
II. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

PROJECT LOCATION AND BOUNDARIES

The Project Site is the Hollywood Park Racetrack and Casino property located at 1050 South Prairie Avenue in Inglewood, California. The approximate 238-acre Project Site is bounded on the north by a parking lot, vacant commercial/recreational property, the recent Renaissance residential development and Darby Park. One-story and two-story residential structures are located across 90th Street, to the north.¹ One and two-story residential uses are to the east. Century Boulevard is to the south, with one- and two-story commercial retail and restaurant uses along this frontage. One- and two-story commercial retail and restaurant uses are located immediately west of the Project Site across Prairie Avenue. (See Figure II-1, Regional and Project Vicinity Map).

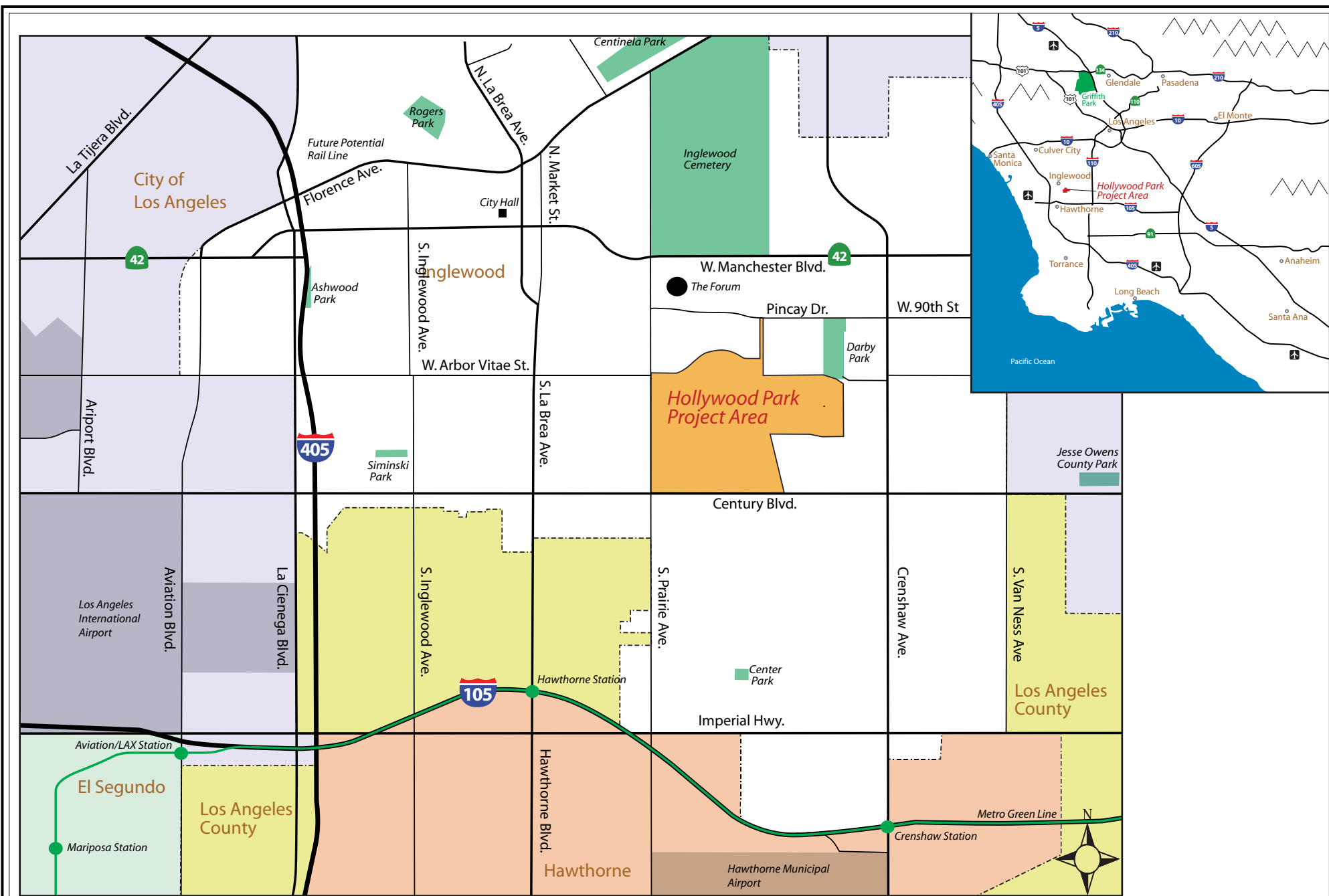
EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The General Plan land use designation for the Project Site includes Commercial-Residential and Commercial-Recreational land uses. The Project Site is zoned C-R (Commercial and Recreation). In addition, portions of the Project Site are located within two constituent project areas of the Amended and Restated Redevelopment Plan (the “Redevelopment Plan”) for the Merged In Town, La Cienega, Manchester-Prairie, North Inglewood Industrial Park, Century, and Imperial-Prairie Redevelopment Projects (the “Merged Redevelopment Project Area,” each individual area, a “Constituent Redevelopment Project Area”) - the Century Redevelopment Constituent Project Area and the Manchester-Prairie Redevelopment Constituent Project Area.

SURROUNDING LAND USES

The Project Site is located in a developed area which is supported by existing urban infrastructure. The surrounding area is comprised of a mix of low-to medium-density residential, commercial, motel, and office uses. The properties immediately surrounding the Project Site are described as follows: on the north side of the Project Site is a vacant lot and the Renaissance Residential development; to the northeast of the Project Site is Darby Park (3400 West Arbor Vitae Street); to the east are single-family residential uses and the Home Depot commercial shopping center; to the south (across Century Boulevard) is a commercial shopping center (the Village at Century Boulevard) and other commercial uses; and to the west (across Prairie Avenue) are several single-story retail/commercial and multi-family residential uses. An aerial view of the surrounding land uses is also depicted in Figure II-2.

¹ 90th Street is known as Pincay Drive between Prairie Avenue and Crenshaw Boulevard.



Source: Hollywood Park Specific Plan Draft, July 2007; William Hezmalhalch Architects.

II. PROJECT DESCRIPTION

B. STATEMENT OF PROJECT OBJECTIVES

The primary goal of the Proposed Project is to meet the demand for ownership residential housing opportunities and to provide high quality regional retail and commercial/entertainment uses in the City of Inglewood. Specific objectives of the Proposed Project include the following:

1. To contribute to the revitalization of the City of Inglewood by providing an example of “smart-growth” infill development consisting of mixed-use retail, office, hotel, residential development, and integrated open space;
2. To provide an economically viable project that promotes the City’s economic well-being by significantly increasing property and sales tax revenues and providing high-quality retail uses and the opportunity for transient occupancy tax;
3. To preserve the Casino/Gambling Facility on the Hollywood Park Site;
4. To provide land for a civic/public use;
5. To create exciting community park and open space areas, that exceed the City’s existing General Plan goals of one acre per 1,000 residents, in a manner that meets the needs of the proposed development and is beneficial to the overall community;
6. To add a variety of ownership-housing opportunities, of different product types and prices, in an area of the greater Los Angeles region that is job-rich, thus creating a better balance of housing and employment opportunities;
7. To provide opportunities for viable retail and creative office space in a manner that is complementary to the existing character of the adjoining residential neighborhood;
8. To eliminate and prevent the spread of blight and deterioration by providing housing ownership opportunities, retail and restaurant uses, and public open space within portions of the Merged Redevelopment Project Area;
9. To create safe, secure and defensible spaces through project design, while also allowing public spaces, such as parks and retail, to be open to the public;
10. To provide a state-of-the-art sustainability program to be incorporated into the buildout and operation of the Proposed Project;
11. To promote walking and bicycle use through enhanced pedestrian connections and bicycle pathways in a mixed-use project which integrates housing with employment opportunities;

12. To promote a safe pedestrian-oriented environment by providing extensive streetscape amenities; and
13. To enhance the visual appearance and appeal of the neighborhood by providing perimeter and interior landscaping.

II. PROJECT DESCRIPTION

C. PROJECT CHARACTERISTICS

EXISTING CONDITIONS

The Property was developed as a racetrack in 1938. Currently, it is developed with two main structures: the Racetrack Grandstand and the Pavilion/Casino. (See Figure II-3, Existing Site Plan) The Racetrack Grandstand is an approximately 594,000 square foot building which houses 200 general offices, a maintenance department, print shop, laundry, television department, and two gift shops. There are also several concession stands including two full-service restaurants, five kitchens, and approximately 50 bar areas. The second main structure on the Project Site is the Pavilion/Casino, a six-story, approximately 400,000 square foot building. This building houses a casino, restaurants, sports bar, health club, and area for parties and banquets. Existing facilities and structures associated with ongoing racetrack operations include the Main Racetrack, which is a one and 1/8 mile horse racing track, a Training Track, 18 barns suitable for stabling 2,000 horses, an equine hospital, and 10 small buildings that house repair and maintenance facilities for the Racetrack's fleet of tractors, trucks, buses, and other support equipment. The front of the Grandstand building is landscaped and includes a paddock area where horses can be viewed before each race. Large paved surface parking lots front along both Prairie Avenue and Century Boulevard, extending the length of the property frontage along these two streets.

The general topography of Hollywood Park is relatively flat with a slight slope from north to south. The surface elevation ranges from approximately 152 feet to approximately 92 feet from the northeast portion of the Site to the southwest portion of the Site. The racetrack facilities are raised slightly on building pads and to the east an escarpment borders Darby Memorial Park. Existing landscaping at Hollywood Park includes the infield grass and shrubs, mature palm trees surrounding the Grandstand and Casino buildings, landscaping around the patron entrance to the racetrack and paddock area, and isolated landscaping and eucalyptus trees in the parking areas and behind the Main Racetrack. The Hollywood Park property line along Century Boulevard and Prairie Avenue is planted with a combination of pine trees, shrubs, and groundcover.

Operations and Events

Hollywood Park Race Track

The Hollywood Park Race Track is traditionally open Wednesday through Sunday for an average of five days per week. The total number of days that the racing facility was open in 2006 was 271 days. Of the 271 total days, 99 were live race days hosted by Hollywood Park and the remaining 172 days were days in which Hollywood Park was a simulcast facility for the other southern California racing associations. From 2000~~4~~ through 2006, ~~daily attendance ranged from approximately 780 to 23,000~~the daily Hollywood Park Racetrack attendance records during live racing seasons show the highest weekday attendance at 23,609 patrons, and the highest weekend attendance at 29,151 patrons, while the lowest

weekday attendance was at 782 patrons and the lowest weekend attendance was at 5,017 patrons. During the period from 1989 through 2006, the daily attendance records during live racing indicate that the highest and lowest weekday attendance at Hollywood Park was 42,612 and 312, respectively, while the highest and lowest weekend attendance during the same period was 51,151 and 5,017, respectively. In 2006, the largest day was Derby Day, with attendance that day at 14,460. During the current live race meet, the facility opens at 10:15 a.m. and closes after the last race, which is usually between 5:00 p.m. and 6:00 p.m. for all days except when they run races on Friday night. The last race on Friday night usually runs at around 10:30 p.m. A smaller area of the facility is open later on Wednesday through Sunday for the simulcast of Quarter Horse and Harness races that traditionally run in the evenings.

Hollywood Park's primary business is horse racing. During its live racing season, Hollywood Park has concerts and other group events to promote racing and the facility. Other uses for the facility include parking lot rental, non-racing group events and facility rental. When not hosting a live race meet, Hollywood Park opens the barn area for off-site stabling and training.

Hollywood Park Casino

The Hollywood Park Casino is open 24 hours per day, 365 days per year. The core business of the casino is to provide gaming tables and dealers to its patrons. Games offered include Blackjack, Pan 9, Pai Gow Poker, Pai Gow Tiles, Baccarat and various poker games. Other venues that the casino currently offers include charity bingo, group events, night club, health club and other facility rentals. When all areas are open, there have been as many as 2,500 patrons at one time in the facility.

PROJECT CHARACTERISTICS

The Proposed Hollywood Park Redevelopment Project consists of the redevelopment of the approximately 238-acre Project Site, including the Racetrack Grandstand and the Pavilion/Casino and the construction of a new mixed-use development. The Proposed Project includes demolition of most of the improvements and structures on the Project Site, including the Hollywood Park Racetrack and grandstand, and the new construction of approximately 2,995 dwelling units (du), 620,000 square feet (sf) of retail space, 75,000 sf of office/commercial space, a 300-room hotel including 20,000 sf of related meeting space, and 10,000 sf of community serving uses for the Home Owners' Association (HOA). The Pavilion/Casino will be renovated at its existing location on the Project Site and reconfigured as a maximum 120,000 sf Casino/gambling facility. As part of the Development Agreement, a four-acre site is proposed to be made available to a public entity for civic uses, which could be a combination of one or more uses such as a school, library, community center, etc., subject to economic feasibility with respect to construction and operation costs for the respective entity. Approximately 25 acres will be designated for recreation/open space for the development, including 2.5 acres to be developed as an HOA Recreational Facility. The two racetrack infield lakes currently existing on the Project Site will be removed and recreated on the Project Site as an integral component of the proposed Master Plan. (All unit counts and square footages are approximate). The residential product types will include single family, townhomes, stacked flats, condominium buildings and residential units over retail in the mixed-use area. At least 90

percent of the residential development will be for-sale (i.e., ownership) residential product. The Preliminary Land Use Plan is depicted in Figure II-4.

Land Use Equivalency Program

The Proposed Project includes an equivalency program that would provide development flexibility so that the Project could respond to changing community needs and market conditions over the build-out duration of the Project. The equivalency program is intended to allow a limited exchange of retail development, office/commercial development or hotel rooms for development of residential dwelling units, retail, office/commercial or hotel rooms with roughly the same level of environmental impacts, while continuing to provide a balanced project consistent with the mixed-use concept.

Under the proposed equivalency program: (1) a maximum of 45,000 sf of retail development may be exchanged for up to 281 du, 59,400 sf office/commercial, 141 hotel rooms, or a combination thereof; (2) a maximum of 25,000 sf office/commercial development may be exchanged for up to 119 du, 19,000 sf retail, 59 hotel rooms, or some combination thereof; and, (3) a maximum of 100 hotel rooms may be exchanged for up to 200 du, 32,000 sf retail, 42,000 sf office/commercial, or a combination thereof (collectively, the “Equivalency Program”). Land uses may be exchanged based on specific equivalency factors and subject to the limits set forth above. Under the Equivalency Program, the maximum resulting quantity of additional square footage or number of units is: 505 du, 51,000 sf retail, 102,000 sf office/commercial and 200 hotel rooms. These factors were developed and result in an equivalent number of motor vehicle (traffic) trips for the identified land uses, as discussed in Section IV.L, Traffic/Transportation. The equivalency factors are as follows:

- 1,000 sf retail is equivalent to 6.25 du, or 1.32 sf office/commercial, or 3.13 hotel rooms;
- 1,000 sf office/commercial is equivalent to 4.75 du, or 0.76 sf retail, or 2.37 hotel rooms;
and
- 1 hotel room is equivalent to 2.00 du, or 320 sf retail, or 420 sf office/commercial.

Table II-1 below summarizes the land use development program for the following equivalency scenarios: (1) Proposed Project with transferring the maximum allowed retail and office/commercial development and some level of hotel development to obtain a maximum level of residential development; (2) Proposed Project with transferring the maximum allowed office/commercial and hotel development and some level of retail development to obtain a maximum level of residential development; (3) Proposed Project with transferring the maximum allowed retail and hotel development and some level of office/commercial development to obtain the maximum level of residential development; (4) Proposed Project with transferring the maximum level of office/commercial and hotel development to obtain the maximum level of retail development; (5) Proposed Project with transferring the maximum level of retail and hotel development to obtain the maximum level of office/commercial development; and (6) Proposed Project

with transferring the maximum level of retail and office/commercial development to obtain the maximum level of hotel development.

The proposed Equivalency Program applies only to the limited transfer of land uses discussed above. Under the Equivalency Program, there would be no change to the Proposed Project's lot or street configurations, depth of excavation, building pad elevations, or development standards and design guidelines under the Hollywood Park Specific Plan (e.g. height limits, setbacks, etc.).

An analysis of the potential environmental impacts attributable to the proposed Equivalency Program is provided within each impact analysis in Section IV of this EIR. The environmental analysis for the Equivalency Program evaluates each of the six different equivalency scenarios to determine its impacts, including whether the impacts of any scenario are equal to or less than the impacts from the Proposed Project. If the impacts in any given equivalency scenario are equal to or less than the impacts.

**Table II-1
Land Use Program Equivalency Scenarios**

Development Scenario	Residential (Units)	Retail (sf)	Office/Commercial (sf)	Hotel (Rooms)
Proposed Project ^a	2,995	620,000	75,000	300
Equivalency Scenarios				
Maximum Housing 1	3,500	575,000	50,000	248
Over/(Under) Proposed Project	505	(45,000)	(25,000)	(52)
Maximum Housing 2	3,500	590,200	50,000	200
Over/(Under) Proposed Project	505	(29,800)	(25,000)	(100)
Maximum Housing 3	3,500	575,000	70,000	200
Over/(Under) Proposed Project	505	(45,000)	(5,000)	(100)
Maximum Retail	2,995	671,000	50,000	200
Over/(Under) Proposed Project	--	51,000	(25,000)	(100)
Maximum Office/Commercial	2,995	575,000	176,400	200
Over/(Under) Proposed Project	--	(45,000)	101,400	(100)
Maximum Hotel	2,995	575,000	50,000	500
Over/(Under) Proposed Project	--	(45,000)	(25,000)	200

Notes:

^a Only includes land uses from the Proposed Project that correspond to the land uses that can be converted under the Equivalency Program.

Source: Hollywood Park Land Company, 2008.

from the Proposed Project, then the analysis of the Proposed Project's impacts and any mitigation measures are applied to the given equivalency scenario. If the equivalency scenario would result in a greater or different impact than the Proposed Project, then such impact is specifically discussed in greater detail and additional mitigation measures are proposed as appropriate.

Open Space

The Proposed Hollywood Park Redevelopment Project would include an extensive open space and public park plan to accommodate the recreational needs of the project's residents, employees and visitors/patrons. Approximately 25 acres in the aggregate will be designated for recreation/open space for the development, including 2.5 acres developed as a Home Owner's Association Recreational Facility (HOA Recreational Facility) and 22.5 acres to be conveyed pursuant to public use easements. The two racetrack infield lakes currently existing on the Project Site will be removed and recreated on the Project Site as an integral component of the proposed master plan. The open space and recreation areas are identified in Figure II-4, Preliminary Land Use Plan. The open space areas include Lake Park, Champion Park, Arroyo Park and Bluff Park. Arroyo Park, Lake Park and Champion Park include design features to reduce or avoid water quality and hydrologic impacts. See Section IV. F. Hydrology/Water Quality for a further discussion of the features of these parks. Illustrative renderings of the proposed open space areas, including pedestrian friendly linkages, arroyos, and paseos and walkways are provided in Figures II-5 and II-6, respectively.

Scale and Massing

The Proposed Hollywood Park Redevelopment Project would incorporate a variety of building types generally ranging from 25 to 60 feet above finished grade (i.e., 2 to 5 stories), not including architectural features. The hotel structure located on an approximate 2.5-acre parcel on Century Boulevard would be the highest structure within the proposed development at approximately 150 feet. The Preliminary Height Limits Map is illustrated in Figure II-7.

Infrastructure

The Proposed Project would involve various on-and off-site infrastructure improvements to facilitate the development of the proposed mixed-use master planned community. Such infrastructure improvements would include the installation of potable and recycled water lines, sanitary sewers, stormwater detention and conveyance system, electricity infrastructure, natural gas lines, and telecommunication lines. Maps depicting the proposed location of the existing and proposed infrastructure improvements are provided in each respective chapter of Section IV, Environmental Impact Analysis. An overview of the proposed improvements is provided below.

Water

It is expected that the Proposed Project's water demand will be met through water from the City of Inglewood Water Department. The City of Inglewood produced an Urban Water Management Plan in December, 2005. The Plan describes and evaluates sources of water supply, reasonable and practical efficient uses, reclamation, and demand management activities. The Proposed Project would include the construction of a piped water distribution system within the project area. The primary infrastructure would consist of a ring-main with looped extensions to provide service to the proposed lots. Water lines would be installed under the roadways in the public right-of-way and in easements. The Proposed Project would connect to existing City of Inglewood supply lines running along Century Boulevard, Prairie Avenue and W 90th St./Pincay Drive. The on-site network would be operated and maintained by City of Inglewood Water Department (or other appropriate agency).

Recycled Water

The Proposed Project proposes to incorporate a recycled water program for irrigation purposes. The Proposed Project's recycled water demand could be met through treated water obtained from the West Basin Municipal Water District (WBMWD) treatment plant in El Segundo. The water provided by the treatment plant meets all the State of California Title 22 regulations and is approved for irrigation use. The Proposed Project would also include the construction of a piped recycled water distribution system within the Project Site. The primary infrastructure would consist of a looped ring-main with extensions to provide service to the public parks, landscaped parkways, and privately maintained common landscape areas within the proposed lots. The proposed infrastructure will be installed under the roadways and within the public right-of-way or easements. The Proposed Project would connect to the existing WBMWD recycled supply line running along Prairie Avenue. The on-site network would then be operated and maintained by WBMWD; the City of Inglewood Water Department will provide the meters and perform the monthly billing.

Wastewater

The Proposed Project's wastewater needs would be met through use of the Los Angeles County Sanitation District's Joint Water Pollution Control Wastewater Treatment Plant (JWPCTP) in the City of Carson. County sewers within the project area will be used to carry flows to the treatment plant. The City of Inglewood sanitary system will be used to convey flows off-site and connect into LACSD trunk sewers running close to the Project Site boundary. It is currently intended that a new on-site sewer gravity system will be provided to collect wastewater flows. On-site wastewater flows will be split providing two external points of connection to existing off-site county trunk sewers, including new off-site routes and retaining existing points of connection where possible. The northern half of the site will be routed from Prairie Avenue along Arbor Vitae Street to the west running a new sewer below the existing public street network or easements and connect into the existing 24-inch county trunk sewer flowing south at S. Osage Avenue. Hardy Street could be used as an alternate route. The remainder of the site will be routed across Century Boulevard and connect into the existing 15-inch county trunk sewer

flowing South at Doty Avenue. The minimum size of sewer runs will be 8-inch installed under roadways within the public right-of-way or easements. The Proposed Project will require the abandonment and quit claim of the existing LACSD 12-inch sewer and associated easement that crosses the site. It is currently intended to divert this route and direct off-site upstream flows from Prairie Avenue along Arbor Vitae to the West running a new sewer below the existing public street network and connect into the existing 24-inch county trunk sewer flowing south at S. Osage Avenue. This sewer will still be maintained and operated by LACSD. The wastewater generated by the proposed project will be treated at the JWPCTP.

Storm Drains / Hydrology

The Project Site is predominantly covered with impervious surfaces (effective imperviousness estimated to be 47%) with soft landscaped areas limited to the areas within the Main Track (including two lakes) and Training Track. All on-site storm runoff from roof and at grade parking areas is currently collected by an on-site system of catch basins and storm drains that discharge into the Los Angeles County Department of Public Works Flood Control District (LACFCD) storm-drain system.

The Project's stormwater discharge flows would be met through use of the LACFCD storm drains off-site running through and adjacent to the Project Site. The Proposed Project would include construction of a new gravity storm drainage network on-site to collect stormwater flows. Storm drain runs will be sized with sufficient hydraulic capacity to accommodate the design hydrology. The minimum size of main line conduit routes shall be 18 or 24-inches for ease of maintenance, unless otherwise approved by the District or City. These will be installed under roadways within the public right-of-way or easements for ease of maintenance. This new system will be maintained and operated by City of Inglewood Department of Public Works upon completion of construction.

The Proposed Project includes a number of Project Design Features (PDFs) intended to reduce or avoid water quality and hydrologic impacts including: site design, source control, and treatment control best management practices (BMPs). The majority of the Project Site (64 percent) will be treated by the Arroyo and Lake Park stormwater treatment system. An additional 2 percent will be treated by a vegetated BMP system in Champion Park. The remaining areas will be treated by vegetated BMPs or catch basin inserts. At least 2,200 linear feet of swales or bioretention areas (i.e., vegetated BMPs) will be used in the mixed use area and high use parking lots to address trash and debris and petroleum hydrocarbons. Collectively, the water quality treatment control PDFs will treat the pollutants of concern in runoff from the 238 acre development. (See PDFs F-1 to F-30, below).

Arroyo Park will be a linear, landscaped project design feature located within the median right-of-way of the Arroyo. A shallow, vegetated swale will be seamlessly integrated into the park and will be designed to capture all runoff generated from the approximately 71 acres of adjacent road surfaces and residential parcels. The park will be publicly accessible with street parking along its entire length, multiple access points, footbridges, and picnic areas.

Lake Park will be a central attraction of Hollywood Park. The approximately nine-acre Lake Park

includes an upper and lower lake, and will be landscaped with native and ornamental vegetation around the majority of its perimeter. The upper lake will be shallow and densely vegetated with emergent wetland plants, while the lower lake will be deeper, with a bulk head and some vegetation along its perimeter. A cascading waterfall will separate the upper and lower lakes and a continuously operated pump station will recirculate water in the lake to ensure stagnation does not occur.

Natural Gas

Existing gas facilities within the project area would be used to serve the Proposed Project. The proposed development would tie into existing primary lines running along Prairie Avenue and W. 90th Street. New on-site routes would be designed by Southern California Gas Company. These lines would be installed under the roadways and within the public right-of-way. The on-site network would then be operated and maintained by Southern California Gas Company.

Electricity

Existing electrical distribution facilities within the project area would be used to serve the Project Site from the Lennox sub-station. The proposed development would tie into existing primary lines running along Century Boulevard and Prairie Avenue. New on-site routes would be designed by Southern California Edison (SCE). New on-site primary electrical infrastructure would likely include underground routes comprising vaults, conduits, switching features, and transformers, which would be installed throughout the proposed development to service the proposed lots. This infrastructure will be installed under the roadways in the public right of way or within proposed easements. The on-site network would then be operated and maintained by SCE.

Telecommunications

Existing telecommunication distribution facilities within the project area would be used to serve the Project Site. New on-site routes would be designed by AT&T or another selected service provider. New on-site primary infrastructure would likely include underground routes comprised of vaults and conduits which would be installed throughout the proposed development to service the proposed lots. The proposed infrastructure would be installed under the roadways and within the public right-of-way or within proposed easements. The on-site network would then be operated and maintained by AT&T or another appropriate service provider.

Circulation and Access

The Conceptual Circulation Map illustrates the schematic location of all of the public streets of the project, based on input from the City Traffic Engineer and the project Traffic Consultant, Linscott Law and Greenspan (LLG). (See Figure II-8, Conceptual Circulation Map) The Conceptual Circulation Map is designed to implement the following objectives:

- Create an interconnected system of streets, tree-lined sidewalks, multi-use trails and bike trails;
- Provide connections to the existing City of Inglewood Street network;
- Promote a walkable pedestrian friendly neighborhood with easy access to the mixed-use core, the parks and open spaces and the community facilities; and
- Provide convenient access to individual residential neighborhoods, employment and the mixed-use core.

The Conceptual Circulation Plan provides a safe and efficient network of roadways, providing for pedestrian trail systems and bicycle circulation in conjunction with the street network. A hierarchy of bicycle connections is incorporated throughout the development to encourage the use of walking, jogging and bicycling.

In addition, there will be an interconnected system of private drives to access the individual residential parcels. These private drives will connect into the public street system; however they will be privately maintained by the HOAs. The actual location of the private drives and alleys will depend on the site planning of each parcel at the time of plot plan review provided in the Hollywood Park Specific Plan.

Vehicular Access

Vehicular access to the proposed development will be provided via seven primary points of entry: (1) via Arbor Vitae at Prairie Avenue; (2) via Hardy Street at Prairie Avenue; (3) via Doty Avenue at Century Boulevard; (4) via Yukon Avenue at Century Boulevard; (5) via Pincay Drive at Carlton Drive; (6) via a driveway entrance into the Casino Parking garage on Century Boulevard, and (7) via 97th Street at Prairie Avenue.

Transportation Demand Management Strategy

As part of the proposed circulation plan, the proposed Specific Plan will incorporate a Transportation Demand Management (TDM) Strategy. The details and requirements of the TDM strategy for Hollywood Park will be finalized in conjunction with the project approval process and implemented as part of the Mitigation Monitoring Report and Program (MMRP). Some examples of the TDM strategy features that are proposed to be included in the project are as follows:

- (1) A kiosk or bulletin board providing information about ride sharing and public transportation;
- (2) Bicycle racks at a ratio of one (1) bicycle space for every 50,000 square feet of non-residential development plus an additional three (3) bicycle spaces (developments under 50,000 square feet are exempt from this requirement);

- (3) Employee parking area and safe and convenient access from the employee parking area to all businesses;
- (4) Bus shelter improvements along Century Boulevard and Prairie Avenue adjacent to the project;
- (5) Preferential parking spaces for vanpools;
- (6) Sidewalks or other designated pathways following safe routes from the pedestrian circulation along Century Boulevard and Prairie Avenue to the bicycle parking facilities and into the development; and
- (7) Transportation/Parking Benefit Account (similar to flexible spending accounts) used by on-site employers to provide their employees the opportunity to benefit from tax advantages under the Internal Revenue Code for qualified parking, vanpooling and purchasing of transit passes.

Non-Vehicular Access

One of the overall objectives of the Hollywood Park Master Plan is to create a pedestrian friendly, walkable neighborhood. A multi-use trail or walkway will provide pedestrian access around the Lake Park and connect through the Arroyo Park to the Bluff Park. Paseos will be created throughout the development and will encourage pedestrian activity. Pedestrian crossings will be provided at all intersections.

On-Site and Frontage Roadway Improvements

The Proposed Project includes on-site and frontage roadway improvements through methods such as widening, restriping and creating right turn lanes. The on-site and frontage intersections to be improved as part of the Proposed Project are: Prairie Avenue/Arbor Vitae Street, Prairie Avenue/Hardy Street, Prairie Avenue/Century Boulevard, Carlton Drive/Pincay Drive, Doty Avenue/Century Boulevard, Yukon Avenue/Century Boulevard, a Proposed Signalized Driveway/Century Boulevard, and Prairie Avenue/97th Street. For the details of each on-site and frontage improvement, see PDFs L-1 through L-8, below, and Section IV.L, Traffic/Transportation.

All internal roadways and improvements will meet the City's and Los Angeles County Fire Department roadway standards to facilitate vehicular traffic on the roadways as well as provide a safe pedestrian environment. The Proposed Project will include the improvement of a private driveway easement that currently extends from the northeastern portion of the site to Pincay Drive (along the west border of the Renaissance Development).

Parking

Parking for the Proposed Project would be provided to meet the needs of residents, employees and

visitors. All parking required to support anticipated on-site development would be provided within the Project Site.

Parking for the commercial and retail land uses will be provided with a combination of surface parking lots, structured parking lots and on-street parking spaces within the designated mixed-use land use plan areas (the “Mixed-Use Zone”). Parking in the Mixed-Use Zone will be provided on a shared basis, based upon the mix of uses and estimated parking demands.² ~~Based on a shared parking analysis conducted for a sample mix of likely uses in the proposed Mixed Use Zone, the project would have a peak parking demand of approximately 5,326 parking spaces. With shared parking, the highest demand for the Mixed-Use Zone is for weekend peak demand and is estimated to be 4,857 spaces.~~

As shown in the Conceptual Circulation Plan layout illustrated in Figure II-8, five (5) parking structures were analyzed for the Project. For the purposes of analyzing the maximum impacts related to noise and air quality in this EIR, it is assumed that all five parking structures would be built to their maximum capacity. Although this assumption yields a maximum total of 7,778 spaces in the five parking structures, it is anticipated that less than the maximum parking analyzed will be required to meet the needs of the Proposed Project is significantly less. At the time of Hollywood Park Specific Plan Plot Plan Review for the Mixed-Use Zone, specific design and location of the parking will be presented for review and approval. The precise number of parking spaces required will be determined at the time of Plot Plan review through a shared parking study.

Parking Structure 1 (“P1”) may contain up to approximately ~~2,119~~2,199 stalls. Parking Structure 2 (“P2”) may contain up to approximately 1,121 stalls. The Casino Garage (“P3”) may contain up to approximately 2,005 stalls. Parking Structure 4 (“P4”) may contain up to approximately 1,883 spaces. Parking Structure 5 (“P5”) may contain up to approximately 570 parking stalls. Each of the parking garage structures will be developed as open-air parking structures with 42”-high spandrel walls to block light trespass from vehicle headlights.

Residential parking (including guest parking) will be located within the residential land use areas, and in the Mixed-Use Zone to the extent residential units are located there. Required parking for residents will not be shared with commercial uses. Parking will be calculated by a formula based upon the number of bedrooms and types of units. Residential parking for each unit within the Mixed-Use Zone would be cordoned off from commercial parking areas to provide controlled access for residents for security purposes. The precise number of resident and guest spaces for the residential units will be determined at

² Individual parking structures will be constructed on an as-needed basis to meet the shared-parking demands of the proposed mixed-use development. Because the required parking will vary depending on the exact characteristics of the precise uses, it is anticipated that the actual parking demand identified herein may vary by up to 20% at different stages of buildout based on the shared parking demand analysis model to be established in the Specific Plan. The EIR assumes development of the maximum number of spaces for the Mixed-Use Zone. Final parking required may be less.

the time of Plot Plan Review per the requirements of the Development Standards in the Hollywood Park Specific Plan. It is estimated that the residential parking will comprise up to approximately 7,700 spaces, of which 6,000 are required resident spaces, 700 are on-site guest/visitor spaces and 1,000 are on-street spaces.

Public Benefit Parcel

As part of the Development Agreement the Proposed Project includes a four-acre site that would be made available to a public entity for civic uses. It is anticipated that the four-acre site could be a combination of one or more public uses such as a school, library, community center, etc., subject to economic feasibility with respect to construction and operation costs for the respective receiving entity. The exact use and benefit of the public benefit parcel, however, will be determined by the decision-makers at the time the project is considered for approval. The precise number of parking for the 4-acre civic site will also be determined at the time of Plot Plan Review and will depend upon the ultimate use selected for the site.

In order to analyze the “worst-case” scenario in terms of anticipating environmental impacts of developing the civic site, the use of this parcel was assumed to be an elementary school (which would have the highest AM peak hour trips) or a public library (which would have the highest PM peak hour trips) depending on the impact. The impacts from other potential civic uses for the site, such as a community center, are anticipated to fall somewhere between the impacts of a school and the impacts of a library. Based on California Department of Education’s 2000 Guide to School Site Analysis and Development, a 4-acre school site could be developed with a 73,600 square foot school with 800 students (i.e., approximately 92 square feet per pupil). Since the proposed use of the public benefit parcel has not been determined, and will not be determined until after the EIR is completed and presented to the lead agency, the sole purpose of analyzing a school site and a library site, depending on the impact being analyzed, is to provide the Lead Agency with flexibility as to the ultimate selection and determination for the use of the site. The school site analysis was used to project a conservative assumption with respect to public utilities, including water and energy demands, and a.m. peak hour traffic, while a public library was used instead of a school site to estimate p.m. peak hour traffic impacts, since a library would have more p.m. peak hour traffic trips, and thus has the potential to result in greater impacts with respect to traffic congestion.

Project Signage and Illumination

Signs and graphics will play a large role in creating and reinforcing the desired neighborhood feel of the various public spaces, shopping, entertainment and civic uses. The proposed Specific Plan will include a comprehensive set of development standards and design guidelines related to signage to achieve a unified and cohesive overall appearance that furthers the design goals of the Merged Redevelopment Plan. Controlled way-finding and identity signage is a major factor in creating and preserving the design character of the project. The proposed signage development standards and design guidelines will include regulations to permit the following types of signage within the Specific Plan area:

- Project or development identification signs (marquee project identity signs);
- Building identification and tenant signs (anchor signage);
- Directional and service signs;
- Advertising signs and wall graphics;
- Temporary signs;
- Building address signs; and
- Regulatory signs.

Off-Site Improvements

Implementation of the Proposed Project would require the reconfiguration of several off-site access points and several roadway intersections outside of the Project Site, in accordance with the mitigation measures listed in Section IV.L, Traffic/Transportation. These improvements would include widening, re-striping, adding signalization and/or reconfiguration of roadway segments and intersections. These improvements would require intermittent, short-term roadway and intersection closures and may involve temporary detours at the affected locations. In addition, off-site utility infrastructure improvements would be required to connect the project to adjacent water lines, sewer lines, and stormdrains located beneath Century Boulevard, Prairie Avenue and W. 90th Street/Pincay Drive. (See Figures IV.J-1 through IV.J-3 in Section IV.J, Public Utilities.)

PROJECT DESIGN FEATURES

A number of Project Design Features (PDF's) are proposed to be implemented as part of the Proposed Project. Because PDF's were used in the basis for analyzing the project's environmental impacts, it is recommended that the lead agency incorporate each of the following PDFs as conditions of project approval.

Aesthetics

- PDF A-1. Public right-of-way landscape plans shall be prepared by a licensed architect for each phase of the project as provided for in the Specific Plan, and shall be implemented as part of the Project.
- PDF A-2. The applicant shall obtain Planning Division approval of plot plans, including: final site plans, landscape plans and architectural drawings, as provided for in the Specific Plan, prior to the completion of working drawings and subsequent issuance of a building permit.

- PDF A-3. The Proposed project shall be developed in conformance with the Preliminary Building Height Limit Map as adopted in conjunction with the approval of the Specific Plan.
- PDF A-4. Signage shall be in conformance with the development standards and design guidelines as provided for in the Specific Plan. Some specific measures include:
- All garage parking areas shall be identified.
 - Sign conduits, transformers, junction boxes, etc., must be concealed from view.
 - Signs should be clearly legible for universal accessibility. They should meet or exceed ADA standards for type size, type style, color contrast, messaging and heights.
 - Typefaces used on identity signs should be easy-to-read fonts. Consideration must be given to colors and materials of the surrounding support walls.
 - Freestanding identity signs or development markers should be sited to maintain sight lines at entries and major circulation routes.
- PDF A-5. All parking structures within the mixed-use land use areas shall incorporate architectural or site plan design features to shield or avoid light and glare trespass onto adjacent residential properties.

Air Quality

- PDF B-1. As part of the Proposed Project plot plan review process, each builder would incorporate energy efficiency measures and other conservation measures from the Hollywood Park Sustainability Strategy Checklist contained in the Hollywood Park Specific Plan.
- PDF B-2. The Proposed Project incorporates various sustainable design elements and guidelines to promote energy efficiency and other conservation measures. Some examples of the Proposed Project's sustainable design elements include:
- a new mixed-use development that integrates housing, civic, entertainment and retail amenities (jobs, parks, shopping opportunities, etc.) to help reduce vehicle miles traveled resulting from discretionary automobile trips;
 - a mix of land uses that will also contribute to the overall reduction in vehicle miles traveled, by promoting alternative methods of transportation and creating provisions for non-vehicular travel (e.g. pedestrian pathways and paseos, bike paths, etc.) within the Project Site;

- urban infill development, in central Los Angeles County, providing access to several modes of public transportation (buses, rapid transit, and light rail) for travel between neighboring cities;
- a land use plan and land use strategies that encourage higher density development along established transit corridors;
- quality housing opportunities in a job-rich area of Los Angeles County;
- implement street improvements that are designed to relieve pressure on congested roadways and intersections (see Section IV. L. Traffic/Transportation);
- contribution to air quality improvements through the creation of shade to reduce ambient heat produced by paved surfaces by integrating an urban forest concept into the overall landscape design of the Proposed Project;
- planting trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling;
- use of a plant palette that requires low maintenance and climate appropriate plant species;
- conservation by utilization of reclaimed water sources for landscape irrigation purposes;
- natural treatment of stormwater run-off through an arroyo and lake system and in smaller pocket parks;
- using energy efficient bulbs for street lights and other electrical uses;
- creating incentives to increase recycling and reduce generation of solid waste by residential users on the Project Site;
- implementing a recycling program for waste generated by demolition and construction activities, including recycling of existing asphalt and other building materials; and
- using Energy Star appliances.

Geology/Soils

- PDF C-1. Development of open space and recreational areas within the RUZ, as delineated in the Geomatrix 2007 Memorandum re Final Report (included in Appendix C-1 to this Draft

EIR), shall be consistent with the recommendations of the Geomatrix report which identify the RUZ area as unsuitable for the construction of most structures for human occupancy, but useable for construction of recreational type development (e.g., storage facilities, recreational facilities, greenbelts, parking areas and roads). Structures intended for human occupancy shall not be constructed within the mapped RUZ area. The following uses/facilities/structures are suitable in the RUZ: swimming pool and jacuzzi, tot lots, picnic facilities, meditation gardens, children's playground, fireplace and lounge areas, dog parks, exercise stations (parcourse), parking spaces at ground level (including covered parking), utility routes, both above and below ground, tennis courts, basketball courts, soccer fields and other open sports fields (volleyball courts, football play areas, etc.), game tables and seating areas in the open, restrooms, locker rooms, changing rooms (e.g., pool cabana), pool equipment rooms, storage lockers, entry pavilions, covered walkways (e.g. pergola and trellis), fences, retaining walls.

Hazardous Materials/Risk of Upset

No PDFs have been proposed for this issue.

Cultural Resources

- PDF E-1. Prior to demolition of the Project Site, the Project Applicant should take steps to preserve the Turf Club Entrance Pavilion Gate B, so that it later can be relocated to Bluff Park ~~as an entry pavilion.~~
- PDF E-2. Prior to demolition of the Project Site, the Project Applicant shall take steps to preserve Hollywood Park's two primary monuments, Hollywood Gold Cup/Swaps and Native Driver, so that they later can be relocated to ~~Bluff Park as an entry pavilion~~ on the Project Site.

Hydrology/Water Quality

- PDF F-1. Hydrologic source controls will include minimizing runoff from impervious surfaces by routing flows to the Arroyo and Lake Park and using bioretention and other vegetated treatment control BMPs to reduce runoff volumes through evapotranspiration and infiltration.
- PDF F-2. Native and/or climate-appropriate vegetation will be utilized in at least 50% of the developed landscaped areas.
- PDF F-3. The Project's stormwater management system will include the use of the vegetated treatment BMPs, including the Arroyo and Lake Park, as well as parking lot bioretention areas and vegetated swales (where applicable).

- PDF F-4. Treatment control BMPs will be selected to address the pollutants of concern for the Project (see Appendix F-3). These treatment BMPs for the Project include the Arroyo swale, Lake Park, vegetated BMPs, and catch basin inserts. These BMPs are designed to minimize discharge of pollutants to the Maximum Extent Practicable (MEP). Types of treatment control BMPs that will be employed include swales, bioretention areas, catch basin media filtration units, and a wet pond system (e.g., Lake Park).
- PDF F-5. The Project will include numerous source controls, including education programs, animal waste bag stations, street sweeping and catch basin cleaning, an Integrated Pest Management (IPM) Program per the LAUSD standards for common area landscaping in commercial and multi-family residential areas, use of native and/or non-invasive vegetation, product substitution to minimize zinc and copper roofing materials, and directing runoff to vegetated areas.
- PDF F-6. An education program will be implemented that includes both the education of residents and commercial businesses regarding water quality issues. Topics will include services that could affect water quality, such as carpet cleaners and others that may not properly dispose of cleaning wastes; community car washes (e.g., fund raisers); and residential car washing. The education program will emphasize animal waste management, such as the importance of cleaning up after pets and not feeding pigeons, seagulls, ducks, and geese.
- PDF F-7. The Arroyo swale will be designed to safely convey storm flows without scouring the bottom, eroding banks, or re-suspending sediment.
- PDF F-8. All shorelines within Lake Park will be landscaped and maintained to prevent erosion.
- PDF F-9. All storm drain inlets and water quality inlets will be stenciled or labeled.
- PDF F-10. “No Dumping” signs will be posted around the Arroyo and Lake Park and any other locations that appear prone to illicit dumping.
- PDF F-11. The Home Owners’ Associations will maintain stencils and signs described in PDF F-9 and PDF F-10.
- PDF F-12. Pesticides, fertilizers, paints, and other hazardous materials used for maintenance of common areas, parks, commercial areas, and multifamily residential common areas will be kept offsite or in enclosed storage areas.
- PDF F-13. All trash containers will be covered to prevent contact with stormwater.
- PDF F-14. The Home Owners’ Associations or a Landscape Maintenance District will be responsible for operations and maintenance of the Arroyo, Lake Park, vegetated BMPs,

and catch basin media filtration BMPs. Maintenance will be in accordance with a maintenance manual approved by the Director of Planning and Building.

- PDF F-15. Stormwater treatment facilities will be designed to meet or exceed the sizing standards in the LA County SUSMP requirements.
- PDF F-16. Volume-based treatment control BMPs for the Project (i.e., Lake Park, vegetated volume-based BMPs) will be designed to capture 80 percent or more of the annual runoff volume per criteria 2 of the SUSMP.
- PDF F-17. Flow-based BMPs (e.g., the Arroyo, vegetated flow-based BMPs) will be sized using criteria 3, which will provide 80 percent capture or more of annual runoff volume per criteria of the SUSMP.
- PDF F-18. As portions of the site are designed, the size of the facilities will be finalized during the design stage for that portion of the Project by the Project engineer with the final hydrology study, which will be approved by the County of Los Angeles and the City of Inglewood prior to issuing the grading permit(s).
- PDF F-19. The structural BMPs in the stormwater treatment system will be configured to achieve treatment in multiple BMP facilities for the majority of the developed areas. This “treatment train” approach provides more reliable and consistent pollutant removal.
- PDF F-20. Loading dock areas will be covered or designed to minimize run-on and will include catch basin inserts or other appropriate treatment control BMP for treating all runoff prior to discharging to the storm drain system.
- PDF F-21. Direct connections to storm drains from depressed loading docks (truck wells) will be prohibited.
- PDF F-22. Loading docks will be kept in a clean and orderly condition through weekly sweeping and litter control, at a minimum, and immediate cleanup of spills and broken containers without the use of water.
- PDF F-23. Commercial areas will not have repair/maintenance bays or the bays will comply with design requirements.
- PDF F-24. Areas for washing/steam cleaning of vehicles will be self-contained or covered with a roof or overhang; will be equipped with wash racks and with the prior approval of the sewerage agency; will be equipped with a clarifier or other pretreatment facility, and will be properly connected to a sanitary sewer.

- PDF F-25. Retail gasoline outlets or fueling areas will not be included in the Hollywood Park redevelopment.
- PDF F-26. Automotive repair shops will not be included in the Hollywood Park redevelopment.
- PDF F-27. Where feasible, commercial and multifamily parking lots will incorporate vegetated swales or bioretention facilities located in islands or perimeter landscaped areas to promote filtration and infiltration of runoff.
- PDF F-28. Catch basin inserts or media filter vaults will be used to treat parking lot runoff from all areas not treated by vegetated BMPs.
- PDF F-29. Treatment of runoff in bioretention (or vegetated swales) and catch basin inserts will be used to address oil and petroleum hydrocarbons from high-use parking lots.
- PDF F-30. Mosquito fish will be introduced into the pond to naturally control the population of mosquitoes and midges.
- PDF F-31. The project shall be implemented in compliance with the LARWQCB's General Waste Discharge Requirements (WDRs) under Order No. R4-2003-0111, NPDES No. CAG994004 governing construction-related dewatering discharges within the Project Site.
- PDF F-32. The Project will prohibit the use of certain building materials such as roofing/gutter materials that are high in copper and zinc.

Noise

No specific PDFs have been proposed for this issue.

Population, Housing and Employment

No specific PDFs have been proposed for this issue.

Land Use Planning

- PDF I-1. The Proposed Project shall be developed in accordance with the Development Standards and Design Guidelines of the Hollywood Park Specific Plan.
- PDF I-2. The Proposed Project shall be developed in accordance with the provisions set forth under the Hollywood Park Specific Plan, including the final adopted version(s) of the Preliminary Land Use Plan and Preliminary Building Height Limit Map.

PDF I-3. The Applicant shall provide notice to the Federal Aviation Administration in accordance with the applicable requirements of Title 14, Part 77, Subpart B.

Public Utilities

Water

No specific PDFs have been proposed for this issue.

Wastewater

No specific PDFs have been proposed for this issue.

Energy Conservation

The PDFs proposed for this issue are contained in PDFs B-1 and B-2.

Solid Waste

PDF J.4-1. As part of the Proposed Project's sustainable goals, the Project Applicant will develop and implement a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on site or commingled on-site during the construction process.

PDF J.4-2. The Proposed Project shall follow all applicable City of Inglewood policies related to curbside collection and recycling programs.

PDF J.4-3. The Proposed Project shall recycle construction and demolition waste.

Public Services

Police Services

PDF K.1-1. The Proposed Project includes the construction of a police substation within the mixed-use land use designation area.

PDF K.1-2. As part of the Specific Plan Plot Plan review process, a Security Plan detailing measures that will be implemented to provide adequate security both within the interior and exterior of the premises will be submitted for review and approval.

Fire Protection

No specific PDFs have been proposed for this issue.

School Services

PDF K.3-1. The Proposed Project includes a 4-acre public benefit parcel that will be offered to the City or other local public agency or organization as part of the Development Agreement. While the student projections along with existing capacity do not indicate the need for a new school, the Applicant and IUSD are in the process of negotiations regarding the 4-acre site within the Project that is proposed to be made available for a public use. If the Applicant and the District do not reach an agreement, the 4-acre public benefit parcel may be utilized by other public agencies.

Parks and Recreation

PDF K.4-1. The Proposed Project shall include the construction of 25 acres of parks, open space and recreational facilities within the Specific Plan Area in accordance with the Hollywood Park Specific Plan.

Libraries

No specific PDFs have been proposed for this issue.

Traffic/Transportation

PDF L-1. Intersection No. 28: Prairie Avenue/Arbor Vitae Street

Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, restripe the eastbound Arbor Vitae Street approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase II development.

PDF L-2. Intersection No. 29: Prairie Avenue/Hardy Street

Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound Hardy Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate

the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-3. Intersection No. 30: Prairie Avenue/Century Boulevard

Widen and restripe the westbound Century Boulevard approach along the north side to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, modify the traffic signal to provide a westbound right-turn overlapping phase to be operated concurrently with the southbound left-turn phase. This intersection will be improved as part of Phase I development.

PDF L-4. Intersection No. 37: Carlton Drive/Pincay Drive

Provide one shared left-turn/through/right-turn lane on the northbound approach to the Carlton Drive/Pincay Drive intersection. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase III development.

PDF L-5. Intersection No. 38: Doty Avenue/Century Boulevard

Restripe the northbound Doty Avenue approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-6. Intersection No. 39: Yukon Avenue/Century Boulevard

Restripe the northbound Yukon Avenue approach within the existing pavement width to provide one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to

accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-7. Intersection No. 65: Proposed Signalized Driveway/Century Boulevard

Install a traffic signal at the proposed private driveway, to be located approximately 600 feet east of Doty Avenue, to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. Provide one left-turn lane and one right-turn only lane on the southbound approach to the Century Boulevard intersection. In addition, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be three through lanes and one right-turn only lane. This intersection will be improved as part of Phase I development.

PDF L-8. Intersection No. 66: Prairie Avenue/97th Street

Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound 97th Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane and one shared through/right-turn lane on the westbound approach. Install a traffic signal at this intersection to accommodate 97th Street and the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-9. La Cienega Boulevard Northbound Ramp at Slauson Avenue (County of Los Angeles).

South approach: Two left-turn lanes and one shared through/right-turn lane instead of one left-turn lane and one shared through/left-/right-turn lane. The Project Applicant shall contribute 5.4% (or \$64,800) of the total estimated cost of the identified improvements.

Parking

PDF M-1. The Proposed Project shall be developed in conformance with the Parking Standards in the Hollywood Park Specific Plan to meet the parking demand of the Proposed Project.

Project Construction

Construction of the Proposed Project is anticipated to commence upon approval of all applicable entitlements, currently estimated to occur in early 2009. The anticipated buildout year of the Proposed Project is 2014. While it is difficult to determine in advance exactly when and how long the project

approval and entitlement process will take, the following stages of construction are provided as a framework to provide for a reasonably accurate environmental analysis with respect to the Proposed Project's temporary and short-term construction related impacts.

For analytical purposes, the construction analysis presented in this EIR assumes an average of 22 active construction days each month. Unless stated otherwise, it is assumed that all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. Pursuant to the City of Inglewood Noise Ordinance (Municipal Code Ordinance Section 5-41), the permissible hours of construction are 7:00 a.m. to 8:00 p.m. for areas adjacent to residential zones.

Construction Schedule/Phasing

Construction of the Proposed Project is anticipated to begin in 2009. The Project has an anticipated 5-year construction timeline from approval, with full build-out estimated by 2014. The construction process includes: (1) Abatement/Demolition, (2) Excavation/Grading, (3) Utility Infrastructure and Streets and Sidewalks, (4) Structural Foundation, (5) Structural Framing/Building, and (6) Exterior and Interior Finishing.

The grading operation would generally consist of clearing and grubbing, and relocation and compaction of surface soils to construct building pads, streets and other infrastructure necessary for the Proposed Project. The grading will tier the Project Site from its highest elevation of 203 feet above mean sea level (MSL) on the eastern end to its lowest elevation of 90 feet above MSL on the southwestern end.

A final grading plan has not yet been formulated. The Conceptual Grading Plan uses the existing grade and elevation wherever possible, and will generally require no import or export of soils from the Project Site. Grading plans will be reviewed and approved by the City of Inglewood prior to the issuance of grading permit(s). All grading plans and activities will comply with City grading ordinance, dust and erosion control requirements, and NPDES (National Pollutant Discharge Elimination System) requirements.

Haul Route

For analytical purposes, it is anticipated that all demolition debris would be recycled to the maximum extent feasible on-site. Salvage material such as steel will be removed from the Project Site. Demolition debris and soil materials from the site that cannot be recycled or diverted will likely be hauled to regional landfills which accept construction/demolition/inert waste from areas within the City of Inglewood. Several regional landfills are located within an approximate 20-mile radius of the Project Site. The local haul route would likely include exiting or entering the Project Site from the 405 Freeway via Century Boulevard or the I-105 Freeway via Prairie Avenue.

Construction Worker Parking/Staging

Construction workers who drive to the Project Site will park in designated areas on the Project Site. Due to the relatively large project area, it is anticipated that all construction worker vehicles and construction equipment could be accommodated on site without affecting adjacent neighborhoods.

II. PROJECT DESCRIPTION

D. DISCRETIONARY ACTIONS

The City of Inglewood Planning and Building Department (the City) is the lead agency for the Proposed Project. In order to construct the Proposed Project, the applicant is requesting approval of the following discretionary actions from the City and the Inglewood Redevelopment Agency (serving as a responsible agency):

- Certification of the Environmental Impact Report (EIR);
- General Plan Amendment;
- Redevelopment Plan Amendment approved by the Inglewood Redevelopment Agency;
- Adoption of Specific Plan;
- Zone Change;
- Vesting Tentative Tract Map(s);
- Development Agreement between Developer and City of Inglewood;
- Owner Participation Agreement between the Developer and the Inglewood Redevelopment Agency; and
- Community Facilities District (CFD) and other municipal financing vehicles (such as landscaping and lighting districts).

The City's and Redevelopment Agency's approval of these actions is discretionary, requiring compliance with CEQA. Subsequent to these discretionary actions, the City would issue other required discretionary approvals and all other required permits, including necessary ministerial permits such as building and grading permits. In addition to the specific discretionary actions to be requested from the City of Inglewood, several discretionary approvals may be required from various responsible agencies, including but not limited to:

- Airport Land Use Commission;
- Los Angeles County (Public Works, Fire Department);
- Regional Water Quality Control Board Discharge Permit for Title 22 Water to the Los Angeles County Storm Drain System;
- SCAQMD Rule 403 Large Operation Notification;
- L.A. County Sanitation District Sewer Main ~~Re-Alignment~~ Relocation Permit; and
- L.A. County Storm Drain Realignment /Connection Permit.