Robertson Boulevard	141-unit apartment, 30,000 sf retail, 64,200 sf office. Existing FedEx distribution center to be removed
199	Office and Retail	11012-11014 Washington Boulevard	Two-story office and retail building totaling 3,385 ksf
200	Baldwin Site Mixed-Use Project	12803 Washington Boulevard	Mixed-use project consisting of 37 du and 7,293 sf of retail
201	Office	12038 Washington Boulevard	New 2,685 sf office building
202	Mixed-Use	9735 Washington Boulevard	New four-story 166,254 sf retail and office building, with 55,477 sf office, 12,379 sf retail and restaurant, and 228 parking spaces
203	Office Building	9919 Jefferson Boulevard	New three-story, 62,558 sf, office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements
204	Washington & Helms Mixed-Use Development	Helms Avenue & Washington Boulevard	262-unit apartment, 69,500 sf office, 22,000 sf retail, 5,000 sf restaurant. Existing manufacturing, retail, auto body, residential uses to be removed
205	Residential	12464 Washington Place	New 3-unit residential condominium subdivision (net addition of two (2) units) with on-grade parking garages
206	Residential	4115 Lincoln Avenue	New 2-unit condominium
207	Residential	3603 Wesley Street	Two new units with reduced backup aisle from parking spaces
208	Mixed-Use	8777 Washington Boulevard	Construct 4,500 sf of retail and 128,000 sf of office use. Demolish existing 12,485 sf of retail use and 4,731 sf of restaurant use
209	Mixed-Use	8888 Washington Boulevard	Construct new office building with 59,325 sf of office use, 2,878 sf of retail, and 3,184 sf of restaurant. Demolish existing 9,992 sf auto repair shop
210	Market Hall Project	NW & NE corner of Centinela Avenue/Washington Boulevard	15,526 sf specialty retail, 14,680 sf quality restaurant and 5,210 sf high-turnover restaurant
211	Triangle Site - Washington/National TOD	Corner of Washington Boulevard/National Boulevard	Transit oriented development to include 200 du, mid-rise apartments, 148-room hotel, 201,000 sf office, 24,000 sf specialty retail, 10,000 sf of high-turnover restaurant and 10,000 sf quality restaurant
212	Office & Retail	10000 Washington Boulevard	Renovation of existing nine-story office building. Convert ground floor lobby space to office, retail and restaurant space. New construction includes a new stand-alone 3,115 sf one-story restaurant building and a second floor within the atrium to add 5,500 sf of office space
213	Airport Marina Ford	6002 Centinela Avenue	27,568 sf addition consisting of 29 service bays and 12,900 sf of parts and service on vacant land
214	Caroline Condominiums	3440 Caroline Avenue	Two (2) new single family dwellings, resulting in one (1) net new dwelling unit
215	Modification to CUP, Enrollment Increase (The Help Group)	12095 - 12101 Washington Boulevard	Increase in enrollment from 600 to 650 students at an existing private school for special needs students, grades Pre-K through 12
216	Union 76	10638 Culver Boulevard	Convenience store 2,676 gsf
217	Stoneview Nature Center	5950 Stoneview Drive	A new four-acre park with a new one-story 4,000 sf building, with a multi-purpose room, staff office, and restrooms
218	Orchard Supply Hardware	11441 Jefferson Boulevard	Addition of 12,737 sf to an existing 19,406 sf commercial space used as a retail office supply store, to be used as a home improvement store, within an existing 36,538 sf multi-tenant commercial building, and conversion of an existing 4,988 sf paint store into an indoor nursery area
219	Grandview Apartments	4025 Grand View Boulevard	New three-story, for lease housing development, consisting of 36 units, with subterranean parking. Previous/existing use includes 20 mobile home units
220	Retail Building	3030 La Cienega Boulevard	Addition of 1,250 sf of retail floor area to an existing 8,338 sf retail building, and new tandem parking
221	The Bridge	6066 Washington Boulevard	Addition of 3,246 sf of commercial (office) floor area with additional stacked/automated parking, to an existing 5,231 sf commercial building
222	4-Unit Sawtelle Condo's	4041 Sawtelle Boulevard	Four (4) new condominium dwelling units, resulting in three (3) net new dwelling units

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
223	Willows School CUP Modification	8509 Higuera Street; 8476 Warner Drive	Modification to previously approved CUP to allow a playfield and increase student enrollment by 100, from 475 to 575, consistent with School Master Plan
224	Auto Repair Facility	2926 La Cienega Boulevard	Four (4) bay auto repair use within existing car rental facility
225	4-Story Commercial	5645 Sepulveda Boulevard	New four-story office building approximately 3,193 sf retail on ground floor and 38,712 sf medical office, 5-level subterranean garage (198 parking spaces). Demolition of approximately 5,000 sf of existing commercial building.
226	Robertson Mixed Use	3727 Robertson Boulevard	New four-story mixed-use development, including approximately 8,135 sf of commercial floor area and eight (8) du. Demolition of approximately 6,800 sf 1-story commercial building and surface parking
227	Washington/Tivoli Mixed Use Project	13112-13114 Washington Boulevard	Mixed-use project with 1,536 sf of retail/restaurant (breakdown unknown at this time), 3,702 sf of office, and two (2) residential dwelling units. Previous/existing uses: vacant land
228	Automated Parking	5977 Washington Boulevard	New 48 space stacked parking facility on a property with a vacant commercial building, to serve as off-site parking for commercial building at 5965 Washington Boulevard
229	Stacked Parking - NFL Building	10950 Washington Boulevard	Addition of approximately 150 parking spaces through installation of two (2) to four (4) level parking stackers and surface lot restriping for tandem parking to support existng media offices. No additional square feet
230	Jackson Condos	4051 and 4055 Jackson Avenue	New nine (9) unit residential condominium project replacing six (6) existing units, for a net increase of three (3) du
231	Jazz Bakery	9814 Washington Boulevard	New 200 seat Performance Theatre with a museum and bakery/café, 2-stories and estimated 7,500 sf, on a property developed with a vacant residential structure
232	Boutique Hotel	11469 Jefferson Boulevard	Demolition of 12,958 sf commercial shopping center. New five-story hotel of 183 rooms with restaurant and outdoor dining
233	Park Century School	3939 Landmark Street	New athletic field, 2,441 sf classroom building, and two-level subterranean parking, to allow an increase in student enrollment from 120 to 170 and increase of 20 staff people
234	ECF Site	8700, 8710, 8740, and 8750 Washington Boulevard	Preliminary concept - Mixed-use TOD with approximately 199 residential units and 40,00 sf of commercial space (17,250 sf of live/work space, 5,000 sf of restaurant, and 17,750 sf of retail), on a 3.06 to possibly 3.53 acre site, currently developed with multiple uses
235	Bristol Parkway Mixed Use	6201 Bristol Parkway	New mixed-use project, including 16,000 sf of commercial retail/restaurant space, 775 residential dwelling units, and 850 parking spaces on a six (6) acre site. Existing shopping center (approximately 60,000 sf of commercial floor area) to be demolished
236	Office Building	11259 Washington Boulevard	New three-story, 3,682 sf office building with at-grade parking, on an existing vacant site
237	Commercial Building	4333 Sepulveda Boulevard	Commercial building addition 2.971 ksf
238	Residential	9615 Lucerne Avenue	New 2-unit condominium
City of El Segundo			
239	Raytheon Campus Specific Plan Office Park Expansion	2100 El Segundo Boulevard	Existing 2,089 ksf light industrial to be replaced with 7.2 ksf retail, 3.5 ksf bank, 9 ksf full service restaurant, 7.3 ksf fast food restaurant, and 43 ksf medical office
240	Hotel	888, 892 and 898 N. Sepulveda Boulevard	Five-story 190-room, 107,090 gsf hotel on vacant parcel and operate airport park and ride facility on existing 840-space parking structure
241	Convert Warehouse to Office	2265 E. El Segundo Boulevard	Convert 3,050 sf existing warehouse to office use
242	Wiseburn School District H.S.	201 N. Douglas	335,000 sf total for new high school after demo of 90k - 170,000 sf. New high school to contain 180,000 to 240,000 sf of building area and an enrollment of 1,200 students
243	Convert Parking to Hotel	199 Continental Boulevard	152-room hotel, 71,000 sf, to replace existing parking lot
244	Condominiums	711 Main Street	Existing 2-unit (2,758 sf) residential to be expanded to 4-unit (6,963 sf)
245	Office	400 Duley Road	73,000 sf office on vacant parcel
246	Industrial Addition	750 S. Douglas	Additional 4,986 sf to existing 15,076 sf industrial building
247	Corporate Office and Athletic Training Facility	2275 Mariposa Avenue	120,380 sf total new - 52,000 sf corporate office plus 68,380 sf athletic training facility
248	New Office	500 S. Douglas and 2330 Utah Avenue	New 80,000 sf office to replace existing 55,000 sf industrial use
249	Office	123 Nevada Street	New 4-unit commercial office condominium converted from 1,700 sf industrial uses
250	Office and Private Hotel	2125 Campus Drive	A 500-space parking structure, 49,111 sf office building and 104,415 sf office building replacing vacant land
251	Office Boeing S-50 Building Addition	1700 E. Imperial Avenue	Addition of 96,898 ksf to existing 169,390 sf building
252	Condominiums	535 Indiana Street	4-unit condominium to replace 1 single-family unit
253	Data Center/Office	445 N. Douglas Street	New 314,288 sf data center to replace 223,000 sf land use (106,000 sf office and 117,000 sf warehouse industrial)
254	El Segundo Corporate Campus	710 N. Nash Street	611,545 sf office plus 13,660 sf retail on an existing vacant parcel
255	Office	1950 E. Grand Avenue	93,569 ksf office
256	Hotel	101 Continental Boulevard	167-room hotel
257	Data Center/Office	444 N. Nash Street	Demolition of 11,769 sf and construction of 75,435 sf data center. New total: 180,422 sf data center
258	Hotel	1960 E. Grand Avenue	150-room hotel
259	Residential	425-429 Indiana Street	8 residential units
260	Condominiums	616-620 W. Imperial Hwy	12 unit condominiums
261	Condominiums	301, 303, 305 W. Palm Avenue	7 unit condominiums, replacing existing 9-unit apartments
262	Mattel Grand Way Project - Phase II	455 Continental Boulevard and 1955 E. Grand Avenue	New fourteen-story 300,000 sf R&D office tower and 810-space parking structure (existing 55,000 sf office)
263	Walgreens	331 N. Pacific Coast Hwy	67 ksf retail
264	Parking Structure	525 N. Sepulveda Boulevard	1,029 space 328,532 ksf parking structure
265	Mixed-Use Commercial	141 Main Street	12,550 ksf mixed-use commercial
266	Warehouse, Office, Manufacturing	900, 950 Sepulveda Boulevard & 960, 901 - 915 Selby Street	20,819 ksf warehouse, 139,558 ksf office, 14,025 ksf manufacturing; from existing 80,165 ksf warehouse, 72,084 ksf office, 2,554 ksf manufacturing
267	Senior Assisted Living Facility	540 E. Imperial Avenue	304 senior housing residential units or 58 single and multi-family (175,000 sf); previously 22.5 ksf school
268	Indoor Ice Rink	555 N. Nash Street	17,315 ksf indoor ice rink
269	Office	116 W. El Segundo Boulevard	38 ksf office
270	In-N-Out Burger Fast-Food Restaurant with Drive-Thru	600-630 Sepulveda Boulevard	Existing Sizzler (sit-down dining) to become 3,714 ksf fast-food restaurant with drive-thru
271	Light Industrial	123 Lomita Street	10,764 ksf light industrial
272	General Office	2130 E. Maple Avenue	20,955 ksf general office
273	Research and Development	140 Sheldon Street	7,116 ksf research and development office, replacing 1,756 industrial building
274	Restaurant	2171-2191 Rosecrans Avenue	13.57 ksf restaurant
275	LA Air Force Base - Area A	SE Aviation Boulevard	Remove office 835 ksf; add 525 units condominiums
276	Fast-food Restaurant with Drive-Thru	740 Pacific Coast Highway	Existing Credit Union Bank (8,100 sf) to be replaced with 4,696 gsf fast-food restaurant with drive-thru
277	Hotel	707 Pacific Coast Highway	116-rom hotel replacing 7.82 ksf restaurant
278	Mixed-use	2120 Rosecrans Avenue	240 ksf office; 66 ksf studio and production facilities; 7 ksf retail on existing vacant land
279	Pro Shop and Hitting-bay	400 S. Pacific Coast Highway	Three-story (71 ksf) hitting-bay and accessory use (restaurant, bar, meeting and event space) to replace existing 2,500 sf pro shop and driving range
280	Office Addition	140 Oregon Street	Additional 70 ksf office to existing office building
281	Mixed-use	401-615 N. Pacific Coast Highway	Replace existing parking lot with 263-unit apartments and 11 ksf retail/restaurant
282	Mixed-use	212 Eucalyptus Drive	Replace existing warehouse (5.35 ksf) with 13,485 ksf office and 634 sf café/food-to-go
283	Office	2221 E. Park Place	Additional 27,478 ksf office to existing office (56.6 ksf)
City of Lawndale			
284	Lawndale Annex	14899 Aviation Boulevard	289-unit condominium
285	Grevillea Gardens	4430 W. 153rd Street	41-unit condo and mixed use
286	Condominiums	4741 & 4743 W. 165th Street	4-unit condominium
287	Duplex Development	15133 Osage Avenue	2-unit duplex
288	Del Taco	16606 Hawthorne Boulevard	New fast food restaurant
289	Duplex Development	4212 W. 162nd Street	2-unit duplex
290	Condominiums	4720 & 4724 W. 164th Street	4-unit condominium
291	Duplex Development	4136 W. 160th Street	2-unit duplex

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
County of Los Angeles			
292	Proposed Aviation Station Project	11604 Aviation Boulevard	Lot 1: 281-unit condo/townhomes, 5 ksf retail/commercial; Lot 2: 112-unit apartment and 21.5 ksf retail/commercial
293	West Los Angeles Community College Master Plan	Overland Avenue at Freshman Drive	approximately 291,300 sf of new building and renovation. Anticipate future student population of approximately 18,904 students and 1,248 employees by Fall 2022. Project includes second access road, parking structures, landscaping and development of athletic facilities
294	Lennox Charter High School	11044 and 11111 Freeman Avenue	560 students
295	Marina Expressway Homes	Marina Expressway Eastbound & Mindanao Way	28 single family condominiums
296	Marina del Rey Local Coastal Plan	1 Marina Expressway	Marina Del Rey Local Coastal Program (MDR LCP) Amendment. Development includes residential: 2,044 du, hotel: 505 rooms, retail: 273,741 sf, restaurant: 1,323 seats, congregate care: 129 du, office: 26,000 sf, dry storage space: 375 spaces, and library: 3,000 sf
297	Senior Housing	1252 W. 105th Street	74-unit, 100% affordable senior housing in the R-2 Zone
298	Laundromat	11034 S. Western Avenue	New use laundromat for a total 4,983 sf
299	Residential	5550 S. La Brea Avenue	32-unit apartment
300	Office Addition to Child Care Center	3816 W. 54th Street	New 2-floor office space 1,196 sf
301	Mixed-Use	11810 Bandera Street	100-unit affordable housing apartment, 5,260 sf child care center, 7,200 sf office
302	Residential	13204 Salinas Avenue	94-unit condominiums
303	Residential	1212 W. 107th Street	22-unit apartment
304	Hotel	12000 S. Western Avenue	44-room hotel
305	School	11130 S. Western Avenue	11,662 sf school
306	Hotel	11814 Aviation Boulevard	128-room hotel
307	Residential	1743 Imperial Highway	39-unit apartment
308	Residential	1423 W. 120th Street	57-unit condominiums
309	Residential	1509 W. 102nd Street	12-unit apartment
310	Residential	1539 102nd Street	10-unit apartment
311	Residential	8910 S. Normandie Avenue	6-unit apartment
312	Commercial	10601 S. Vermont Street	4,500 sf coin laundry and self-service car wash
313	Residential	215 E. El Segundo Boulevard	9-unit single-family homes
314	Auto Repair	9223 S. Vermont Avenue	2,858 sf auto mechanic shop
315	Warehouse	12804 Spring Street	4,096 sf warehouse
316	Apartments	11824 Aviation Boulevard	36-unit apartment (20 three-bedroom units, 4 two-bedroom units, 12 one-bedroom units), 58 parking spaces, 28 bicycle parking spaces; five-story
317	Apartments	10505 Hawthorne Boulevard	32-unit apartment complex, with 5 units set aside for low-income tenancy
318	Apartments	14733 S. Stanford Avenue	85-unit apartment
319	Charter Middle School	5343 S Mullen Avenue (or 3751 W 54th Street)	Charter middle school
320	Multi-Family Residence Development	5101 S. Overhill Drive	Create one multi-family residence lot developed with 88 attached single-family residence condominium units on 1.875 acres
321	Dollar Tree Store	3838 W. Slauson Avenue	Convert commercial building into Dollar Tree Store; approved for a 1,060 sf addition to an existing commercial building, 9,877 sf total
322	Apartments	1240 W. 105 Street	42-unit apartment building
323	Arco Gas Station	11408 S. New Hampshire Avenue	Construction of new Arco gas station with 2,900 sf convenience store
324	Residential	2178 Firestone Boulevard	Residential care 16 beds
325	Mixed-Use	905 E. El Segundo Boulevard	Community center 1 ksf; amphitheater and lawn 1,100 seats; music center 1 ksf; nature lab 1 ksf; museum gallery 1 ksf; museum art storage 1 ksf; aquatic center 1 ksf; gymnasium 1 ksf; multi-purpose stadium 3,000 seats; outdoor athletic fields 3 fields; equestrian center 85 stables
326	Apartments	1854 E. 118th Street	100-unit apartment
327	Homeless Shelter	13200 S. Avalon Boulevard	Homeless shelter 79 rooms
328	Apartments	11735 Holmes Avenue	61-unit apartment
City of Hawthorne			
329	Residential	Bounded by Ramona Avenue to the west, 116th Street to the north, 118th Street to the south, and Grevillea Avenue to the east	128 single family homes
330	360 South Bay	SE corner of Aviation Boulevard and El Segundo Boulevard	610 condominiums
331	Condominiums/Office	13806 Hawthorne Boulevard	171 units and 32,500 sf of office space
332	Prestige Villas	4500 W. 116th Street	128 detached condominiums
333	Single Family Homes	14000 Yukon Avenue	6 units
334	Downtown Hawthorne Specific Plan	The area boundaries include the I-105 Freeway on the north, Prairie Avenue, Freeman Avenue and its extension through residential neighborhood to the city limits on the south, and Ramona Avenue and Inglewood Avenue on the west. In addition to the major north-south arterial Hawthorne Boulevard, the DHSP area includes the east-west segments of Imperial Highway, 120th Street, El Segundo Boulevard, and Rosecrans Avenue	The DHSP designates five land use areas (Residential, Commercial, Hospitality, Mixed-Use and Public/Quasi Public) and four opportunity sites known as Transformative Projects. The four Transformative Projects in the DHSP are sites identified for new and catalytic development and investment and are listed below A public-private partnership opportunity that can have a mix of civic, hotel, retail and housing uses that frame a community gathering space A mid-scale mixed-use development that helps catalyze the southern portion of Hawthorne Boulevard. Medium and higher density residential development A underutilized corner that can become a new, dynamic public space. No set dates. DT Hawthorne Specific Plan design ideas suggest a local plaza for the community
335	Civic Center		
336	South Bay Ford		
337	St. Joseph's Plaza		
338	Hawthorne Mall Site		Proposed outlet but no set date for development - existing a shuttered mall
339	Green Line Specific Plan Project (Dinerstein Companies Residential)	SE corner of Crenshaw Boulevard and Jack Northrop Avenue	230 du apartments and 3,700 sf of restaurant
340	Icon at Rosecrans	14135 Cerise Avenue	127 residential units (affordable housing)
341	Marriott Hotels (Courtyard and TownePlace Suites)	4427 El Segundo Boulevard	350 rooms and full-service restaurant
342	Hilton Hotel (Garden Inn)	11519 Acacia Avenue	119-room hotel
343	Residential	11845 Grevillea Avenue	Condos 13 units
344	Residential	3222 W. 139th Street	Condos 7 units
345	Residential	3670 W. Imperial Highway	96 condominium units with 2,000 sf retail space
346	Residential	3857 W. 139th Street	Condos 12 units
347	Residential	13403 Kornblum Avenue	Condos 12 units
348	Residential	14128 Kornblum Avenue	Condos 100 units
349	Residential	14412 Yukon Avenue	Condos 11 units
350	Residential	14116 Inglewood Avenue	Condos 13 units
351	Residential	14105-14137 Chadron Avenue	109 residential units (24 units affordable to moderate income households)
352	Residential	14004 Doty Avenue	22 residential units (6 units moderate income households)
353	Hotel	5151 El Segundo Boulevard	129-room hotel with minimum of 125 parking spaces
354	Costco Gas Station Expansion	14501 Hindry Avenue	Costco gas station expansion
355	Costco Gas Station	12530 Prairie Avenue	Costco gas station

TABLE E1 (CONTINUED)
ITC RELATED PROJECTS LIST

NO.	PROJECT	ADDRESS	PROJECT DESCRIPTION
356	Residential	12021 Hawthorne Way	3 single family homes
357	Mixed Use	3670 Imperial Highway	approximately 13,938 sf of commercial and 48 condominiums
358	Parking Structure	East side of Crenshaw Boulevard (between 120th Street and Northrop Avenue)	Seven-story parking structure - approximately 1,469 stalls
City of Gardena			
359	Townhomes	1335 W. 141st Street	50 du townhomes, three-story
360	Mixed-Use	1450 W. Artesia Boulevard	Construction of 73,600 sf industrial uses, 16,000 sf office uses, and 147,200 sf storage uses
361	Industrial	1720 W. 135th Street	100,438 sf industrial building
362	Residential	16819 Normandie Avenue	Single room occupancy, 63 units
363	Residential	14321 Van Ness Avenue	40 condos/townhomes and 1,835 sf retail
364	Residential	1715 W. 149th Street	5-unit townhouse development
365	Residential	1333 168th Street	3-unit condo development
366	Residential	1348 W. 168th Street	Small lot subdivision, 9-unit apartment
367	Commercial	16016 S. Western Avenue	9,685 sf addition to existing commercial office building
368	Commercial	15106 South Western Avenue	Refacade of an existing 5,895 sf building and change use from automotive repair to retail commercial
369	Commercial	16210 Crenshaw Boulevard	New 4,860 sf drive-thru restaurant
370	Commercial	15930 S Western Avenue	New two-story medical and professional office building, 6.43 ksf
371	Residential	13919 Normandie Avenue	Single room occupancy, 20 units
372	Residential	1341 W. Gardena Boulevard	14 townhomes and 3,385 sf of retail/office
373	Commercial	1399 W. Artesia Boulevard	4,733 sf gas station at an existing Sam's Club retail store (16 fuel positions)
374	Commercial	15501 S. Normandie Avenue	Refacade existing shopping center and develop a new a 1,850 sf drive-thru restaurant
375	Commercial	14105 S. Vermont Avenue	Construction of a new 1,500 sf restaurant
376	Commercial	1201 W. 155th Street	11,550 sf Dialysis Health facility
377	Residential	14504 S. Normandie Avenue	96 townhomes
378	Residential	15350 Van Ness Avenue	42 townhomes
379	Residential	16908 S. Normandie Avenue	21 single family homes
380	Residential	1147 W. Gardena Boulevard	Multi-family (apartments), 4 units
381	Residential	16958 S. Western Avenue	46 townhomes
382	Residential	15927 S. Brighton Avenue	Multi-family (apartments), 2 units
383	Retail	525 E. Rosecrans Avenue	3.14 ksf of retail
384	Mixed-Use	1112 Gardena Boulevard	12 apartment units and 3,986 sf of commercial space
385	Townhomes	1515 W. 178th Street	New 114 unit townhomes on existing 105,036 sf warehouse
386	KB Home Stonefield	1017 W. 141st Street and 14031 S. Vermont Avenue	Three-story townhomes, 63 units
387	Restaurant	1420 Redondo Beach Boulevard	Restaurant, 4.053 ksf
388	Townhomes	2315, 2401, 2403, 2415, 2421, & 2545 Marine Avenue	54 townhomes and 10 live/work, a total of 64 units
389	Mixed-Use	2129 Rosecrans Avenue	113 du townhomes, three-story, including 15 live/work with 3,969 sf commercial
390	Industrial	1528 W. 134th Street	New 62,960 sf industrial building
391	Restaurant	2169 Redondo Beach Boulevard	New 3, 486 sf drive-thru restaurant
392	Transit-Oriented Development SP Project	12850 Crenshaw Boulevard	265 du, apartments/studio apartments
393	Townhomes	1938 W. 146th Street	6 du townhomes
394	Residential	13615, 13619, 13633 Vermont Avenue	84 du, 82 market rate units (2 du affordable)
395	Townhomes	1621 W. 147th Street	6 du townhome, three-story

Source:

- [1] City of Inglewood, Department of Economic & Community Development website (<https://www.cityofinglewood.org/1016/Environmental-Documents>), May 2020; City of Inglewood, July 2020
- [2] City of Los Angeles, June 2020.
- [3] City of Culver City, Active Projects Map Website. (<https://www.culvercity.org/city-hall/city-government/city-departments/community-development/current-planning-division/active-projects-map>), May 2020
- [4] City of El Segundo, Department of Planning and Building Safety website. (<https://www.elsegundo.org/government/departments/planning-and-building-safety-department/planning-division/cumulative-projects-list>) May 2020; City of El Segundo, May 2020.
- [5] City of Hawthorne, May 2020.
- [6] City of Gardena, Gardena Development Projects Website. (<https://www.cityofgardena.org/development-and-planning/>), May 2020; City of Gardena, May 2020.
- [7] Traffic Impact Study, Continental Grand Campus Specific Plan DEIR, September 2017.
- [8] Final Environmental Impact Report, Green Line Mixed-Use Specific Plan, June 2017.
- [9] Traffic Study for the Landside Access Modernization Program (LAMP) DEIR, September 2016.
- [10] Inglewood Basketball and Entertainment Center Project DEIR, December 2019.

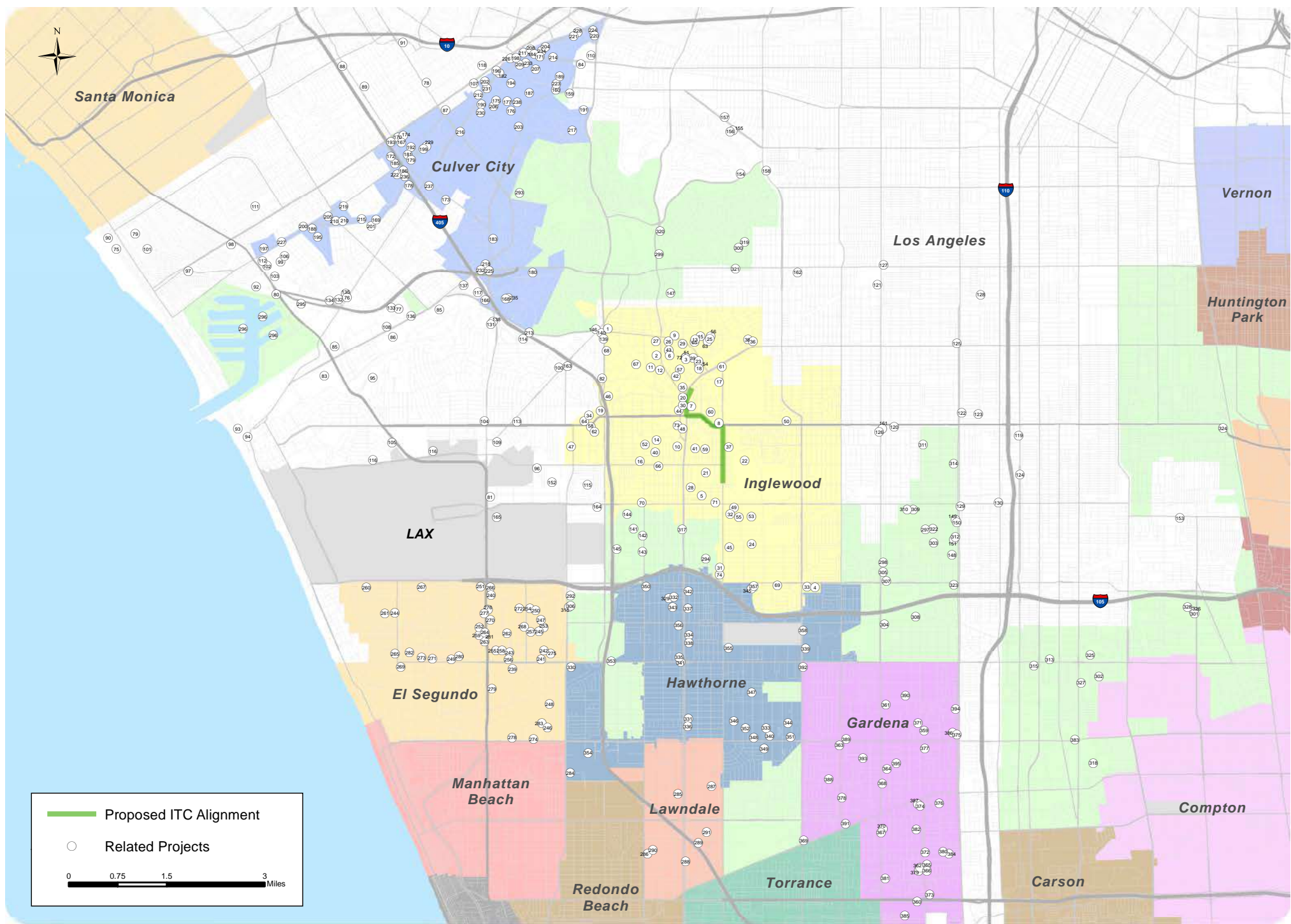
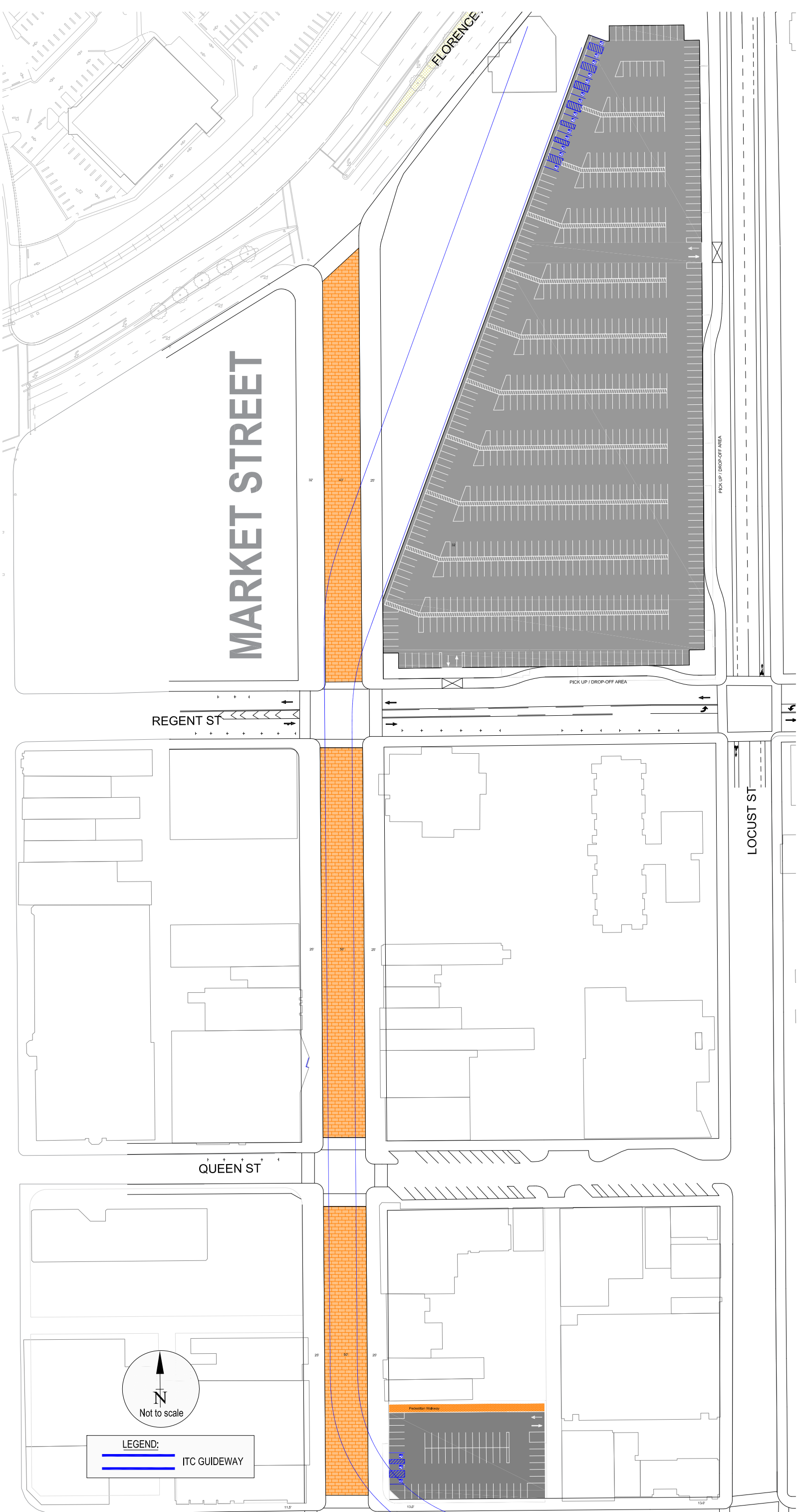


FIGURE E1
LOCATION OF RELATED PROJECTS

APPENDIX F

ALTERNATIVES



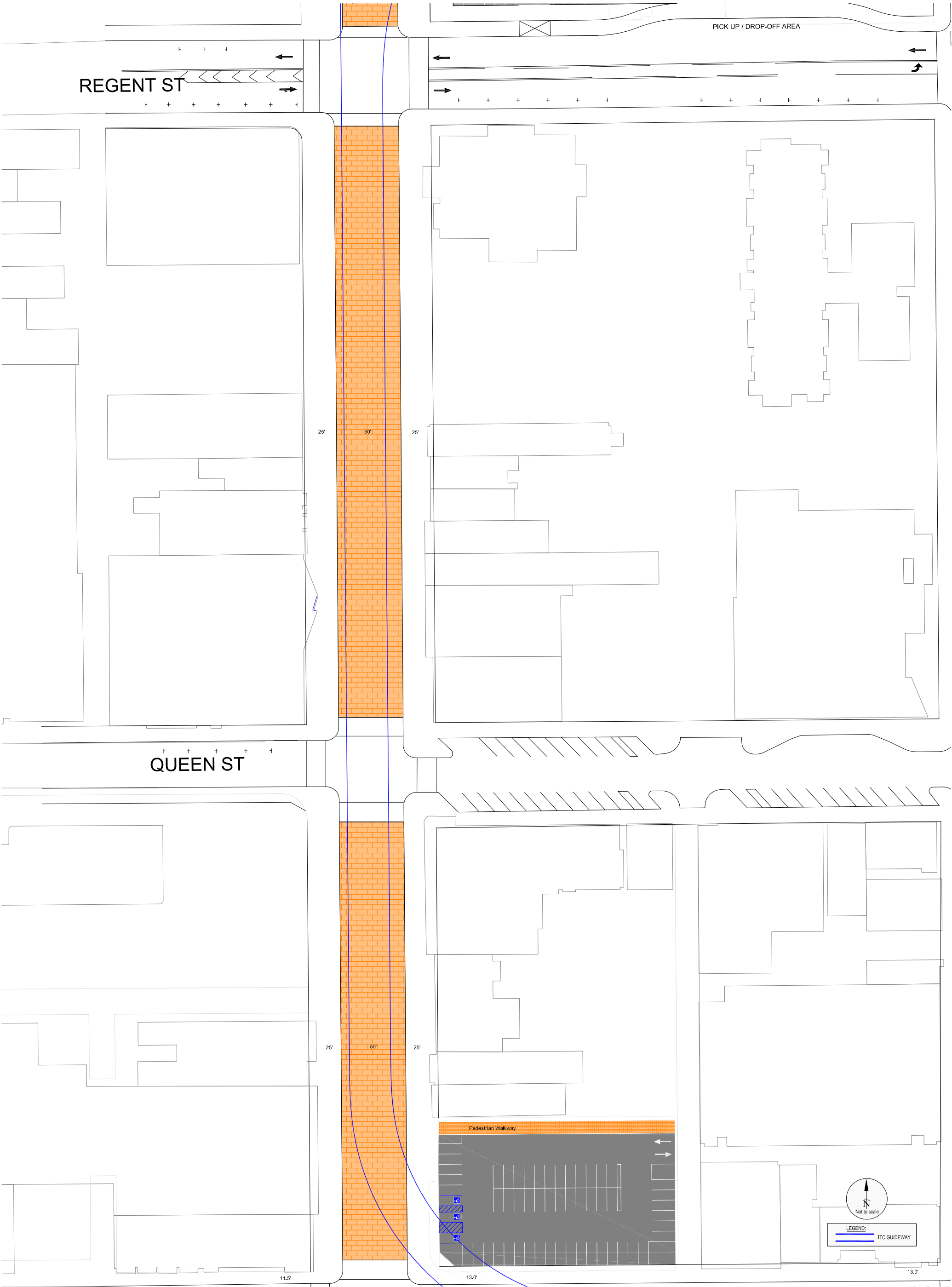
CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY



APPENDIX F1

ALTERNATIVE 3 - MARKET STREET PEDESTRIAN PROMENADE - CONCEPTUAL ROADWAY STRIPING

FLORENCE AVENUE TO REGENT STREET



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

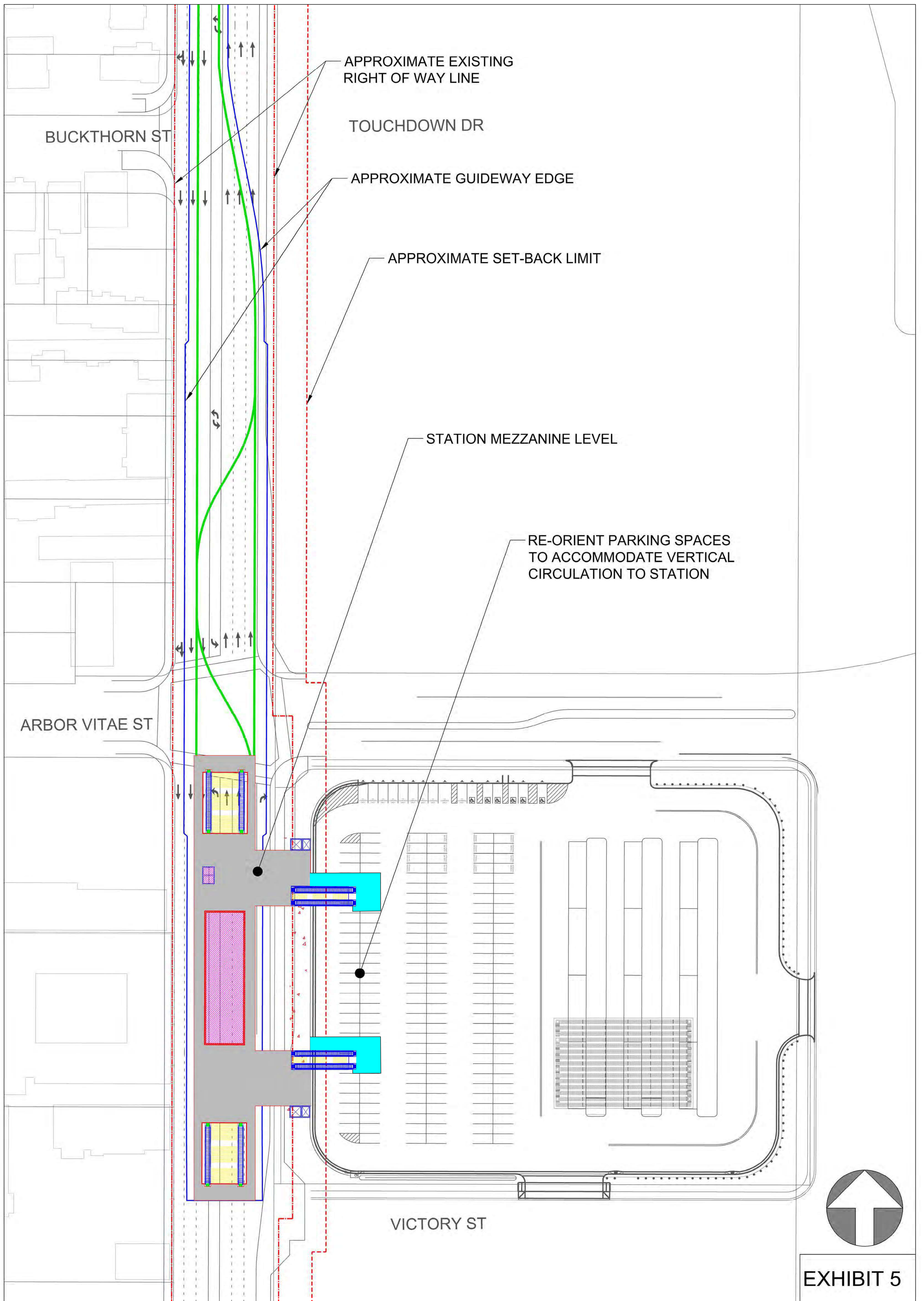


EXHIBIT 5

Note: Right of Way lines and set back lines are approximate, mapping is based upon GIS data and is subject to error.

Attorney-Client Privilege and Attorney Work Product



**CITY OF INGLEWOOD
TRANSIT CONNECTOR
ALTERNATE COMBINED STATION
FORUM & HOLLYWOOD PARK
W/ EXISTING ROADWAY**

Figure 5.0-4, Alternative 4: Prairie Avenue Single Station Alternative