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# I. INTRODUCTION/EXECUTIVE SUMMARY

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## INTRODUCTION/OVERVIEW OF THE CEQA PROCESS

The purpose of this ~~Draft~~-Final Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Hollywood Park Redevelopment Project (the “Proposed Project”) located at 1050 S. Prairie Avenue within portions of the Manchester-Prairie and Century Redevelopment Constituent Project Areas of the Merged In Town, La Cienega, Manchester-Prairie, North Inglewood Industrial Park, Century, and Imperial-Prairie Redevelopment Project Area in the City of Inglewood.

The Proposed Project will require certain discretionary approvals by the City of Inglewood (the “City”) and other governmental agencies. Therefore, the Proposed Project is subject to environmental review requirements under the California Environmental Quality Act (CEQA).<sup>1</sup> This EIR has been prepared in accordance with CEQA (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (*California Code of Regulations*, Title 14, Section 15000 *et seq.*). The City of Inglewood is the Lead Agency under CEQA for the Proposed Project. This determination is made in accordance with Section 15367 of the CEQA Guidelines, which defines the lead agency as the public agency with the principal responsibility for carrying out or approving a project and conducting the environmental review.

As described in Section 15121 (a) and 15362 of the State CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, either through the imposition of mitigation measures or through the implementation of reasonable alternatives to the project.<sup>2</sup> The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects on the environment of the Proposed Project which the Lead Agency has determined may be significant.

This ~~Draft~~-EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy:

*An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement*

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<sup>1</sup> Public Resources Code Sections 21000-21177.

<sup>2</sup> California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.

*among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

### **Notice of Preparation**

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a minimum 30-day review period that began on November 1, 2007 and ended on December 3, 2007. A copy of the NOP and responses to the NOP are provided in Appendix A to ~~this~~the Draft EIR.

### **NOP Comment Letters**

In response to the NOP, the Lead Agency received fifteen comment letters from various state, regional and local agencies. Two local interests also provided comment letters. The State of California Office of Planning and Research (State Clearinghouse) provided a response acknowledging receipt of the NOP and provided a State Clearinghouse Number for tracking purposes. The SCH number for this EIR is 2007111018. The State of California Department of Transportation, District 7, Regional Planning provided comments with respect to traffic impacts (see Section IV.K.L, Traffic/Transportation). The State of California Department of Conservation, Division of Oil, Gas, & Geothermal Resources provided comments regarding on and off-site oil wells within the Portero Oil Field (see Section IV.C. Geology/Soils). The State of California Native American Heritage Commission provided comments regarding potential archaeological resources including the potential for discovery of Native American remains (see Section IV.E., Cultural Resources). The Southern California Association of Governments provided a comment letter identifying this project as a regionally significant project (See Section IV.I., Land Use and IV.H. Population Housing and Employment). The State of California Department of Toxic Substances Control provided comments with guidance for preliminary endangerment assessment preparation for contaminated soils (see Section IV.C., Geology/Soils). The South Coast Air Quality Management District provided comments with respect to addressing the project's potential impacts to regional air quality (see Section IV.B., Air Quality). The County Sanitation Districts of Los Angeles County provided comments with respect to addressing the project's potential impact upon sewerage facilities. The Sage Institute Inc. (on behalf of Inglewood Unified School District), provided a comment pertaining to the project's potential impacts to public schools (see Section IV.K-3, Schools), The City of Inglewood Police Department provided two response letters with guidance and recommendations with respect to addressing the projects impact upon the City's police department (see Section IV.K-1, Police Services). The County of Los Angeles Department of Public Works provided comments with respect to stormwater (see Section IV.F., Hydrology/Water Quality, solid waste (see Section IV.J-4, Solid Waste), hazardous waste (see Section IV.D., Hazardous Materials and Risk of Upset), and traffic (see Section IV.L, Traffic/Transportation). The County of Los Angeles Fire Department provided comments with respect to the projects impact upon fire protection services (see Section IV.K-2, Fire Protection). The Shelter Partnership, a non-profit organization dedicated to ending homelessness, provided comments

requesting to be kept informed of the project and questioned how the City of Inglewood plans to implement Senate Bill (SB) 2, Fair Share Housing Legislation, within its Housing Element Update. Cecil Carpio, a local resident, provided comments pertaining to the EIR process and public agency notification (see Section I., Introduction), project alternatives (see Section VI., Alternatives to the Proposed Project, and project phasing (see Section II., Project Description). Each of the comment letters referenced above are provided in their entirety in Appendix A-3 to this EIR.

### **Environmental Issues Analyzed in the Draft EIR**

Based on a review of environmental issues by the Planning Department, ~~this~~ the Draft EIR ~~analyzes~~ analyzed the following environmental impact areas:

- Aesthetics (Urban Design, Light and Glare, Shade/Shadow)
- Air Quality
- Geology and Soils
- Hazardous Materials/Risk of Upset
- Cultural Resources
- Hydrology and Water Quality
- Land Use Planning
- Noise
- Population, Housing and Employment
- Public Utilities (Water, Wastewater, Natural Gas, Electricity, Solid Waste)
- Public Services (Fire, Police, Schools, Recreation and Parks, Libraries)
- Traffic/Transportation
- Parking.

Section V.C of ~~this~~ the Draft EIR lists the environmental issues that were determined not to be significantly impacted by the Proposed Project and, therefore, are not analyzed in detail ~~herein~~ therein. These issues include:

- Agriculture;
- Biological Resources; and
- Mineral Resources.

## **Environmental Review Process**

The This Draft EIR ~~will be~~ was circulated for review and comment by the public and other interested parties, agencies, and organizations ~~beginning from~~ October 9, 2008 through November 24, 2008 (46 days). All comments or questions about the Draft EIR ~~should~~ were be addressed to:

Mr. Sheldon Curry  
Assistant City Administrator  
The City of Inglewood  
1 Manchester Boulevard  
Inglewood, CA 90301  
Tel: (319) 412-5230

## **Draft EIR Comment Letters**

In response to the Draft EIR, a total of 21 comment letters were received on the Draft EIR. One State Agency comment letter was received. The State of California, Office of Planning and Research, State Clearinghouse and Planning Unit provided a comment letter acknowledging that the Draft EIR was circulated for public review in accordance with CEQA requirements and that no other state agencies had submitted comments. Five comment letters were submitted by various departments within the County of Los Angeles: (1) Department of Public Works, Land Development Division, (2) Sanitation Districts, Facilities Planning Department, (3) Regional Planning Commission, Airport Land Use Commission, (4) Department of Public Works, Flood Maintenance Division, and (5) the Fire Department. Seven separate comment letters were submitted by the lead agency and its consultants. Two comment letters were submitted by service providers: the Southern California Gas Company and Sage Institute Inc., the District Consultant for Inglewood Unified School District. One letter was submitted by Habitat for Humanity in support for affordable housing. And, three comment letters were submitted by individuals with concerns and opinions regarding the project and its environmental impacts. Copies of all of these comment letters are contained in Appendix J to this Final EIR. Detailed responses to each of the comments contained in these letters are contained in Section IV, Responses to Comments, in this Final EIR.

Following public review of the Draft EIR, a this Final EIR ~~will be~~ was prepared in response to ~~any~~ written comments received during the public review period. ~~The This~~ Final EIR will be available for public review prior to its certification by the decision-makers in a public hearing.

According to Public Resources Code Section 21081, the Lead Agency must make specific Findings of Fact (“Findings”) before approving the Final EIR when the Final EIR identifies significant environmental impacts that may result from a project. The purpose of the Findings is to establish the connection between the contents of the Final EIR and the action of the Lead Agency with regard to approval or rejection of the proposed project. Prior to approval of a project, one of three findings must be made, as required by Section 15091 of the CEQA guidelines:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR;
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Additionally, according to Public Resources Code Section 21081.6, for projects in which significant impacts will be avoided or lessened by mitigation measures, the Lead Agency must include a Mitigation Monitoring and Reporting Program (“MMRP”). The purpose of the MMRP is to ensure compliance with required mitigation during implementation of the proposed project. Environmental impacts may not always be mitigated to a less than significant level. When this occurs, impacts are considered significant and unavoidable. If a public agency approves a project that has significant and unavoidable impacts, the agency shall state in writing the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is termed a “Statement of Overriding Considerations” and is used to explain the specific reasons why the benefits of a proposed project make its unavoidable environmental effects acceptable.

## **ORGANIZATION OF THE FINAL EIR**

The Final EIR incorporates the Draft EIR by reference and provides the following additional sections:

Section I. Introduction/Executive Summary: This section provides a re-print of Section I, Introduction/Executive Summary, of the Draft EIR. Any substantive changes to this chapter are clearly shown in double underline/~~strike~~ text to note the changes that have occurred since the Draft EIR was circulated for public review.

Section II. Project Description: This section provides a re-print of Section II, Project Description, of the Draft EIR. Any substantive changes to this chapter are clearly shown in double underline/~~strike~~ text to note the changes that have occurred since the Draft EIR was circulated for public review.

Section III. Additions and Corrections to the Draft EIR: This section contains a summarized account of all of the additions and corrections to the Draft EIR that have been proposed by the lead agency in response to the comments received on the Draft EIR. The additions and corrections are organized by environmental issues and chapters as contained in the Draft EIR. This Section also contains the following three revised and re-printed Draft EIR Sections: IV.C. Geology/Soils, IV.L Traffic and Transportation, and IV.M Parking.

Section IV. Responses to Comments: Pursuant to Section 15088 of the State CEQA Guidelines, this Section contains a list of the comments received on the Draft EIR and provides written responses to each substantive issue raised in the comment letters.

Section V. Mitigation Monitoring and Reporting Program: Pursuant to Section 15097 a lead agency is required to adopt and implement a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. This Section includes a draft Mitigation Monitoring and Reporting Program containing a consolidated list of the various project design features and mitigation measures included for the Project.

## **PROPOSED PROJECT**

The Proposed Hollywood Park Redevelopment Project consists of the redevelopment of the approximate 238-acre 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, 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 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 town center. At least 90 percent of the residential development will be for-sale (i.e. ownership) residential product.

The Proposed Project is intended to serve as an energetic collection of new residential neighborhoods, connected by expansive open space, to a vibrant shopping, dining and entertainment district. The urban design strives to place all uses within easy walking distance of each other. Construction of the Proposed Project on the currently underutilized site will benefit the surrounding area through the provision of a mix of retail, residential and commercial uses that are currently not available within the City. The provision of housing would be a welcome addition to the community, and would serve to improve the regional jobs/housing balance. The Proposed Project will result in a net increase of 517 jobs. Inglewood is an area that is in need of additional parks and recreation spaces and the Proposed Project would help address this need by providing for 25 acres of land as park, recreation and open space to serve the project residents as well as the broader community. The Proposed Project would also provide a 4-acre site

that can be used for civic uses such as a school, library, joint use facility, or community center. The Proposed Project will contribute to the quality of life of the existing neighborhood by providing uses that are compatible with adjacent land use patterns, reducing overall ambient noise on weekdays and significantly reducing light and glare impacts when compared with the existing uses.

## **ALTERNATIVES TO THE PROPOSED PROJECT**

This Draft EIR considers a range of alternatives to the Proposed Project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in this Draft EIR include:

- No Project Alternative – Continuation of Existing Land Use: This alternative analyzes the environmental consequences of the on-going operation of the existing Hollywood Park Racetrack and Casino ~~without any new discretionary requests~~.
- No Project Alternative – Reasonably Foreseeable Future Development (Football Stadium/Casino) Alternative: This Alternative evaluates a theoretical scenario in which the Proposed Project does not go forward, but an alternative project consistent with the underlying zoning regulations is developed. The development of an athletic stadium is considered a reasonably foreseeable development because (1) it is consistent with the current zoning designation, and (2) it represents a development proposal that was previously proposed and analyzed in an EIR in 1995. This alternative analyzes the impacts of demolishing the existing Grandstand, Racetrack and Barn Areas, while retaining the Casino and constructing an approximate 65,000 seat Athletic Stadium.
- No Project Alternative – Reasonably Foreseeable Future Development (Convention Center/Hotel/Casino) Alternative: This Alternative evaluates a theoretical scenario in which the Proposed Project does not go forward, but an alternative project consistent with the underlying zoning regulations is developed. The Convention Center Alternative would require public acquisition of the site and construction resulting in the development of a state-of-the-art convention center facility containing 300,000 sf of exhibition space, 50,000 sf of meeting space, a 50,000 sf ballroom, and a 650-room hotel. This Alternative analyzes the impacts of the continued operation of the existing Casino, the removal and discontinuation of the existing racetrack component, and the addition of the Convention Center, Hotel, and associated uses.
- Alternative RU 800/Reduced residential (800 units maximum)/retention of racing and racetrack: This Alternative involves a reduced residential project with retention of racing and the racetrack and the removal of the casino. This alternative analyzes the impacts of retaining racing at Hollywood Park, while utilizing the surrounding surface parking lots for the development of on-site residential uses. Although there are no identified adverse

environmental impacts relative to demolition of the racetrack and relocation of racing, as part of the community outreach process conducted during the earlier phases of the planning process, some have raised the question of whether new development can be attained without loss of live racing at Hollywood Park. This alternative analyzes the potential impacts of such an approach.

- Alternative RU 1,000/All single-family alternative/residential density, 1,000 units: This Alternative involves the demolition of the racetrack and Casino, and the construction of an all single-family residential development with 1,000 dwelling units. This alternative analyzes the impacts of developing ownership housing opportunities on-site, but exclusively in a single-family configuration, without the additional commercial uses, cinema, office, hotel and retail.
- Alternative RU 3,500/Increased Residential Project/3,500 Dwelling Units: This Alternative includes the retention of the Casino and demolition of the Racetrack, and it provides an increased residential project with 3,500 dwelling units. This alternative analyzes the impacts of providing additional housing opportunities on-site. To the extent, for example, affordable housing is located on-site in addition to housing proposed by the project, this alternative provides information regarding the impacts of the additional units.
- Maximum Housing Unit Alternative (with Affordable Housing): This Alternative includes the retention of the Casino and demolition of the Racetrack, and it maximizes the construction of housing, in particular, affordable housing. Specifically, this Alternative includes the development of a maximum of 3,500 dwelling units on the Project Site, a maximum of 525 affordable dwelling units (to be provided off-site within the Merged Redevelopment Project Area), approximately 620,000 sf of retail use, approximately 120,000 sf of casino use, a 300-room hotel with 20,000 sf of meeting room space, approximately 25,000 sf of office space, approximately 25 acres of open space, and approximately 10,000 sf of community space. A four-acre site would also be made available 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.

## **ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

The following pages summarize the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are recommended for significant environmental impacts, and the level of impact after mitigation is also identified.

**Table 1-1  
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<b>IV.A. AESTHETICS (URBAN DESIGN/VIEWS/LIGHT &amp; GLARE)</b>		
<b>Views and Urban Design.</b> There are no designated scenic highways, natural elements nor unique scenic resources within the City of Inglewood. Views from the Proposed Project into adjacent residential land uses would be buffered by a landscape buffer between adjacent properties. Broad leaf, evergreen trees would provide shade and privacy, offering a more comfortable atmosphere for residents on either side of the property line. As such, impacts to scenic views and vistas would be less than significant.	MM A-1. The Proposed Project shall incorporate low-level directional lighting at the ground, podium, and parking levels of all structures to ensure that architectural, parking and security lighting does not spill onto adjacent residential properties. Compliance with this measure shall be demonstrated at Plot Plan Review approval for each building permit.	Less Than Significant Impact.
<b>Impacts to Light and Glare.</b> Light and glare from the <del>Project</del> -Proposed Project would be substantially less intrusive than the lighting impacts generated by the existing uses on the Project Site. As such, light and glare impacts would be less than significant.	MM A-2. The proposed park and open space areas shall incorporate low-level directional lighting for pedestrian safety and security purposes in a manner that minimizes light trespass onto adjacent properties to the maximum extent feasible. Compliance with this measure shall be demonstrated at Plot Plan review for development of the open space and park areas.	Less Than Significant Impact.
<b>Landscape and Open Space Elements.</b> Approximately 25 acres of land will be designated as recreation/open space (see Section IV.K-4, Parks and Recreation, for a complete discussion). As a result, the proposed open space would be an attractive visual attribute to the Proposed Project resulting in a net beneficial aesthetic impact.	MM A-3. The Proposed Project's façades and windows shall be constructed of non-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.	Less Than Significant Impact.
<b>Project Signage and Illumination.</b> The proposed Specific Plan includes a signage program to achieve a unified and cohesive overall appearance. Compliance with the proposed signage development standards and design guidelines in the Specific Plan will ensure that signage furthers the design goals of the Merged Redevelopment Plan, and will ensure that visual impacts associated with the Project's signage are reduced to less than significant levels.		Less Than Significant Impact.
<b>Shade and Shadow Impacts.</b> Most of the structures proposed would be generally range from 25 to 60 feet above finished grade, not including architectural features. The hotel structure would be the highest structure at approximately 150 feet above grade. Due to the set back from the		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>property line and roadway widths, none of the Proposed Project's structures would cast shadows upon residences or other adjacent land uses for more than 3 hours during the summer or winter months and the project's shade and shadow impacts would be less than significant.</p>		
<p><b>Land Use Equivalency Program.</b> The Proposed Equivalency Program allows for specific limited exchanges in the types of land uses within the Hollywood Park Specific Plan Area. The exchange of office/commercial, retail, hotel and/or residential uses would occur at relatively limited locations within the Project Site. All mitigation measures to minimize visual quality impacts would be implemented. Therefore, development under all of the Equivalency Scenarios would have a visual character that is similar to and would be consistent with that of the Proposed Project, and would result in less than significant impacts.</p>		<p>Less Than Significant Impact.</p>
<p><b>IV.B AIR QUALITY</b></p>		
<p><b>Construction Phase Air Quality Impacts</b></p>		
<p><b>Regional Emissions.</b> Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Specifically, construction emissions would exceed the SCAQMD regional daily threshold limits for VOC, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. As such the Project's construction related impacts would be significant.</p>	<p>MM B-1. Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p> <p>MM B-2. Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each workday.<sup>3</sup></p>	<p>Significant Unavoidable Impact.</p>
<p><b>Localized Emissions.</b> Construction of the Project would generate PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>x</sub>. Localized CO emissions would be less than the SCAQMD daily significance thresholds. However, localized emissions of PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub> would exceed the localized thresholds. The maximum localized emissions would be temporary and would generally</p>	<p>MM B-3. A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages</p>	<p>Significant Unavoidable Impact.</p>

<sup>3</sup> Track-out is defined by the SCAQMD as any material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that has been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions (Rule 1156(c)(28)).

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>occur during the heaviest periods of construction activity. Nonetheless, localized construction emissions would result in a significant air quality impact.</p>	<p>before vehicles exit the project site.</p>	
<p><b>Toxic Air Contaminants.</b> The proposed project would be required to comply with SCAQMD Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities), which specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities. Thus, construction activity would result in a less-than-significant toxic air contaminant impact.</p> <p>A diesel health risk assessment (HRA) was completed to determine the risk posed to sensitive receptors from construction activity. The HRA calculated the lifetime carcinogenic risk associated with heavy-duty construction equipment, on-site haul truck movement, on-site haul truck idling, and off-site haul truck travel on the local roadway system. The HRA resulted in an unmitigated carcinogenic risk of 30 persons in one million, which is greater than the ten persons in one million significance threshold. As such, construction-related diesel emissions would result in a significant impact.</p>	<p>MM B-4. All haul trucks hauling soil, sand, and other loose materials off-site shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.</p> <p>MM B-5. All haul trucks hauling soil, sand, and other loose materials off-site shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>MM B-6. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.</p> <p>MM B-7. Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.</p> <p>MM B-8. Heavy-equipment operations shall be suspended during first and second stage smog alerts.</p>	<p>Less Than Significant Impact.</p> <p>Significant Unavoidable Impact.</p>
<p><b><u>Asbestos Containing Materials (ACMs).</u></b> <u>The Phase I Environmental Assessment has identified asbestos-containing materials (ACM) on the project site. As such, the proposed project would be required to comply with SCAQMD Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities). SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfill requirements for asbestos-containing waste materials. The proposed project would also be required to maintain records, including waste shipment records, and use appropriate warning labels, signs, and markings (see MM D-7). As such,</u></p>	<p>MM B-9. On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.</p> <p>MM B-10. Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>MM B-11. Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.</p> <p>MM B-12. Heavy-duty trucks shall be prohibited from idling in excess</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><u>construction activity would result in a less than significant ACM impact.</u></p> <p><b>Odors.</b> Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site; resulting in a less-than-significant impact.</p>	<p>of five minutes, both on- and off-site.</p> <p>MM B-13. Construction parking shall be configured to minimize traffic interference.</p> <p>MM B-14. Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.</p> <p>MM B-15. Architectural coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (<a href="http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf">http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf</a>).</p> <p>MM B-16. Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions.</p> <p><u>MM B-17. All diesel powered construction equipment in use shall require control equipment that meets at a minimum Tier III emissions requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with a minimum of Tier II diesel standards.</u></p> <p><u>MM B-18. Contractors shall utilize alternative fueled off-road equipment where possible.</u></p> <p><u>MM B-19. Contractors shall provide temporary traffic controls, such</u></p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p><u>as a flag person, during all phases of construct to maintain smooth traffic flows.</u></p> <p>MM B-20. <u>Contractors shall schedule construction activities that effect traffic flow on arterial system to off-peak hour to the extent practicable.</u></p>	
<b>Operational Phase Air Quality Impacts</b>		
<p><b>Regional Emissions.</b> Long-term operational project emissions would be generated by area sources, such as natural gas combustion and consumer products (e.g., aerosol sprays) and mobile sources. Motor vehicles generated by the proposed project would be the predominate source of long-term project emissions. Specifically, operation of the Project would generate VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. Weekday and weekend regional operational emissions would exceed SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. As such, regional operational emissions would result in a significant air quality impact.</p>	<p>MM B-1721. The Applicant shall install automatic lighting on/off controls and energy-efficient lighting for office spaces.</p> <p>MM B-1822. The Applicant shall provide informational packets to new residents within the development locating nearby public transportation options.</p>	<p>Significant Unavoidable Impact.</p>
<p><b>Concurrent Emissions.</b> Later stages of project construction could occur concurrently with the occupancy of the earlier stages of development. Construction emissions combined with operational emissions would result in concurrent emissions that exceed the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. As such, the Proposed Project would result in a significant emissions impact associated with concurrent emissions.</p>		<p>Significant Unavoidable Impact.</p>
<p><b>CO Concentrations.</b> The USEPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations at the six study intersections for a localized CO hotspot analysis for 2014 “no project” and “project” conditions. The maximum one-hour and eight-hour CO concentrations under “project” conditions would be 3 ppm and 1.8 to 2.1 ppm, respectively, at worst-case sidewalk receptors. These emissions would be below the State one- and eight-hour standards of 20 ppm and</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>9.0 ppm, respectively. Thus, a less-than-significant impact is anticipated and no significant increase in CO concentrations at sensitive receptor locations is expected.</p>		
<p><b>Toxic Air Contaminants.</b> Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). As such, <u>the operation of the proposed project would not release substantial amounts of TACs, and impacts would be less than significant.</u></p>		<p>Less Than Significant Impact.</p>
<p><b>Odors.</b> The project site would be developed with residential, hotel, casino/gaming, civic, open spaces, retail and office/commercial space and not land uses that are typically associated with odor complaints. On-site trash receptacles would be located and maintained in a manner that promotes odor control, and no adverse odor impacts are anticipated from these types of land uses. Impacts would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>AQMP Consistency.</b> The Proposed Project would not be consistent with the AQMP due to a technical inconsistency with the SCAG growth projections underlying the AQMP. However, many of the design aspects of the project are consistent with the goals of the AQMP. The proposed mixed-use development would (a) potentially reduce regional vehicle miles traveled by decreasing residential to retail trip lengths, and (b) would be located near heavily traveled roadways that are serviced by the L.A. County MTA. Despite the consistency with the spirit and intent of the AQMP, it would not be consistent with the growth assumptions included in the AQMP. <u>In addition, per consistency with Criterion 1, the Project would result in significant VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub> impacts during operations. The Basin is a non-attainment area under the CCAA for O<sub>3</sub> and the Project would exceed the regional daily emissions threshold for ozone precursors, VOC and NO<sub>x</sub>. The Basin is also a non-attainment area under the CCAA for PM<sub>2.5</sub> and PM<sub>10</sub> and the Project would exceed the regional daily emissions thresholds for PM<sub>2.5</sub> and PM<sub>10</sub>. The Project would potentially increase the frequency of O<sub>3</sub>, PM<sub>2.5</sub>, and</u></p>		<p>Significant Unavoidable Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><u>PM<sub>10</sub> air quality violations.</u> Therefore, impacts will be significant and unavoidable.</p>		
<p><b>Greenhouse Gas Emissions.</b> Greenhouse gas emissions associated with the Proposed Project have been identified and quantified. These emissions are associated with increased electricity consumption, natural gas combustion and mobile source emissions due to project-generated traffic. The Proposed Project would emit an estimated additional <del>53,227</del><u>50,778</u> tons per year of CO<sub>2</sub> equivalent emissions above the existing development levels. It is not possible at this time to quantify the exact reductions in greenhouse gas emissions anticipated from the smart growth and sustainability design features of the Proposed Project. By incorporating energy and VMT reducing project design features and example GHG reduction measures provided in the Governor’s Office of Planning and Research technical advisory on CEQA and climate change, the Proposed Project will result in lower GHG emission rates compared to current standards and practices. Given the lack of standards and the proposed project features consistency with the State and City’s goals, the contribution to the cumulative impact of global climate change is considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Land Use Equivalency Program.</b> Potential changes in land use under the Equivalency Program would have no substantial effect on the air quality analysis because only the use is changing. Regional and local air quality impacts during operations under the Equivalency Program would be comparable to those of the Proposed Project as the trip generation and trip distribution characteristics of the Equivalency Program and the Proposed Project would also be comparable. Potential sources of toxic air contaminants and odors under the Equivalency Program would be the same as those associated with the Proposed Project, and, thus, impacts would be the same. Concurrent construction and operations emissions under the Equivalency Program would also be comparable to the Proposed Project as levels of construction activity and traffic would also be comparable. In addition, as is the case with the Proposed Project, the Equivalency Program would be comparable in consistency findings with adopted plans and policies. Overall, the Equivalency program, as is the</p>		<p>Significant Unavoidable Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>case with the Proposed Project, would result in significant and unavoidable impacts.</p>		
<p><b>IV.C GEOLOGY/SOILS</b></p>		
<p><b>Seismic Hazards – Fault Rupture.</b> Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Inglewood. The Potrero Fault, which is considered an active surface fault trace and is delineated on the State’s Alquist-Priolo Earthquake Fault Zoning Map, crosses a portion of the Proposed Project Site. The fault trenching program conducted for the Project identified a Restricted Use Zone (RUZ) for the Potrero Fault, which crosses the northeastern most portion of the Proposed Project. While the possibility of surface fault rupture affecting the proposed development exists, the Project would include development of open space and recreational areas within the RUZ. Structures intended for human occupancy are not proposed within the mapped RUZ area. Any suitable structures (see Section IV.C for a complete list of suitable structures) placed within the RUZ would be required to incorporate appropriate engineering design to mitigate movement resulting from potential future displacement related to the Potrero Fault. No land use restrictions were identified for the Proposed Project Site outside of the RUZ. Thus, impacts on the Proposed Project Site from any surface fault rupture would be less than significant.</p>	<p><b>Code-Required Measures</b></p> <p>MM C-1. All buildings and structures shall be designed and constructed in conformance with the applicable regulations and standards of the latest edition of the Inglewood Building Division pursuant to the latest edition of the California Building Code, Los Angeles County Fire Code, seismic design standards, and applicable state requirements which are in effect at the time of building permit issuance.</p> <p><b>Project-Specific Mitigation Measure</b></p> <p>In accordance with the <u>Geotechnical Evaluation for Environmental Impact Report, Proposed Residential and Commercial Development, Hollywood Park Redevelopment, Inglewood, California</u> (the “Geotechnical Report”) prepared by Group Delta Consultants, dated March 29, 2007, specific mitigation measures are enumerated as follows, and shall be completed to the satisfaction of the City of Inglewood Department of Building and Safety:</p>	<p>Less Than Significant Impact.</p>
<p><b>Seismic Hazards – Seismic-Induced Ground Shaking.</b> The Project Site is located in a seismically active region and could be subjected to strong ground shaking in the event of an earthquake. In this respect, development of the Proposed Project would expose new residents, employees and visitors of the proposed dwelling units, commercial establishments, and could result in potentially significant adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. However, the potential for seismic hazards would not be higher than in other areas of the City of Inglewood or elsewhere in the region. Such risks have also been incorporated into the project specific seismic design and engineering plans for the Proposed Project and impacts would</p>	<p>MM C-2. Prior to the start of grading, demolition will be required to remove any existing improvements, including pavement and structures. Any void created from the demolition should be properly backfilled to the limits determined by the project geotechnical engineer. Any soils loosened or disturbed during the demolition should also be removed</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
be less than significant.		
<p><b>Seismic Hazards – Seismic-Induced Settlement and Liquefaction.</b> The Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-induced ground failure associated with settlement and/or liquefaction. Soils on the Project Site would not be susceptible to liquefaction. The site is not located within a State of California Liquefaction Hazard Zone (CDMG 1998). Therefore, the potentials for liquefaction, lateral spreading, and seismic compaction to occur at the site is considered to be remote and impacts are less than significant.</p>	<p>The existing old wells may also need to be re-abandoned or vented in accordance with applicable regulations. The presence and location of all existing utilities on the property should be identified. Precautions should be taken to remove, relocate or protect existing utilities, as appropriate.</p> <p>MM C-3. Prior to the start of grading, all vegetation and topsoil should be stripped. The vegetation should be removed from the site. The topsoil may be stockpiled and reused in planned landscape areas. In addition, any trees and shrubs should be cleared, so that no roots larger than 1-inch in diameter remain. Any soils loosened during removal of tree/shrubs should also be removed.</p>	<p>Less Than Significant Impact.</p>
<p><b>Landslides.</b> The Project Site is not located within a City-designated landslide area or an area identified as subject to seismic slope instability. Due to the relatively flat topography of the Project Site and surrounding area, potential impacts associated with landslides would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Erosion/Loss of Top Soil.</b> Construction of the Proposed Project has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. With implementation of the applicable grading and building permit requirements and the application of construction best management practices (BMPs), a less-than-significant impact would occur with respect to erosion or loss of topsoil.</p>	<p>MM C-4. Uncertified fill and soft native clayey soils can not be used for foundation support, and therefore, need to be removed and replaced with structural fill, consistent with the findings of site specific geotechnical evaluation.</p>	<p>Less Than Significant Impact.</p>
<p><b>Expansive Soils.</b> The upper clayey soils on the Project Site are expansive and should not be used within two feet of the bottom of pavement or other flatwork. <u>The Project would be required to comply with applicable provisions of the California Building Code as adopted by the Inglewood Municipal Code with regard to soil hazard-related design. With adherence to this regulatory framework,</u> <del>With</del> adherence to the geotechnical engineering recommendations provided in the Geotechnical Report, and <u>implementation of</u> the mitigation measures, impacts with respect to expansive soils would be less than significant.</p>	<p>MM C-5. Prior to construction, field infiltration testing shall be conducted at locations where infiltration structures are planned.</p> <p>MM C-6. All grading should conform to the requirements of the City of Inglewood. The grading contractor is responsible for notifying the project Geotechnical Engineer of a pre-grading meeting prior to the start of grading operations and anytime that the operations are resumed after an</p>	<p>Less Than Significant Impact.</p>
<p><b>Site Preparation/Grading/Earth Removal.</b> Prior to the start of grading,</p>		<p>Less Than Significant</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>demolition will be required to remove any existing improvements, including pavement and structures. Buried remnants of previous construction could be encountered anywhere on the site, including foundations, walls, slabs, basements, mud pits, cesspools, tanks and utilities. With adherence to the geotechnical engineering recommendations in the Geotechnical Report, and the mitigation measures identified herein, impacts with respect to <u>exposing people or structures to hazards associated with unstable geologic units or soils due to site preparation, grading and earth removals</u> would be less than significant.</p>	<p>interruption.</p> <p>MM C-7. Prior to site grading, <u>the developer shall submit to the City of Inglewood Planning and Building Department a site-specific evaluation of soil conditions that is prepared by a registered soil professional that includes recommendations for ground preparation and earthwork activities specific to the site, soil removal and replacement, and other site-specific earthwork activities and in conformance with the City's Building Code.</u> <del>uncertified fill and soft native soils should be removed and replaced with structural fill. It should be anticipated that unsuitable oversized debris may be present in the existing fill on site. The actual limits for removals should be determined by the project Geotechnical Engineer depending on the actual conditions encountered, consistent with the findings of a site specific geotechnical evaluation.</del></p>	<p>Impact.</p>
<p><b>Geologic Hazards.</b> A potentially significant adverse impact could occur with respect to causing or accelerating geologic hazards associated with the accidental discovery of undocumented and/or abandoned oil wells which could result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Potentially adverse impacts associated with this hazard could be reduced to a less-than-significant level by abandoning accidentally encountered wells according to the current requirements of the California Division of Oil and Gas.</p>	<p><del>uncertified fill and soft native soils should be removed and replaced with structural fill. It should be anticipated that unsuitable oversized debris may be present in the existing fill on site. The actual limits for removals should be determined by the project Geotechnical Engineer depending on the actual conditions encountered, consistent with the findings of a site specific geotechnical evaluation.</del></p>	<p>Less Than Significant Impact.</p>
<p><b>Groundwater.</b> Groundwater was encountered during subsurface investigations on the Project Site between approximately 70 to 170 feet below ground surface (bgs). The proposed soils removal ranges between 3 feet and 22.5 feet bgs, well above the shallowest recorded depth to groundwater of 72.45 feet bgs. Therefore, ground water is not likely to be encountered within the depth of the proposed excavation. It is possible, however, that locally perched groundwater could be encountered and has the potential to impact the proposed development during construction. Compliance with the geotechnical recommendations provided by the project engineer would effectively mitigate any adverse impacts associated with groundwater to less-than-significant levels.</p>	<p>MM C-8. During earthwork activities, the bottoms of completed excavations shall be observed by the project Geotechnical Engineer, while it is proof-rolled with loaded equipment. Any loose or yielding soils shall be over-excavated and recompacted to the limits determined by the project Geotechnical Engineer.</p>	<p>Less Than Significant Impact.</p>
<p><b>Land Use Equivalency Program.</b> The proposed Equivalency Program allows for specific limited exchanges in types of land uses occurring on the Project Site. Potential changes in land use under the Equivalency Program would have no substantial effect on the proposed earth moving activities, including impacts from seismic hazards, landslides, erosion and</p>	<p>MM C-9. Structural fill should consist of predominantly sandy soils, and should be free of expansive clay, rock greater than 3 inches in maximum size, debris and other deleterious materials. All structural fill should be compacted to at least 95 percent of the maximum dry density determined by</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>topsoil, expansive soils, site preparation, grading and earth removal and their associated impacts because only the use of the land is changing. With implementation of the applicable mitigation measures, geologic and soil impacts attributable to the Equivalency Program would be less than significant.</p>	<p>ASTM D 1557-91. Fill placed in nonstructural and landscape areas should be compacted to at least 90 percent.</p> <p>MM C-10. All earthwork and grading shall be performed under the observation of the project Geotechnical Engineer. Compaction testing of the fill soils shall be performed at the discretion of the project Geotechnical Engineer. Testing shall be performed for approximately every 2 feet in fill thickness or 500 cubic yards of fill placed, whichever occurs first. If specified compaction is not achieved, additional compactive effort, moisture conditioning, and/or removal and recompaction of the fill soils will be required.</p> <p>MM C-11. All materials used for asphalt concrete and base shall conform to the 2000 “Green Book” or the equivalent, and shall be compacted to at least 95 percent relative compaction.</p> <p>MM C-12. If, in the opinion of the Geotechnical Engineer, Contractor, or Owner, an unsafe condition is created or encountered during grading, all work in the area shall be stopped until measures can be taken to mitigate the unsafe condition. An unsafe condition shall be considered any condition that creates a danger to workers, onsite structures, on-site construction, or any off-site properties or persons.</p> <p>MM C-13. Groundwater encountered during temporary excavations shall be controlled using shallow trenches, sumps and pumps. In general, temporary excavations up to 3 feet deep may stand in vertical cuts; sandier layers should be sloped.</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>Construction slopes in the parking Area and Barn Area should be made with an inclination of 1 (H) to 1(V). Construction slopes in the Track Area should be made with an inclination of 1.5 (H) to 1 (V). If the above-recommended slopes are not feasible due to site restrictions, or if surcharge loads other than a nominal value of 240 psf due to traffic loads exist adjacent to the excavation, a flatter slope or temporary shoring may be needed. Earth pressure can be provided if temporary shoring is to be used.</p> <p>MM C-14. Surcharge loads, such as vehicular traffic, heavy construction equipment, and stockpiled materials, should be kept away from the top of temporary excavations a horizontal distance at least equal to the depth of excavation. Surface drainage should be controlled and prevented from running down the slope face. Poned water should not be allowed within the excavation. Workmen should be adequately protected within temporary excavations. Construction equipment and foot traffic should be kept off excavation slopes to minimize sloughing.</p> <p>MM C-15. All excavation slopes and shoring systems should meet the minimum requirements of the Occupational Safety and Health Association (OSHA) Standards. Maintaining safe and stable slopes on excavations is the responsibility of the contractor and will depend on the nature of the soils and groundwater conditions encountered and his method of excavation. Excavations during construction should be carried out in such a manner that failure or ground</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>movement will not occur. The contractor should perform any additional studies deemed necessary to supplement the information contained in this report for the purpose of planning and executing his excavation plan.</p> <p>MM C-16. It should be anticipated that a site specific design-level geotechnical report for each new project within the tract will be required. Specifically, after detailed building plans have been developed for each area of the Project Site, additional geotechnical explorations, testing, and analyses shall be performed, as warranted, in order to develop building-specific foundation recommendations. The Project shall be designed and constructed in accordance with the recommendations provided in these additional site specific geotechnical reports.</p> <p>MM C-17. The expansion potential of subgrade soils within foundation depth under building pads should be tested in building specific site investigations, and recommendations regarding expansive soils should be presented in site - specific geotechnical reports.</p> <p>MM C-18. Soil corrosivity should be tested in building specific site investigations. This potential should be considered in the design and protection of underground metal utilities.</p> <p>MM C-19. Assuming R-values of 15 after grading, the following pavement sections for Traffic Index (TI) values of 5, 6, and 7 are recommended:</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation								
	<table border="1"> <thead> <tr> <th data-bbox="896 321 1318 375"><u>Traffic Index (TI) Section</u></th> <th data-bbox="1318 321 1713 375"><u>Thickness (Feet) AC Over AB</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="896 375 1318 440">5</td> <td data-bbox="1318 375 1713 440">0.25 AC/0.65 AB</td> </tr> <tr> <td data-bbox="896 440 1318 505">6</td> <td data-bbox="1318 440 1713 505">0.30 AC/0.85 AB</td> </tr> <tr> <td data-bbox="896 505 1318 570">7</td> <td data-bbox="1318 505 1713 570">0.35 AC/1.05 AB</td> </tr> </tbody> </table> <p data-bbox="896 570 1713 987">Traffic Index value 5 is recommended for car parking and non-truck driveways. Traffic index of 6 or higher may be used for truck areas or for the streets. The upper 24 inches of sub grade supporting pavements should be compacted to at least 95 percent relative compaction (ASTM D1557-1990). For PCC pavements in areas of some truck traffic, a pavement section of 6 in PCC over 12 inch of aggregate base is recommended. Actual pavement section thickness is subject to verification based on the “R” values of on-site soils, which are expected to be tested after grading.</p> <p data-bbox="896 987 1713 1279">MM C-20. Proper quality control of grading is required. The Project Applicant shall ensure geotechnical testing and observation be conducted on-site by a state certified geotechnical engineer during any excavation and earthwork activities to ensure that recommendations provided in the Project Geotechnical Report are implemented where applicable.</p>	<u>Traffic Index (TI) Section</u>	<u>Thickness (Feet) AC Over AB</u>	5	0.25 AC/0.65 AB	6	0.30 AC/0.85 AB	7	0.35 AC/1.05 AB	
<u>Traffic Index (TI) Section</u>	<u>Thickness (Feet) AC Over AB</u>									
5	0.25 AC/0.65 AB									
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<b>IV.D HAZARDOUS MATERIALS-RISK OF UPSET</b>										
<b>Construction Impacts</b>										

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Routine Transport, Use, or Disposal of Potentially Hazardous Materials.</b> The Proposed Project is anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, and other hazardous materials commonly associated with construction projects. All hazardous materials encountered or used during demolition, grading/excavation, and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste, based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. As compliance with existing regulations is mandatory for all development projects, adherence to all applicable rules and regulations would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less-than-significant levels.</p>	<p>MM D-1. The Project Applicant shall implement the RWQCB-approved SMP environmental risk management protocols under RWQCB oversight during the Project.</p> <p>MM D-2. COPCs encountered at the Property in soil and soil gas during the Project and implementation of the SMP shall be investigated, and concentrations of COPCs determined to be above the Property-specific criteria listed in the SMP will be remediated as part of the Project in accordance with the SMP approved by the RWQCB.</p> <p>MM D-3. Groundwater is not expected to be encountered during work activities associated with the Project. Groundwater on the Property, if discovered during the Project to contain COPCs, will be addressed as required by RWQCB.</p>	<p>Less Than Significant Impact.</p>
<p><b>Accidental Release of Hazardous Materials.</b> There are four areas at the Project site that will be addressed prior to, or during, grading with RWQCB oversight and approval, and three general areas at the Project Site that will be addressed during demolition. Within these four areas, hazardous materials were detected in soil gas and soil at concentrations above the Property-specific criteria defined in the SMP. Remediation of these small, localized areas of soil impact will be performed prior to or during Property grading, likely by excavation and off-site disposal of soil identified to contain COPCs above the criteria. These four areas will be addressed as part of the Project with oversight and approval from the RWQCB. Remaining fuel USTs used during Hollywood Park operations will be emptied and removed in accordance with the closure requirements of local agencies, including LAFD, LADPW, SCAQMD, and City of Inglewood.</p>	<p>MM D-4. Former oil and gas wells at the Property shall be located, inspected, and reabandoned, if necessary, as required by DOGGR consistent with proximate land use.</p> <p>MM D-5. Prior to the issuance of the building demolition permit by City of Inglewood, the Project Applicant will submit to the City of Inglewood proof of certification from its selected contractor showing qualification to handle asbestos and lead-based paint. Proper removal and remediation actions will be undertaken in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.</p>	<p>Less Than Significant Impact.</p>
<p><b>Sensitive Receptors, Including Schools.</b> The Project Site is located near several sensitive receptors with respect to hazardous materials (i.e., schools, residences, day care facilities, etc.). As such, the Project could result in a potentially significant impact related to exposure of nearby</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>students and neighbors to accidental release of the following hazardous material during demolition, excavation, and construction activities: ACM, LBP, contents of underground storage tanks, soil containing COPCs above Property-specific criteria defined in the SMP, and natural gas, if not property managed. Risks associated with accidental release of potentially hazardous materials during construction would be reduced to less-than-significant levels and such materials would not be expected to endanger sensitive receptors in the project vicinity.</p>	<p>MM D-6. Any COPC-containing soil stockpiled at the Project site shall be stored in accordance with the SMP approved by the RWQCB and in such a manner that underlying soils are not cross-contaminated. This could be accomplished by the use of plastic sheeting placed under and on top of the stockpiled materials, or other suitable methods. The management, treatment, or disposal of such material shall comply with all federal, state, and local regulations related to hazardous waste, as applicable. All stockpiled materials shall be protected in order to prevent materials from being washed into storm drains, in accordance with the Project storm water pollution prevention plan (“SWPPP”).</p>	
<p><b>Listed Hazardous Materials Sites.</b> The Project Site address is listed on one or more government regulatory databases. Potentially hazardous chemicals such as fuels, paints, solvents and oils used during Hollywood Park operations on the Property will be removed from the Project Site during the demolition phase of the Project, along with ACM and LBP as required prior to the demolition of structures.</p>		<p>Less Than Significant Impact.</p>
<p><b>Emergency Response Plans.</b> The Proposed Project is located along Century Boulevard, a designated evacuation route in the City of Inglewood. Development of the Project Site may require temporary and/or partial street closures along Century Boulevard due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans and would be conducted in accordance with the City’s permitting process. Therefore, the Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.</p>	<p>MM D-7. Handling and removal of hazardous materials will comply with federal, state and local regulations, which include requirements for disposal of hazardous materials at facilities licensed to accept such waste.</p>	<p>Less Than Significant Impact.</p>
<p><b>Aircraft Overflight.</b> The Project is located within 2 miles of Los Angeles International Airport. The Project would be developed in accordance with the development guidelines of the applicable Airport Land Use Plan and would not negatively impact safe air navigation or the safety of people residing or working in the project area.</p>		<p>Less Than Significant Impact.</p>
<p><b>Operational Impacts.</b></p>		
<p><b>Routine Transport, Use, or Disposal of Potentially Hazardous</b></p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Materials.</b> Minor quantities of potentially hazardous materials will be stored or used on the Property as part of the planned residential, commercial and recreational land uses; no industrial land uses are planned. Limited quantities of potentially hazardous materials would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations. Therefore, impacts would be less than significant.</p>		Impact.
<p><b>Accidental Release of Hazardous Materials.</b> Minor quantities of potentially hazardous materials commonly associated with commercial and residential uses are expected to be stored or used on the Property as part of the completed Project. Accidental releases of potentially hazardous materials, such as janitorial or household chemicals associated with the residential and commercial land uses proposed could occur, but such releases would be minor and, thus, considered less than significant.</p>		Less Than Significant Impact.
<p><b>Listed Hazardous Materials Sites.</b> Following completion of the activities defined in the SMP, no known areas of the Property should exist that contain COPCs in soil or soil gas at concentrations above their respective Property-specific soil or soil gas criteria listed in the SMP, unless such areas were determined to the satisfaction of the RWQCB to present no unacceptable risk to human health, the environment, or groundwater quality (e.g., deeper or covered soils, where there are none). As such, areas where soil and soil gas concentrations meet the criteria for residential land use listed in the SMP will be acceptable for unrestricted land use. If the Project Applicant chooses to apply the commercial/industrial land use criteria in specific areas of the Property where such criteria would be consistent with the planned land use, the potentially exposed populations, and potentially complete exposure pathways, these areas may be subject to land use restrictions determined pursuant to future agreement by the Project Applicant and RWQCB.</p>		Less Than Significant Impact.
<p><b>Sensitive Receptors, Including Schools.</b> The Project Site is located adjacent to and in the immediate vicinity of residences and schools that have been identified as sensitive receptors with respect to potential releases of hazardous materials. No substantial quantities of hazardous</p>		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Project and such materials would not be expected to endanger sensitive receptors in the project vicinity. Therefore, impacts would be less than significant.</p>		
<p><b>Land Use Equivalency Program.</b> The Land Use Equivalency Program allows for specific limited exchanges in the types of land uses. The potential risk of exposure to safety and health hazards for Project development would be the same under the Land Use Equivalency Program. Very minor variations regarding foundation types or in the preparation of landscaping areas could occur, however, such variations would be within the range of construction procedures anticipated to occur with the Proposed Project. In addition, development under the Land Use Equivalency Program would not cause or exacerbate any hazardous material/risk of upset impacts that would occur under the Proposed Project.</p>		<p>Less Than Significant Impact.</p>
<b>IV.E CULTURAL RESOURCES</b>		
<p><b>Historic Resources.</b> As none of the buildings on the Project Site are classified as a historic resource pursuant to CEQA or under the National Register of Historic Places or the California Register of Historical Places, the Project will have a less than significant impact on historic resources.</p>	<p>MM E-1. Should any unknown archaeological materials be encountered during the course of the project development, construction activities shall be halted in the area of discovery to allow the monitor to determine the significance of such materials. The services of a professional archaeologist shall be secured to assess and evaluate the impact upon any significant archaeological resources and make recommendations to the Planning Director. Copies of any archaeological surveys, studies or reports documenting any archaeological resources found or recovered on site shall be submitted to the South Central Coastal Information Center, California Historical Resources Information System, California State University, Fullerton, Department of Anthropology.</p>	<p>Less Than Significant Impact.</p>
<p><b>Archeologic Resources.</b> The Proposed Project would not cause a substantial adverse change in the significance of an archaeological or resource. There are no known recorded archaeological sites or isolates on the Project Site or within ¼ mile of the Project Site. As such, the likelihood of encountering any significant archaeological resources during the grading and excavation phase is low. However, Mitigation Measure E-1 is recommended to ensure that measures are in place to avoid or mitigate any unforeseen impacts to archaeological resources in the unlikely event that such resources are accidentally discovered during the earthwork activities.</p>		<p>Less Than Significant Impact.</p>
<p><b>Interred Human Remains.</b> The Proposed Project would not disturb any human remains. Nevertheless, a potentially significant impact could</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>occur if the grading activities results in the accidental discovery of any unrecorded and/or unknown buried human remains, including those of Native Americans. Implementation of Mitigation Measure E-2 would ensure that precautionary measures are in place to avoid or mitigate any unforeseen impacts to Native American remains in the unlikely event that such remains are accidentally discovered during the earthwork activities.</p>	<p>MM E-2. In the event of the unlikely accidental discovery or recognition of any human remains during construction, the following steps should be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: (A) The Los Angeles County Coroner is contacted to determine that no investigation of the cause of death is required, and (B) If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall notify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98 and in accordance with California Health and Safety Code Section 7050.5. Excavation and/or earthwork activities may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains or cultural resources.</p>	<p>Less Than Significant Impact.</p>
<p><b>Paleontologic Resources.</b> No known unique paleontologic resources or sites are recorded or known to be located on site or in the immediate project vicinity. Nevertheless, unforeseen impacts to paleontological resources may result from project implementation due to the extent of grading during the construction phases. As such, implementation of Mitigation Measure E-3 would ensure that precautionary measures are in place to avoid or mitigate any unforeseen impacts to paleontologic resources should any such materials be accidentally discovered during the earthwork activities.</p>	<p>MM E-3. If any paleontological materials are encountered during the course of the project development, the project shall be halted in the area of discovery and the services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural</p>	<p>Less Than Significant Impact.</p>
<p><b>Land Use Equivalency Program.</b> All of the recommended mitigation measures to minimize impacts on cultural and archaeological resources would be applicable to the Equivalency Program, as well as the Proposed Project. Since excavation and building placement would be the same as the Proposed Project, and the mitigation measures would be the same, potential impacts on cultural and archaeological resources would be the same. Thus, with respect to cultural and archaeological resources, the implementation of the Equivalency Program would result in less than significant impacts.</p>		

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum.</p>	
<b>IV.F HYDROLOGY/WATER QUALITY</b>		
<p><b>Hydrology/Storm Drains.</b> 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/City. These will be installed under roadways within the public right of way for ease of maintenance. This new system will be maintained and operated by City of Inglewood Department of Public Works upon completion of construction.</p>	<p>MM F-1. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.</p>	<p>Less Than Significant Impact.</p>
<p><b>Stormwater Runoff Volumes.</b> Mean annual runoff volumes are generally expected to increase with development. The increase is largely a result of an overall increase in percent of impervious surface area at the Project Site. This is primarily due to the fact that runoff from 50 percent the existing area is currently almost completely retained on site (e.g., captured in the existing lakes and re-used for irrigation on site). For example, the effective imperviousness of the existing Project Site is approximately 47 percent, while <u>the Proposed Project's</u> imperviousness is approximately 73 percent. <u>And, the Proposed Project with the Project Design Features (PDFs) would increase runoff by 55%.</u> Runoff volume from an area is directly proportional to the area's percent imperviousness. Proposed project design features include site design, source control, and treatment control BMPs in compliance with the SUSMP requirements in</p>	<p>MM F-2. Leaks, drips and spills shall be cleaned immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.</p> <p>MM F-3. Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible.</p> <p>MM F-4. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting.</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
order to reduce impacts to less than significant levels.	MM F-5. Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.	
<b>Flooding.</b> The Project Site is within Flood Zone C of the FEMA map, which denotes areas subject to minimal flooding and determined to be outside the 500-year plain. As a result, the Proposed Project results in a less than significant impact with respect to placing housing within a 100-year flood plain.	MM F-6. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.	Less Than Significant Impact.
<u>Seiche, Tsunami, or Mudflow.</u> The Proposed Project would not expose people or structures to a significant risk of loss, inquiry or death involving inundation by seiche, tsunami, or mudflow. Group Delta Consultants prepared an additional study related to the potential geologic hazards of tsunami, seiche, and mudslide and the Project Site. A copy of the study is provided in Appendix O of the Final EIR.	MM F-7. Prior to issuance of any grading, building or B-Permit, a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared for the Proposed Project. The SWPPP shall identify temporary Best Management Practices (BMPs) to be implemented in accordance with the General Construction Permit issued by the Regional Water Quality Control Board (RWQCB).	<u>Less Than Significant Impact.</u>
<b>Water Quality Impacts</b>		
<b>Construction Impacts.</b> Three general sources of potential short-term construction-related stormwater pollution associated with construction projects are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation via storm runoff or mechanical equipment, and subsurface activities may also impact groundwater quality through the release of construction related chemicals into the groundwater. Implementation of the BMPs in the project SWPPP and compliance with the County of Los Angeles' discharge requirements for water entering the County's storm drains would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments, such as, and not limited to: nutrients, heavy metals, turbidity, pesticides, and trash and debris. These measures would ensure that the project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.		Less Than Significant Impact.
<b>Dewatering.</b> Construction on the Project Site may require dewatering and non-stormwater related discharges. For example, dewatering may be		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>necessary for the construction of the lake features, if perched groundwater is encountered during grading, or to allow discharges associated with testing of water lines, sprinkler systems and other facilities. In general, the General Construction Permit authorizes construction dewatering activities and other construction related non-stormwater discharges as long as they (a) comply with Section A.9 of the General Permit; (b) do not cause or contribute to violation of any water quality standards, (c) do not violate any other provisions of the General Permit, (d) do not require a non-stormwater permit as issued by some RWQCBs, and (e) are not prohibited by a Basin Plan provision. Full compliance with applicable local, state and federal water quality standards by the Applicant would assure that potential impacts from dewatering discharges are less than significant.</p>		
<p><b>Pesticides.</b> There are no known pesticide contaminated soils onsite. Nonetheless, disturbance and/or transport of potential pesticides adsorbed to existing site sediments may be a concern during the construction phase. The Construction SWPPP would contain sediment and erosion control BMPs pursuant to the General Construction Permit, and those BMPs would effectively control erosion and the discharge of sediment along with other pollutants per the BAT/BCT standards.</p>		Less Than Significant Impact.
<p><b>Hydrocarbons.</b> During the construction phase of the Proposed Project, hydrocarbons in site runoff could result from construction equipment/vehicle fueling or spills. However, pursuant to the General Construction Permit, the Construction SWPPP must include BMPs that address proper handling of petroleum products on the construction site, and those BMPs must effectively prevent the release of hydrocarbons to runoff per the BAT/BCT standards. Polycyclic Aromatic Hydrocarbon (PAH) that is adsorbed to sediment during the construction phase would be effectively controlled via the erosion and sediment control BMPs.</p>		Less Than Significant Impact.
<p><b>Trash and Debris.</b> During the construction phase of the Proposed Project, there is potential for an increase in trash and debris loads at the Project Site. The SWPPP for the site will include BMPs for trash control. Compliance with the Permit Requirements and inclusion of these BMPs,</p>		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
meeting BAT/BCT, in the SWPPP will mitigate impacts from trash and debris to a level less than significant.		
<p><b>Turbidity.</b> The Construction SWPPP must contain sediment and erosion control BMPs that effectively control erosion and discharge of sediment, along with other pollutants. Additionally, fertilizer control, non-visible pollutant monitoring and trash control BMPs will help control turbidity during construction. If the proposed PDFs and construction-related controls are implemented, runoff discharges from the Proposed Project would not cause increases in turbidity and the water quality impacts related to turbidity during construction are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Operational Impacts.</b></p>		
<p><b>Modeled Pollutants of Concern – Total Suspended Solids (TSS).</b> The predicted TSS concentration is well below the average values observed in Dominguez Channel. Based on the comprehensive site design, source control, and treatment control strategy, and the comparison with available in-stream data and Basin Plan benchmark objectives, the TSS in stormwater runoff from the Proposed Project will not cause a nuisance or adversely affect beneficial uses in the receiving waters. Potential impacts associated with TSS are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Modeled Pollutants of Concern – Total Phosphorous (TP).</b> TP load is predicted to increase slightly and TP concentration is predicted to decrease slightly post-construction as compared to existing conditions. Based on the comprehensive site design, source control, and treatment control strategy and the comparison with available in-stream monitoring data and Basin Plan benchmark objectives, potential impacts associated with TP are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Modeled Pollutants of Concern – Nitrogen Compounds.</b> The average annual stormwater concentration of ammonia is predicted to be considerably less than the Basin Plan objective, and within the low end of the range of observed concentrations in Dominguez Channel. Likewise, the average annual stormwater concentration of nitrate-N plus nitrite-N is</p>	Less Than Significant Impact.	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>predicted to be considerably less than the Basin Plan WQO and below the range of observed concentrations for Dominguez Channel. Thus, the Proposed Project’s impacts associated with nitrogen compounds are considered less than significant.</p>		
<p><b>Modeled Pollutants of Concern – Metals.</b> Copper, lead, and zinc are the most prevalent metals typically found in urban runoff. Although runoff volumes will increase with the Proposed Project, the change in land use with the planned level of treatment are predicted to decrease the runoff concentrations for all three trace metals. The Proposed Project would include site design, source control, and treatment control BMPs in compliance with the SUSMP requirements. Based on the comprehensive site design, source control, and treatment strategy and the comparison with the in stream water quality monitoring data and benchmark California Toxic Rule values, the Proposed Project’s potential impacts associated with trace metals are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Non-Modeled Pollutants of Concern – Turbidity.</b> Discharges of turbid runoff are primarily of concern during the construction phase of development. Based upon the implementation of the PDFs and construction-related controls, runoff discharges from the Proposed Project would not cause increases in turbidity that could result in adverse affects to beneficial uses in the receiving waters and the water quality impacts related to turbidity are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Non-Modeled Pollutants of Concern – Pesticides.</b> Pesticides would be applied to common landscaped areas and residential lawns and gardens during operation of the Proposed Project. Based on the incorporation of site design, source control, and treatment control BMPs pursuant to SUSMP requirements and the use of an Integrated Pest Management program, potential operational Project impacts associated with pesticides are considered less than significant.</p>		Less Than Significant Impact.
<p><b>Non-Modeled Pollutants of Concern – Pathogens.</b> The primary sources of fecal coliform from the Proposed Project would likely be sediment, pet wastes, wildlife, and regrowth in the storm drain itself. With the incorporation of proposed PDFs, the Proposed Project would not result in</p>		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>appreciable changes in pathogen levels in the receiving waters compared to existing conditions, and potential water quality impacts related to pathogens are considered less than significant.</p>		
<p><b>Non-Modeled Pollutants of Concern – Hydrocarbons.</b> Although the concentration of hydrocarbons in runoff is expected to increase slightly with the Proposed Project due to the increase in roadways, driveways, parking areas, and vehicle use, the proposed PDFs are expected to prevent appreciable increases in hydrocarbon concentrations from leaving the Project Site. The effect of the Proposed Project on petroleum hydrocarbon levels in the receiving waters is considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Non-Modeled Pollutants of Concern – Trash and debris.</b> Urbanization can significantly increase trash and debris loads, which can impose an oxygen demand on a water body as organic matter decomposes. The proposed PDFs include both source control and treatment BMPs that will remove or prevent the release of floating materials, including solids, liquids, foam, or scum, from runoff discharges and will prevent impacts on dissolved oxygen in the receiving water due to decomposing debris. Therefore, water quality impacts related to trash and debris are considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Non-Modeled Pollutants of Concern – Methylene Blue Activated Substances (MBAS).</b> MBAS, which is related to the presence of detergents in runoff, may be incidentally associated with urban development due to commercial and/or residential vehicle washing or other outdoor washing activities. The presence of soap in runoff from the Proposed Project will be controlled through the source control PDFs, including a public education program on residential and charity car washing, and the provision of a car wash pad connected to sanitary sewer in the multi-family residential areas. Therefore, potential water quality impacts related to MBAS are considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Bioaccumulation.</b> The potential for bioaccumulation impacts from the lake and proposed vegetated BMPs will be minimal because the Project Site is largely impervious with very little coarse solids and associated</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>pollutants expected to be generated. The potential for bioaccumulation and adverse effects on waterfowl and other species is considered less than significant.</p>		
<p><b>Dry Weather Runoff.</b> Pollutants in dry weather flows could also be of concern because dry weather flow conditions occur throughout a large majority of the year. The Proposed Project will be a new development with new storm drains and sanitary sewer systems, which are expected to have minimal, if any, leakage. Based on source control PDFs reducing the amount of dry weather runoff and treatment control PDFs capturing and treating the dry weather runoff that may occur, the potential impact from dry weather flows is considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Direct Groundwater Quality Impacts.</b> Discharge from the Project's developed areas to groundwater will occur through general infiltration of irrigation water and through incidental infiltration of urban runoff in the proposed treatment control PDFs after treatment. Since the historical shallow ground water level at the site is deeper than 50 feet, impacts to groundwater caused by infiltration of irrigation water and treated urban runoff is considered less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Water Quality Impacts and Safety Concerns from the Hollywood Park Lake.</b></p>		
<p><b>Mosquitoes in Manmade Lakes and Water Features.</b> The Hollywood Park lake will be constructed with several design features specifically designed to limit the available habitat for mosquito breeding. The lake will provide very little suitable habitat for mosquito larvae and will support healthy populations of mosquito predators, and very few mosquitoes will successfully breed in the lake.</p>		<p>Less Than Significant Impact.</p>
<p><b>Other Vectors and Nuisance Animals.</b> Several other types of potential disease vectors are often associated with lakes (such as rats, muskrats, other insects, midges and crane flies), although this association is not typically rooted in fact. Although some of these vectors can live near lakes, they can also live throughout landscaped residential areas, and the lake should not be considered an attractor for such vectors. Therefore,</p>	<p>Less Than Significant Impact.</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
these vectors will cause a less than significant impact.		
<b>Shoreline Safety.</b> The safety of the public is a primary concern of lake designers, and the lake at Hollywood Park will be designed to provide a safe shoreline environment. The overall effect of the safety edge of the shoreline is to provide a situation in which nobody can accidentally find themselves in deep water.		Less Than Significant Impact.
<b>Fecal Coliform Bacteria.</b> A lake has many potential sources of fecal coliform bacteria, including storm drains, runoff directly into the lake, and wildlife that will be attracted to the lake. However, the lake will serve as an excellent BMP for removing fecal coliform and other bacteria from stormwater, and the lake will not serve as a significant source of indicator bacteria or pathogens to the receiving water. Thus the lake will significantly reduce the discharge of bacteria and pathogens from the site as compared to typical urban developments.		Less Than Significant Impact.
<b>Pathogenic Organisms.</b> Pathogenic organisms will be present in very low concentrations in the lake at Hollywood Park as indicated by the low levels of fecal coliform bacteria present in lakes of similar construction. Because pathogens will be present in such low concentrations, this impact is considered less than significant.		Less Than Significant Impact.
<b>Inadvertent Body Contact.</b> The lake at Hollywood Park will not be designed for swimming, boating, or other contact recreation, but inadvertent human contact with the water may still occur. The lake at Hollywood Park will, most of the time, meet higher standards than are required. Therefore the lake should be considered quite safe for any inadvertent or accidental contact that may occur.		Less Than Significant Impact.
<b>Offensive Odors.</b> Offensive or unpleasant odors will not be present at the lake because it will have excellent water quality at all times and will be well aerated. Therefore impacts will be less than significant.		Less Than Significant Impact.
<b>Groundwater Contamination.</b> The lake will be constructed with a synthetic membrane liner that will be continuous beneath the entire lake and will prevent any mixing of lake water with groundwater. As such, impacts will be less than significant.		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Water Quality Treatment.</b> The lake at Hollywood Park will serve as a treatment facility for stormwater on the Project Site. The lake will be designed with several types of water quality systems to ensure that stormwater entering the lake is treated to a very high level before discharge, and that water residing in the lake is continuously treated to maintain excellent water quality in the lake.</p>		Less Than Significant Impact.
<p><b>Land Use Equivalency Program.</b> Potential changes in land use under the program would have not substantial effect on the predicted loads and concentrations, BMPs, or groundwater use and their associated impacts, because only the use is changing. All mitigation measures to minimize water quality impacts under the Proposed Project would be implemented, and hydrology and water quality impacts would remain less than significant, as with the Proposed Project.</p>		Less Than Significant Impact.
<p><b>IV.G NOISE</b></p>		
<p><b>Construction –Related Noise Impacts</b></p>		
<p><b>Construction Noise.</b> Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Construction-related noise levels at sensitive receptors nearest to the Project Site would exceed the five dBA significance threshold. However, even with implementation of mitigation measures, construction activity would exceed the 5 dBA threshold and result in a significant impact. The City has not adopted specific construction noise level standards or limitations. Instead, the City regulates construction noise by limiting activity to the hours identified in the Noise Ordinance. Construction activity associated with the project would comply with the standards established in the Noise Ordinance.</p>	<p>MM G-1. All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.</p> <p>MM G-2. As feasible, grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).</p> <p>MM G-3. As feasible, equipment staging areas shall be located away from sensitive receptors.</p>	Significant and Unavoidable Impact.
<p><b>Construction Vibration.</b> The Project would involve the use of heavy equipment capable of generating vibration levels of 0.089 PPV at a distance of 25 feet. Vibration levels at nearby sensitive receptors would not exceed the potential building damage threshold of 0.5 PPV. As such, the Proposed Project would result in a less-than-significant vibration impact.</p>	<p>MM G-4. A perimeter wall is already present between the project site and the residential development to the east (Renaissance). The Project Applicant shall not remove this wall.</p> <p>MM G-5. All residential units located within 500 feet of the</p>	Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet, shall also be posted at high visibility areas on the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as a telephone number where residents can inquire about the construction process and register complaints.</p> <p>MM G-6. A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and use reasonable measures to mitigate the problem, if feasible. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.</p>	
<p><b>Operational Noise Impacts</b></p>		
<p><b>Mobile Noise - Weekday.</b> The predominant noise source for the proposed project is vehicular traffic. The Proposed Project would result in a slight reduction in noise levels along all but one analyzed segment on weekdays; Arbor Vitae Street between La Brea Avenue and Prairie Avenue would not change future noise levels. This reduction can be attributed to the removal of the existing racetrack, which currently attracts</p>	<p>See Mitigation Measure I-1 in Section IV. I. Land Use for</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>a daily average of 10,000 patrons. Accordingly, the proposed project would result in a beneficial impact on the ambient noise environment as it would slightly reduce noise levels in the project area.</p>	<p>an additional mitigation measure related to airport noise impacts.</p>	
<p><b>Mobile Noise - Weekend.</b> The Proposed Project would result in a slight increase (i.e., an increase of 0.8 dBA or less) in noise levels along six of the ten analyzed roadway segments on weekends, a slight reduction in noise levels along two of the analyzed segments and no change along the remaining two segments. Mobile noise levels attributed to the proposed project would not increase by three decibels (CNEL) to or within the “normally unacceptable” or “clearly unacceptable” category or result in a five-decibel or more increase in noise level. As such, the proposed project would result in a less-than-significant impact on the ambient noise environment.</p>		<p>Less Than Significant Impact.</p>
<p><b>Mechanical Equipment Noise.</b> Potential stationary noise sources related to the long-term operations of the proposed project include mechanical equipment and parking areas. Mechanical equipment could generate noise levels that are audible at both on- and off-site noise sensitive locations. However, equipment would generally be located within enclosures or behind new buildings or otherwise shielded from the nearby sensitive land uses. In addition to this physical shielding, proper engineering during the detailed design phases would ensure that the noise generated by mechanical equipment operations will meet Inglewood Municipal Code noise standards. As such, mechanical equipment would result a less-than-significant noise impact.</p>		<p>Less Than Significant Impact.</p>
<p><b>Parking Noise.</b> Proposed Project parking activity along Prairie Avenue and Century Boulevard would potentially expose off-site sensitive receptors to unacceptable levels of parking noise. As compared to the ambient noise level along these roadways, however, the ambient noise level increase at sensitive receptors along Prairie Avenue and Century Boulevard would be less than one dBA and would not be audible. In addition, the majority of project parking would be located internal to the project site and away from sensitive receptors. As such, parking noise would result in a less-than-significant impact.</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Truck Noise.</b> The noise produced by delivery and trash pick-up trucks at the Project Site will be a potential source of annoyance. The noise level associated with a trash or delivery truck would generally average approximately 88 dBA. These sources of noise are typical in an urban environment and would be considered less-than-significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>On-Site Noise Exposure.</b> New sensitive receptors located on the southern portion of the Project Site would potentially be exposed to high noise levels from project-related commercial activity and recreational activity from the casino. Specifically, proposed residential units that abut the proposed retail uses along Century Boulevard would potentially experience increased noise from various retail noise sources. Portions of the project site are within the 65 dBA CNEL noise contour for LAX. The portions of the project site located within the 65 dBA CNEL noise contour would potentially include residential and mixed-use land uses. As such, new sensitive land uses may potentially be exposed to interior noise levels that exceed the recommended 45 dBA CNEL. Therefore, mitigation is proposed to reduce potentially significant aircraft noise.</p>	<p>MM G-7. <del>All residential units shall be designed to minimize noise effects from non-residential activities on the project site, including the casino, parking areas, loading zones, alarms from trucks in reverse and commercial uses with exterior components (e.g., outdoor dining, special entertainment events, etc.). These design measures shall be established to maintain noise levels at interior spaces to be within the 45 dBA noise standards. Measures shall include, but not be limited to, using construction techniques/materials with an STC rating of 40 in habitable rooms/areas, the use of perimeter walls, sound-rated interior walls between uses, or other site planning and building placement that could reduce or eliminate the light of sight between the noise source and residential units. Prior to the issuance of building permits, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Inglewood that the 45 dBA interior noise standard has been achieved at residential dwelling units.</del></p>	<p>Less Than Significant Impact.</p>
<p><b>Vibration.</b> The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. Operational vibration would result in a less-than-significant impact.</p>		<p>Less Than Significant Impact.</p>
<p><b>Land Use Equivalency Program.</b> The construction impacts of the Equivalency Program construction noise levels would be the same as forecasted for the Proposed Project. Therefore, significant and unavoidable impacts with regard to the construction phase will occur.</p>		<p>Significant Unavoidable Impact with respect to Construction.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
Operational impacts would be similar to the operational impacts of the Proposed Project. All recommended mitigation measures to minimized noise impacts will be implemented, and impacts with respect to operations will remain less than significant.		Less Than Significant Impact with respect to Operation.
<b>IV.H POPULATION, HOUSING, AND EMPLOYMENT</b>		
<p><b>Construction Impacts.</b> The Proposed Project would generate over 17,105 construction-related jobs over the 10-year buildout and stabilization horizon of the Proposed Project, including approximately 9,203 direct jobs, 3,274 indirect jobs, and 4,628 induced jobs. Employment opportunities associated with construction of the Proposed Project would not result in any measurable relocation of construction worker households to the vicinity of the Project Site. Indirect impacts upon regional population and housing conditions would therefore be less than significant.</p>	No mitigation measures are required. Although plan consistency impacts with regional growth projections have been identified, no mitigation measures are proposed. This is because the impact is viewed as being technical in nature. In fact, adding housing to a jobs-rich area is considered a positive benefit, and consistent with the spirit and intent of the growth policies. As noted, the current population and existing number of residential units currently in the City are also inconsistent with existing growth projections.	Less Than Significant Impact.
<p><b>Operational Employment Displacement Impacts.</b> The Proposed Project would eliminate horse racing at the Hollywood Park Racetrack. In the broader context of the horse racing industry in California, horseracing is a declining business industry largely due to increased competition for the publics' recreation and entertainment dollars. The decline in simulcast revenues at Hollywood Park when there is no live racing is further evidence of the decline in the horse racing industry. In analyzing displacement impacts, Seasonal/Part Time employees and Casual Laborers at the racetrack have been included as potentially lost jobs when the existing facility closes. However, in reality many of these Seasonal/Part Time jobs and all of these Casual Laborer jobs do not represent actual lost jobs on a regional basis because they have historically moved with the racing dates to other venues (for example Santa Anita and Del Mar) and will continue to move to new venues if Hollywood Park's racing dates are moved to other local tracks. Additionally, the Proposed Project creates 517 net new jobs. Overall, displacement impacts are less than significant.</p>		Less Than Significant Impact.
<p><b>Indirect Employment Growth.</b> The increase in on-site employment</p>		Less Than Significant

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>generated by the commercial uses of the Project would generate indirect population and housing growth if households relocate from communities outside the southern California region to be closer to their place of employment. Employment opportunities typically associated with commercial office, hotel and retail/entertainment uses would not likely result in substantial permanent population growth or associated housing demands. Rather, by introducing housing in a jobs-rich area, the Project is expected to bring balance. Indirect impacts to population and housing demographics generated by the commercial uses of the Project would be less than significant.</p>		Impact.
<p><b>Direct Employment Growth.</b> The proposed commercial office, retail/entertainment, casino/gaming, hotel and residential land uses are estimated to generate approximately 3,135 jobs, including the retention of approximately 1,017 existing Casino-related jobs. When compared to the displacement of the 2,185 existing jobs (1,601 full-time equivalent jobs) associated with the current horseracing operations on the property, the Proposed Project would result in a net increase of 517 jobs. The Project’s anticipated employment generation of 517 net new jobs (FTE) would be consistent with local employment forecasts and would thus be considered less than significant.</p>		Less Than Significant Impact.
<p><b>Housing Growth Impacts.</b> The Proposed Project will create approximately 2,995 new residential dwelling units, resulting in approximately 8,985 new permanent residents. The Proposed Project’s housing and population growth is technically inconsistent with the RTP growth forecasts for the city. However, Inglewood is a jobs-rich area, and new housing would bring balance to the area. Despite this technical inconsistency, the Proposed Project nonetheless presents an opportunity to address the housing needs of the City and the surrounding region given the City’s proximity to the South Bay and the Westside jobs markets, which are jobs-rich. Additionally, the Proposed Project’s creation of 2,995 newly-constructed dwelling units presents an opportunity for the City to continue its efforts to add high-quality, new housing to its housing stock. Nonetheless, impacts upon population and housing growth would be considered a significant impact due to the technical inconsistency with</p>		Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
growth forecasts.		
<p><b>Population Growth Impacts.</b> Based on SCAG’s 2008 population projections, the City of Inglewood is anticipated to experience a population increase of 2,396 persons between the years of 2005 and 2015. The Proposed Project would add approximately 8,985 persons by 2014. Therefore, the population growth generated by the Proposed Project would not be consistent with the regional growth projections. However, with implementation of the proposed Project Design Features and recommended mitigation measures, the existing local and regional infrastructure can accommodate the unanticipated growth of the project. Still, due to the Proposed Project’s technical inconsistency with the population growth projections for the City, impacts to population growth would be considered a significant impact.</p>		Significant Impact.
<p><b>Land Use Equivalency Program.</b> The Equivalency Program does not fundamentally alter the Project’s land use mix and thus, would not have a noticeable change in the policy analyses presented above. The Equivalency Program would have a less than significant impact relative to displacement of people and housing, impacts upon regional population and housing related to temporary construction jobs, indirect impacts to population and housing demographics generated by the new residential, commercial office, retail and hotel uses of the Proposed Project. The Equivalency Program, like the Proposed Project, is consistent with the City of Inglewood’s local community housing goals and policies, the Redevelopment Agency’s goals and policies, the RCPG and the RHNA. However, implementation of the proposed Equivalency Program would alter the Project’s relationship with adopted local growth forecasts and its employment generation, since the number of dwelling units could vary between 2,995 and 3,500 with a corresponding adjustment to commercial, office, or hotel use.</p>		<p>Less Than Significant Impact with respect to employment generation.</p> <p>Significant Impact with respect to population and housing growth forecasts.</p>
<p><b>IV.I LAND USE &amp; PLANNING</b></p>		
<p><b>Land Use Compatibility.</b> The residential, retail, and commercial office, hotel, civic, open space and casino/gaming uses that are proposed within the Hollywood Park Redevelopment Project are substantially consistent</p>	<p>MM I-1. Proposed residential uses, including those that fall within the Airport Influence Area’s 65 dBA CNEL contour, shall be developed in a manner that achieves a 45 dBA interior</p>	Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>with the surrounding land uses. The Proposed Project, however, through the adoption of a Specific Plan and a change in the zoning standards, will provide a comprehensive land use plan to establish specific land use zones and development standards to provide a vibrant mixed-use environment. The planned uses would be more compatible than the existing recreational use that currently occupies the Project Site, as the scale and massing of the structures within the planned development would be consistent with the low to mid-rise commercial and residential structures that exist in the immediate area. Land use compatibility impacts would therefore be less than significant.</p>	<p>noise level. A qualified noise consultant shall complete an exterior to interior noise analysis during the ministerial building permit stage in conformance with the California Building Code, Title 24, Section 1207 to ensure that interior noise levels are at or below 45 dBA CNEL.</p>	
<p><b>Consistency with Regional Land Use Policies and Regulations.</b> The Proposed Project would be consistent with the applicable policies and goals of SCAG’s Regional Comprehensive Plan and Guide; SCAG’s Growth Visioning Goals; the RWQCB’s National Pollution Discharge Elimination System requirements; the Los Angeles County’s Congestion Management Plan, and would be constructed in a manner that complies with the Airport Land Use Plan. <u>In addition, Table IV.I-2.B, SCAG Compass Growth Vision Principles, has been added to the Final EIR to show a point by point consistency analysis of the Proposed Project and SCAG’s Compass Growth Vision.</u> Therefore, impacts related to consistency with applicable regional Plans would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>City of Inglewood General Plan.</b> The Project would not be consistent with the current General Plan land use designation. The Project would involve a request for a General Plan Amendment and adoption of a Specific Plan to bring the proposed project into conformance with the General Plan. <u>In addition, Table IV.I-2.C has been added to the Final EIR as a point by point consistency analysis of the Proposed Project and the General Plan Land Use Element.</u> With adoption of the proposed General Plan Amendment and Specific Plan, land use impacts would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Specific Plan.</b> The Hollywood Park Redevelopment Project would involve adoption of the Hollywood Park Specific Plan (the “Specific Plan”) to facilitate the planned development of a mixed-use master</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>planned community. The Specific Plan creates a comprehensive set of regulations to allow for the creation of a mixed-use development of the scale of the Proposed Project. With adoption of the Specific Plan, land use impacts will be less than significant.</p>		
<p><b>Merged Redevelopment Project Area.</b> The Proposed Project would be generally consistent with the goals and intent of the Redevelopment Plan for the Merged Redevelopment Project Area as the Proposed Project would redevelop an existing property that is currently underutilized. Redevelopment of the Project Site would promote the Plan’s goal to revitalize existing development in a manner that is consistent with the environmental, social and economic goals of the City. However, the portions of the Project Site that fall within the Merged Redevelopment Project Area are designated for Commercial/Recreation and Commercial/Residential land uses, and are thus not consistent with the underlying land use designation(s). The Project would require an amendment to the Redevelopment Plan. With the approval of the proposed amendments, the project would be brought into conformance with the land use designations in the Redevelopment Plan and land use consistency impacts would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Inglewood Municipal Code/Zoning.</b> The proposed remodel and reconfiguration of the Casino would fall within the existing zoning overlay of the site that allows casino operations (i.e., the portion of the site that will remain zone C-R). The remainder of the Proposed Project would not be consistent with the current zoning designations of the Inglewood Municipal Code. As such, a Zone Change and the adoption of a Specific Plan would be required to bring the portions of the project that are outside the casino overlay zone in conformance with the Inglewood Municipal Code. With adoption of the proposed Zone Change, land use impacts would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Urban Decay / Blight.</b> With respect to the project’s potential to result in urban decay or blight, there is no foreseeable possibility that development of the Project would seize significant amounts of sales from existing or other planned retail developments, and therefore it will not lead to the</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>chain reaction of events that could lead to “urban decay” (i.e., disinvestment, store closures, abandonment and resulting blight). Thus, impacts would be less than significant.</p>		
<p><b>Land Use Equivalency Program.</b> The Proposed Equivalency Program allows for specific limited exchanges in the types of land uses occurring within the Hollywood Park Specific Plan Area. The exchange of office/commercial, retail, hotel and/or residential uses would be accomplished within the same building parameters. The exchange of the land uses would constitute a slight variation in the overall use mix of the Proposed Project. These variations would not substantially alter the overall mixed-use character of the Project. Therefore, the uses that could occur under the Equivalency Program, as is the case with the Proposed Project, would be compatible with the existing plans, as amended, and the planned densities. Impacts regarding consistency with local and regional land use plans and policies would be less than significant.</p> <p>The relationship to surrounding neighborhoods and communities would be the same under the Equivalency Program as with the Proposed Project, and would not divide the surrounding neighborhood, community or land use. As with the case of the Proposed Project, impacts regarding the relationship to the surrounding community under all Equivalency Scenarios would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>IV.J PUBLIC UTILITIES</b></p>		
<p><b>Water.</b> The City currently has ground water pumping wells, and the UWMP has anticipated the need for additional wells. However, the need for additional infrastructure beyond what is currently anticipated would not be required to carry out the Proposed Project, and any need for new or expanded water facilities for the City would be required independent whether the Proposed Project is implemented. Therefore, the Proposed Project would not require or result in the construction of new water facilities or expansion of existing facilities, and impacts would be less than significant.</p> <p>With implementation of the mitigation measures, the water supply deficit</p>	<p>MM J.1-1. The Applicant shall lease or convey to the City its sufficient adjudicated pumping rights to cover the projected project related water supply deficit (i.e., 103 or 154 AF/yr).</p> <p>MM J.1-2. The Applicant shall ensure all toilets installed within the project will be high efficiency models.</p> <p>MM J.1-3. The Applicant shall ensure all urinals installed within the project will be high efficiency models.</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>generated by the Proposed Project, including the Equivalency Program, is addressed through a variety of potential sources of additional water including pumping, leasing, or purchasing of water supplies. Additionally, the Proposed Project would impose conservation measures similar to those that would be imposed during dry or multiple dry years. Therefore, sufficient water supplies would be available to serve the Proposed Project from existing entitlements and resources, and water supply impacts will be reduced to a less than significant level.</p>	<p>MM J.1-4. The Applicant shall ensure shower fixtures shall be limited to one showerhead per shower stall.</p> <p>MM J.1-5. The Applicant shall ensure any residential dishwashers provided on site will be high efficiency dishwashers (Energy Star rated).</p> <p>MM J.1-6. The Applicant shall ensure domestic water heating systems will be located in close proximity to point(s) of use, as feasible; and shall use tankless and on-demand water heaters, as feasible.</p> <p>MM J.1-7. The Applicant shall ensure the on-site irrigation system will include the following requirements:</p> <ul style="list-style-type: none"> <li>○ Weather-based irrigation controller with rain shutoff;</li> <li>○ Flow sensor and master valve shutoff (large landscapes);</li> <li>○ Matched precipitation (flow) rates for sprinkler heads;</li> <li>○ Drip/microspray/subsurface irrigation where appropriate;</li> <li>○ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and</li> <li>○ Use of landscape contouring to minimize precipitation runoff.</li> </ul>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>MM J.1-8. The Applicant shall ensure the Project will provide individual metering and billing for water use for all dwelling units.</p> <p>MM J.1-9. The Applicant shall ensure that the Project will utilize recycled water for appropriate end uses (irrigation).</p> <p>MM J.1-10. The Applicant shall comply with the Standard Urban Storm water Mitigation Plan (SUSMP) and shall encourage implementation of Best Management Practices that have stormwater recharge or reuse benefits.</p>	
<p><b>Sewer – Construction Impacts.</b> Construction of the Proposed Project would require connections to the local sewerage conveyance infrastructure that is located in the right-of-way easements adjacent to the Project Site. The installation of new sanitary sewers and the connection to existing sewer lines would require minimal trenching and pipeline installation on-site and at off-site locations in the public right-of-way. Such activities could result in temporary sidewalk or roadway lane closures for short periods of time but would not result in any adverse environmental impacts. Therefore, Project impacts with respect to the construction impacts to connect to the existing wastewater infrastructure would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><b>Sewer – Operational Impacts.</b> The Proposed Project would generate approximately 393,000 gpd of wastewater, or 143 million gallons annually. Sewage generated by the Proposed Project would continue to be conveyed and treated at the JWPCP, which has adequate capacity to accommodate the increased wastewater flows and thus RWQCB treatment standards area assured of being maintained. Water conservation measures required by City ordinance would be implemented as part of the Proposed Project and would help reduce the amount of wastewater generation. As such, Project impacts with respect to the</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
wastewater treatment capacity would be less than significant.		
<p><b>Energy Conservation – Construction Impacts.</b> Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction equipment would use a combination of energy sources, including diesel fuel, gasoline, electricity and natural gas and would be accommodated by the existing utility providers. Impacts would therefore be less than significant.</p>	No mitigation measures are required.	Less Than Significant Impact.
<p><b>Energy Conservation – Operational Impacts - Electricity.</b> Development of the Proposed Project would increase the existing demand for electricity service in the project area. The Proposed Project would continue to be served from the existing power grid. The estimated net increase in electricity consumption by the Proposed Project is approximately 6,836,844 kW-hr/per year. Southern California Edison has stated that it can provide electrical service to serve the Proposed Project. Therefore, impacts to energy conservation would be less than significant.</p>	No mitigation measures are required.	Less Than Significant Impact.
<p><b>Energy Conservation – Operational Impacts - Natural Gas.</b> Existing gas facilities within the project area would be used to serve the project site. The site would tie into existing primary lines running along Prairie Avenue and W. 90<sup>th</sup> Street. The Proposed Project’s net natural gas demands are estimated to be approximately 19.9 million cf per month. The Southern California Gas Company has stated that it can provide natural gas to service the Proposed Project. Impacts associated with natural gas resources would therefore be less than significant.</p>	No mitigation measures are required.	Less Than Significant Impact.
<p><b>Solid Waste – Construction Impacts.</b> Construction of the Proposed Project will generate approximately 80,595 tons of construction and demolition debris that will need to be disposed of at area landfills and/or recycled. The proposed project would implement an on-site recycling program that would include crushing and recycling asphalt and concrete materials on-site to the maximum extent feasible. Area landfills currently have adequate capacity to serve the solid waste disposal needs of the project. Therefore construction related solid waste impacts would be less</p>		Less Than Significant Impact.

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
than significant.		
<p><b>Solid Waste – Operational Impacts.</b> Operation of the Proposed Project would cause an on-going generation of solid waste throughout the lifespan of the Project. Upon full occupancy, the Proposed Project’s residential and commercial uses would generate approximately <del>42,464</del> <u>11,861</u> net pounds (<del>6-2-5.9</del> tons) of solid waste per day, or approximately <del>2,263</del> <u>2,165</u> tons per year. Because the Proposed Project would generate additional solid waste throughout the life of the project and beyond the expected life of the landfills serving the Project Site, operational solid waste impacts would be considered significant and unavoidable.</p>	<p>Aside from the Project Design Features to minimize solid waste impacts, no additional feasible mitigation measures have been identified.</p>	<p>Significant Unavoidable Impact.</p>
<p><b>Land Use Equivalency Program.</b> Potential changes in land use under the Equivalency Program would have no substantial effect on public utilities because only the intensity of use of the land is slightly changing. Therefore, the impacts with regard to water, sewer, energy conservation, and solid waste – construction would remain less than significant, and solid waste – operational impacts would remain significant and unavoidable.</p>	<p>Aside from the Project Design Features to minimize solid waste impacts, no additional feasible mitigation measures have been identified.</p>	<p>Less Than Significant Impact.  Significant and Unavoidable Impacts with respect to solid waste operations.</p>
<p><b>IV.K PUBLIC SERVICES</b></p>		
<p><b>Police - Construction Impacts.</b> Construction sites can be sources of nuisances, providing hazards and inviting theft and vandalism. As such, the Proposed Project would employ mitigation measures including erecting temporary fencing around the construction site to discourage trespassers and deploying roving security guards to monitor the construction site and deter any potential criminal activity. These mitigation measures would diminish the need for police services during construction of the Proposed Project and reduce the potentially significant impact to less-than-significant. Access and circulation to the Project Site and on roadways surrounding the construction site could be adversely affected by construction activities such as delivery schedules, temporary road/lane closures for utility upgrades in the right-of-way. Construction activities are not anticipated to result in any temporary lane closures on streets adjacent to the Project Site, which would have the potential to reduce emergency response times in the surrounding area. A Construction</p>	<p>MM K.1-1. Prior to construction the Applicant shall prepare a Construction Security and Safety Management Plan that provides for the following safety features to be implemented and maintained throughout the construction period:</p> <ul style="list-style-type: none"> <li>(a) The Project Contractor(s) shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.</li> <li>(b) The Project Contractor(s) shall employ security lighting to deter any potential criminal activity. Construction materials should not be accessible to the public during</li> </ul>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>Traffic Control/Management Plan would be developed to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. Implementation of this mitigation measure would serve to reduce any potential construction traffic impacts to a less-than-significant level.</p> <p>As part of the Proposed Project, a police substation operated by the IPD and an on-site security plan would be conceived and implemented by the Applicant in consultation with the IPD to minimize the potential for on-site crime and reduce demands upon additional IPD services. Impacts upon Police Services would thus be less than significant.</p>	<p>non-construction hours.</p> <p>(c) Detour or other signs should be clearly marked, positioned and secured.</p> <p>(d) All open hazardous areas, such as trenches, must be secured.</p> <p>(e) All discarded debris should be secured during construction.</p> <p>(f) A private security service shall patrol the site during non-construction hours.</p> <p>MM K.1-2. Prior to construction, the Applicant shall prepare a Construction Traffic Control/Management Plan to minimize the effects of construction on vehicular and pedestrian circulation in the area of the Project Site.</p>	<p>Less Than Significant Impact.</p>
<p><b>Police - Operational Impacts.</b> The Proposed Project would introduce a net increase of approximately 8,985 new residents to the Project Site. Based on the current officer-to-inhabitant ratio that the IPD maintains (i.e., 1.6 officers per 1,000 inhabitants), the Proposed Project would generate a need for 14 new police officers. As compared to the number of sworn officers that are currently authorized for the IPD (i.e., 1.8 officers per 1,000 inhabitants), the project would generate a demand for 16 new police officers. The number of calls requesting police responses to home and retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase somewhat with the increase in onsite activity and traffic in the surrounding area. It is anticipated that the demand for the additional staffing of 14 to 16 new police officers would be met through the increase</p>	<p>MM K.1-3. The Project Applicant shall file all building plans with the Inglewood Police Department. Plans shall include access routes, floor plans, and any other additional information that might facilitate prompt and efficient police response.</p> <p>MM K.1-4. The Project Applicant shall install alarms and or/locked doors on doorways providing public access to commercial facilities.</p> <p>MM K.1-5. The Project Applicant shall develop and implement a Security Plan in consultation with the IPD, outlining the</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>in property tax and retail sales tax revenue that would be generated by the Proposed Project.</p> <p><b>Police – Land Use Equivalency Program Impacts.</b> All of the recommended project design features and mitigation measures to minimize potential impacts on police protection services would be applicable to the Equivalency Program. Development under the Equivalency Program would include the same site accessibility and safety features as the Proposed Project. The Maximum Housing 1, 2 and 3 scenarios would slightly increase the demand for police services by requiring up to an additional 3 police officers. The Equivalency Program would generate additional revenues to the City which could be applied towards the provision of staffing requirements.</p>	<p>security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the IPD and a copy of said plan shall be filed with the IPD. Said security plan may include some or all of the following components:</p> <p>(a) Surveillance:</p> <p>(b) Landscaping:</p> <ul style="list-style-type: none"> <li>• Low growing plants (thorny) under windows of commercial buildings excluding retail windows/storefronts.</li> <li>• Limit shrubbery to a maximum height of 2-3 feet near windows and entrances.</li> <li>• Trees should be thinned on top and width to allow natural and security lighting through them, discourage concealment, maximize public / police visibility.</li> <li>• Trees should not be adjacent to roofs or wall areas that can act as a natural ladder for burglars.</li> <li>• Placements of substantial low barriers, such as evergreen hedges can be used to create more formidable obstacles to potentially vulnerable areas and be part of Territoriality reinforcement and</li> </ul>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>natural Access Control.</p> <ul style="list-style-type: none"> <li>• Use open landscaping and see-through fencing instead (when applicable) of solid walls for boundaries where privacy or environmental noise mitigation is not needed.</li> </ul> <p>(c) Lighting:</p> <ul style="list-style-type: none"> <li>• In addition to appropriate Project Site lighting, include appropriate lighting on parking areas, sidewalks / streets, pedestrian paths.</li> <li>• Light should be consistent to reduce contrast between shadows and to illuminate areas to discourage concealment.</li> <li>• Lighting should not be blocked by trees or other landscaping.</li> <li>• All lighting fixtures should include appropriate vandal-proof protective grating covering.</li> <li>• Consider metal H.I.D. (High Intensity Discharge), metal halide wall packs and landscape down lights for energy costs, whiter lighting and safety features.</li> </ul> <p>(d) Physical Security:</p> <ul style="list-style-type: none"> <li>• Commercial windows and doors should not be</li> </ul>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>obstructed by signs, displays, plants, etc., (other than signs typically associated with retail uses) in order to provide maximum visibility for police and public observations.</p> <ul style="list-style-type: none"> <li>• Use open or see-through structures for exterior stairways, walkways, sitting areas, parking spaces, etc.</li> <li>• Eliminate potential hiding or entrapment spots.</li> <li>• Locate ATM's, pay phones and bike racks in well-lighted and visible areas to the public.</li> <li>• Where appropriate, install emergency phones, alarms or intercoms in convenient locations for public assistance.</li> <li>• Do not place heavy objects (trash and cigarette containers) near exterior glass ingresses as they can be used against the glass to gain entry.</li> <li>• Locate ATM's in front of banks or well-lit and visible public areas.</li> </ul> <p>(e) Access Control:</p> <ul style="list-style-type: none"> <li>• Control or eliminate public access to warehouse, storage and service areas.</li> </ul>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<ul style="list-style-type: none"> <li>• Control and monitor employee keys, entry cards or access codes.</li> <li>• Make signs legible and unambiguous. Use symbol signs where possible, to discourage access to dangerous areas, exits, emergency assistance, etc.</li> <li>• Design addresses for emergency visibility and access locations. Businesses may consider roof addresses for emergency aerial personnel.</li> <li>• Design public amenities to discourage misuse, such as shape benches to be comfortable for sitting, but not for sleeping. Roughen or install breaks in low walls, curbs and smooth surfaces to discourage skateboarding.</li> <li>• Design curb blocks to each commercial parking lot space to discourage vehicle racing and gathering of unauthorized vehicles during closing hours.</li> <li>• Install steel grating to any roof opening to deny criminal entry.</li> <li>• Storage or trash areas should be secured at all times to reduce the potential for encampments, vandalism and subjects or employees to hide stolen items from the stores.</li> <li>• Alarms, CCTV's, intrusion detectors and security</li> </ul>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>guards can be based on the future identifications of commercial buildings.</p> <ul style="list-style-type: none"> <li>• The use of planters can help control access to a semi-private outdoor dining area from a public area, such as a parking lot.</li> </ul> <p>(f) Territoriality:</p> <ul style="list-style-type: none"> <li>• Define clear boundaries to storage areas, private / public areas through signs, gates, landscaping and pavement treatment, such as tiles and cobblestones.</li> <li>• Residential and commercial buildings should be marked and clearly visible on all sides and roofs with appropriate building identification and address numbers.</li> <li>• Loading areas should not create dead end alleys or blind spots.</li> </ul> <p>(g) Target Hardening and Maintenance:</p> <ul style="list-style-type: none"> <li>• Exterior door hardware should be a minimum of 40 inches from adjacent windows.</li> <li>• Consider Astride covers for locks.</li> <li>• Consider security film for windows to deter</li> </ul>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>vandalism and graffiti.</p> <ul style="list-style-type: none"> <li>• Avoid of loose rocks in landscaping.</li> </ul> <p>MM K.1-6. The Project Applicant shall implement an on-site security plan in consultation with the Inglewood Police Department to provide a safe and secure environment within the proposed parks. The parks shall be designed and constructed in a manner that eliminates dead spaces and concealed areas to the maximum extent feasible. Low-level directional security lighting shall be provided to increase visibility for security personnel and passers by.</p>	
<p><b>Fire Protection – Construction Impacts.</b> Removal of the existing onsite buildings and construction of the Proposed Project could increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment, the use of flammable construction materials, and the careless disposal of cigarettes. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations.</p> <p>Project construction would not be expected to impact fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LACoFD. Therefore, construction-related impacts to fire protection services would be less than significant.</p>	<p>MM K.2-1 Throughout the demolition and construction process, Fire Department access shall remain clear and unobstructed at all times.</p> <p>MM K.2-2 All Project Contractors shall implement good housekeeping procedures during demolition and construction of the Proposed Project, including maintaining mechanical equipment in good operating condition; proper storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.</p>	<p>Less Than Significant Impact.</p>
<p><b>Fire Protection – Operational Impacts.</b> Implementation of the Project would increase the need for fire protection and emergency medical services. Emergency vehicle access to the Proposed Project Site would</p>	<p>MM K.2-3 The Proposed Project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flow and hydrants. Specific fire and life safety</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>continue to be provided from local public roadways. The adequacy of fire protection for a given area is based on required fire flow, response time from existing fire stations and the LACoFD's judgment for assessing the needs in a given area. The Project Site is adequately served by the existing water infrastructure and would be designed and developed to ensure adequate fire flow is maintained through buildout of the Proposed Project. Additional hydrants would be installed throughout the development per Fire Code requirements based upon the specific land uses to be introduced (i.e., multi-family residential, commercial, and parking uses). As such, impacts related to fire flow are anticipated to be less than significant.</p>	<p>requirements for the construction phase will be addressed at the building fire plan check at Plot Plan Review.</p> <p>MM K.2-4 Final fire flows shall be determined by the Los Angeles County Fire Department. Fire flow of up to 5,000 gallons per minute (gpm) at 20 pounds per square inch residual pressure for a five-hour duration may be required or as determined based on building size, building relationships, proximity to property lines and types of construction.</p>	
<p><b>Fire Protection – Land Use Equivalency Program Impacts.</b> Under the Equivalency Program, there would be no substantial variation in the Project's Circulation Plan. There would be no changes in building locations or site accessibility features. Development would be served by the same infrastructure and facilities as the Proposed Project. Construction-related, distance and emergency access and fire flow impacts would remain roughly the same as with the Proposed Project. These impacts would remain less than significant.</p> <p>In three scenarios (Maximum Housing 1, 2 and 3) where there is a net increase in population and the Maximum Office/Commercial scenario where there is a net increase in employment, the application of the Equivalency Program may generate higher demand for fire projection services than the Proposed Project.</p> <p>All of the recommended project design features and mitigation measures to minimize impacts on fire protection would be applicable to the Equivalency Program, as well as the Proposed Project. Like the Proposed Project, none of the Equivalency Scenarios would require the expansion, consolidation or relocation of an existing facility to maintain service. As such, impacts to fire protection services under the Equivalency Program would be less than significant.</p>	<p>MM K.2-5 Fire hydrant spacing shall be 300 feet and shall meet the following requirements:</p> <ol style="list-style-type: none"> <li>1. No portion of the lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.</li> <li>2. No portion of the building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.</li> </ol> <p>MM K.2-6 Internal driveways and roadways shall be no less than 26 feet and shall contain an approved turning radii of no less than 32 feet, or as approved by the Los Angeles County Fire Department.</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Schools – Construction Impacts.</b> Construction activities have the potential to generate adverse impacts associated with respect to air quality, noise, traffic and public safety. The Proposed Project site is within approximately ¼ mile (1,300 feet) of eight institutional sensitive receptors. The Proposed Project’s construction-related activities would generate significant and unmitigatable regional and localized air quality impacts which would adversely impact all eight sensitive air quality receptors. Construction related noise levels, even with mitigation, would exceed the five dBA significance threshold, and as such would result in a temporary significant construction noise impact at the sensitive receptors closest to the Project Site. Construction of the Proposed Project would also require the transport and use of heavy equipment, haul trucks, and generate other construction related traffic that could affect school pedestrian routes and or drop-off and pick-up routes. In addition to the above, construction sites have the potential to attract and endanger school aged kids if the site is not adequately secured and monitored to prevent trespassers. Implementation of precautionary mitigation measures would ensure that any potential impacts to student safety would be minimized to a less than significant level. Therefore, the Proposed Project (with exception of the significant and unavoidable air quality impacts from construction and operation, and the temporary construction noise impacts) would result in a less than significant impact upon public school sites.</p>	<p>MM K 3-1. Prior to the start of project demolition, the Project Applicant shall prepare a Construction Management Plan approved by the Planning Department to ensure construction impacts to nearby school sites are minimized to the maximum extent feasible. The Construction Management Plan shall include the following:</p> <ul style="list-style-type: none"> <li>a. Project contractors shall maintain safe and convenient pedestrian routes to IUSD schools at all times. If necessary, the Project Contractor shall provide for crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.</li> <li>b. The Project Contractor shall maintain ongoing communication with school administration staff at affected schools, and shall provide sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.</li> <li>c. Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not be allowed adjacent to school sites during school operating hours.</li> <li>d. The Project Contractor shall install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive</li> </ul>	<p>Less Than Significant Impact.</p> <p>Significant Unavoidable Impact with respect to Noise and Air Quality.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	nuisances.	
<p><b>Schools – Operational Impacts.</b> The Project Site has no existing residential uses and therefore does not currently generate any students. The Project would result in the generation of 574 students, including 279 elementary students, 137 middle school students, and 159 high school students. A four-acre site is proposed to be made available 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. While this project feature could be set aside for the development of a new school site, the Developer would be responsible for the mandatory payment of school fees in conformance with SB 50, to mitigate the Project’s impact on schools. In accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation to impacts upon school capacity.</p>	<p>MM K 3-2. Pursuant to Government Code Section 65995, the Applicant shall pay the developer fees at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Alternatively, the Applicant may enter into a school finance agreement (Agreement) with the appropriate school district to address mitigation to school impacts in lieu of payment of developer fees. The Agreement shall be mutually satisfying and shall establish financing mechanisms for funding facilities to serve the students from the Project. If the Applicant and affected school district do not reach a mutually satisfying agreement, then project impacts would be subject to developer fees.</p>	<p>Less Than Significant Impact.</p>
<p><b>Schools – Land Use Equivalency Program Impacts.</b> The exchange of land uses between retail/commercial/office/hotel to residential would alter the site uses and site population, which would result in an increase in public school students generated by the Equivalency Program. Therefore, in three scenarios (Maximum Housing 1, 2 and 3) where there is a net increase in total number of units and the population, the application of the Equivalency Program may generate higher demand for school services than compared to the Proposed Project. All of the recommended project design features and mitigation measures under the Proposed Project to minimize potential impacts on school services would be applicable to the Equivalency Program, and impacts would be reduced to a less than significant level.</p>		<p>Less Than Significant Impact.</p>
<p><b>Parks and Recreation.</b> Based on the City General Plan Open Space and Parks Element goal of providing 1 acre of parks and open space per 1,000 residents, the Proposed Project would generate a need for approximately 9 acres of public parkland in the project area (e.g., 8985 x 1/1,000). The Proposed Project would fulfill the park and recreational needs of its residents by providing 25 acres of open space on the Project Site, which</p>	<p>MM K 4-1. For those areas that are proposed for general public access, the park and open space areas shall be maintained by the home owners associations with public access during daylight hours only.</p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>equates to approximately 2.8 acres per 1,000 people. As the Proposed project would provide more than enough open space to meet the parks and recreation needs of the planned development, impacts upon the public parks and recreation system would be less than significant.</p>		
<p><b>Parks and Recreation – Land Use Equivalency Program Impacts.</b> Development of the 3 maximum housing scenarios under the Equivalency Program is anticipated to result in an increase of 1,515 permanent residents as compared to the Proposed Project. Based on the City General Plan Open Space and Parks Element, the maximum housing scenarios under the Equivalency Program would generate a need for approximately 11 acres of public parkland in the Project Area. The Equivalency Program would fulfill the park and recreation needs of its residents by providing 25 acres of open space on the Project Site. Based on the Equivalency Program’s permanent population estimates, this equates to approximately 2.4 acres per 1,000 people. As such, the Equivalency Program would provide more than enough open space to meet the parks and recreation needs of the planned development, and impacts upon the public parks and recreation system would be less than significant.</p>		<p>Less Than Significant Impact.</p>
<p><b>Libraries.</b> Development of the Proposed Project would increase demands on library services in the area. Based on written correspondence from the IPL, the City’s libraries are currently meeting the needs of the City, within the limits of existing funding levels. The IPL believes that their current facilities can provide the same level of service to the additional population in the proposed project area, except that the demand for public-use computers will increase. Through the potential allocation of the 4-acre civic site as a joint use school and library and contribution to the City’s tax revenue, the Proposed Project’s impact upon library services would be assessed as appropriate, commensurate with the demands placed on the public library system. The Proposed Project’s impact upon library services would therefore be considered less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><b>Libraries – Land Use Equivalency Program Impacts.</b> In three scenarios (Maximum Housing 1, 2 and 3) where there is a net increase in</p>		

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>total number of units and the population, the development of the Equivalency Program is anticipated to result in an increase of 1,515 permanent residents. Based on written correspondence from IPL, the City’s libraries are currently meeting the needs of the City, within the limits of existing funding levels. With additional funds, IPL would provide more hours of service at the three locations, more books and other materials, and a greater number of public-use computers. Development of the Equivalency Program would result in additional tax revenue in the City that could be used to expand the existing library facilities. As with the case of the Proposed Project, the demand for library services under the Equivalency Program could be met by existing service, therefore, the impacts to library services would be less than significant.</p>		
<p><b>IV.K.1 TRAFFIC/TRANSPORTATION</b></p>		
<p><b>Study Intersections</b></p> <p>The proposed project will result in significant traffic impacts at the following six of the 66 study intersections during the weekday AM peak hour, PM peak hour and/or Saturday mid-day peak hour:</p> <ul style="list-style-type: none"> <li>Int. No. 18: La Brea Ave./Centinela Ave. (City of Inglewood).</li> <li>Int. No. 19: La Brea Ave./Florence Ave. (City of Inglewood).</li> <li>Int. No. 22: La Brea Ave./Century Blvd. (City of Inglewood).</li> <li>Int. No. 25: Prairie Ave./Florence Ave. (City of Inglewood).</li> <li>Int. No. 45: Crenshaw Blvd./Manchester Blvd. (City of Inglewood)</li> <li>Int. No. 47: Crenshaw Blvd/Century Blvd (City of Inglewood)</li> </ul> <p><b>CMP Intersections</b></p> <p>One of the impacted intersections is also part of the CMP intersection monitoring program (Crenshaw Blvd/Manchester Blvd). The mitigation measure proposed for this intersection will reduce the project impacts at this intersection to less than significant levels based on CMP impact criteria.</p>	<p><b>Project Mitigation Measures</b></p> <p>MM L-1. <b>Intersection No. 18: La Brea Avenue/Centinela Avenue (City of Inglewood).</b> The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-2. <b>Intersection No. 19: La Brea Avenue/Florence Avenue (City of Inglewood).</b> The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-3. <b>Intersection No. 22: La Brea Avenue/Century Boulevard (City of Inglewood).</b> The Project Applicant shall provide</p>	<p><b>Study Intersections</b></p> <p>Less Than Significant Impact.</p> <p><b>CMP Intersections</b></p> <p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><b>Transit Impacts</b></p> <p>The Proposed Project is forecast to generate demand for 79 new transit trips (29 inbound trips and 50 outbound trips) during the weekday AM peak hour. During the PM peak hour, the proposed project is forecast to generate demand for <del>nominal 21</del> new transit trips. Over a 24-hour period, the Proposed Project is forecast to generate a demand for <del>844</del> <u>956</u> new daily transit trips. It is anticipated that the existing transit service in the project area will adequately accommodate the project generated transit trips and the public transit system will not be significantly impacted by the Proposed Project.</p>	<p>the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development.</p> <p>MM L-4. <b>Intersection No. 25: Prairie Avenue/Florence Avenue (City of Inglewood).</b> The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p>	<p><b>Transit Impacts</b></p> <p>Less Than Significant Impact.</p>
<p><b>Construction Impacts.</b> Activities related to final grading/structure construction period would generate a higher number of vehicle trips as compared to the grading and export period. Thus, the greatest potential for construction impact on the adjacent street system would occur during the final grading/structure construction period. The construction worker vehicles and miscellaneous trucks are forecast to generate 460 PCE (passenger car equivalency) vehicle trips per day (i.e., 230 inbound and 230 outbound) during peak final grading and structure construction phases at the site. During the weekday a.m. peak hour, the weekday p.m. peak hour, and the Saturday mid-day peak hour, it is estimated that approximately 31 PCE vehicle trips would be generated during each of these peak hours. Based on the peak construction project trip generation forecasts, traffic impacts due to construction activities are forecast to be less than significant based on the City’s significance criteria.</p>	<p>MM L-5. <b>Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-6. <b>Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. <u>In addition, widen the west side of Crenshaw Boulevard north of Century Boulevard by approximately seven feet for a distance of 145 feet (within the existing public right-of-way) and restripe to provide a southbound right-turn only lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. The</u></p>	<p>Less Than Significant Impact.</p>
<p><b>Traffic and Transportation – Land Use Equivalency Program Impacts.</b> The Equivalency Program defines a specific framework within which certain land uses can be exchanged for other land uses without increasing potential traffic impacts. In order to implement the equivalency program, a set of equivalency factors have been prepared. The equivalency factor for each use is derived based on the project’s general mix of land uses as currently proposed and the weekday PM peak</p>	<p><u>In addition, widen the west side of Crenshaw Boulevard north of Century Boulevard by approximately seven feet for a distance of 145 feet (within the existing public right-of-way) and restripe to provide a southbound right-turn only lane. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. The</u></p>	<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>hour project trip generation. Utilization of the equivalency factors for the permitted uses will ensure that impacts remain less than significant.</p>	<p><u>existing traffic signal will be modified to provide a southbound right-turn overlapping phase to be operated concurrently during the eastbound left-turn phase.</u> This improvement will be part of Phase I development.</p> <p>In addition to the Project’s six impacted intersections, the Project Applicant will provide full funding for a traffic signal synchronization network at an additional 13 intersections, for a total of 19 ITS improved intersections. The additional 13 intersections are listed below, along with the phase in which it will be implemented.</p> <p>MM L-7. <b>Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-8. <b>Intersection No. 14: I-405 Northbound Ramps/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development.</p> <p>MM L-9. <b>Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>III development.</p> <p>MM L-10. <b>Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p> <p>MM L-11. <b>Intersection No. 38: Doty Avenue/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p> <p>MM L-12. <b>Intersection No. 39: Yukon Avenue/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p> <p>MM L-13. <b>Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>MM L-14. <b>Intersection No. 51: Crenshaw Boulevard/Imperial Highway (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-15. <b>Non-Study Intersection: La Brea Avenue/Hyde Park Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-16. <b>Non-Study Intersection: Market Street/Florence Avenue (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-17. <b>Non-Study Intersection: Centinela Avenue/Hyde Park Boulevard (City of Inglewood)</b> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development.</p> <p>MM L-18. <b>Non-Study Intersection: 11th Avenue/Century Boulevard (City of Inglewood)</b> The Project Applicant shall provide</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p> <p>MM L-19. <i>Non-Study Intersection: Van Ness Avenue/Century Boulevard (City of Inglewood)</i> The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development.</p>	
<p><b>Cumulative Impacts</b></p> <p>The Proposed Project and other development projects in the study area are forecast to contribute to cumulative traffic impacts at <del>27</del><u>25</u> of the 66 study intersections. Potential measures have been identified to mitigate the cumulative traffic impacts to less than significant levels. Therefore, it is recommended that the project contribute its pro rata share of fees to implement the recommended cumulative traffic mitigation measures.</p>	<p><b>Cumulative Impact Mitigation Measures</b></p> <p>MM L-20. <i>Intersection No. 1: Sepulveda Boulevard/Slauson Avenue (City of Culver City)</i>. To the extent that Culver City (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Culver City determines to approve the implementation of the following improvements, the Project Applicant shall contribute 4.3% of the estimated total estimated cost of implementing the following roadway improvements: (1) Provide a northbound right-turn only lane within the northbound approach lane at this intersection, and (2) Modify the</p>	<p>Less Than Significant Impact at 27 of the 66 study intersections.</p> <p>Significant Unavoidable Impact at 3 of the 66 study intersections.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>eastbound approach on Slauson Avenue at Sepulveda Boulevard to provide one additional through lane. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and one right-turn only lane. The resultant eastbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. It should be noted that there are three existing departure lanes on Slauson Avenue east of Sepulveda Boulevard.</p> <p>MM L-21. <b>Intersection No. 2: Sepulveda Boulevard/Centinela Avenue (City of Los Angeles).</b> To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements:, and (2) the legislative body of the City of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 0.54% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional northbound left-turn lane, (2) Modify the southbound approach on Sepulveda Boulevard at Centinela Avenue to provide one additional through lane, and (3) Contribute 0.54% of the total cost to install the Adaptive Traffic Control System (ATCS) at this intersection. The resultant northbound approach lane configuration would provide three left-turn lanes, three through lanes, and one right-turn only lane. The resultant</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>southbound approach lane configuration would provide two left-turn lanes, four through lanes, and one right-turn only lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may ultimately be infeasible.</p> <p>MM L-22. <b>Intersection No. 3: La Cienega Boulevard (SB)/Slauson Avenue (County of Los Angeles).</b> <u>Los Angeles County: North approach: One left-turn lane, one shared through/right-turn lane, and one exclusive right-turn lane instead of one shared through/left-/right-turn lane and an exclusive right-turn lane. The Project Applicant shall contribute 5.3% (or \$27,825) of the total estimated cost of the identified improvements at this location.</u> <del>The Project Applicant shall contribute 5.3% of the total estimated cost to develop and enhance the traffic signal operations at this location.</del></p> <p>MM L-23. <b>Intersection No. 5: La Tijera Boulevard/Centinela Avenue (City of Los Angeles).</b> The Project Applicant shall contribute 5.1% of the total estimated cost to develop and enhance the traffic signal operations at this location.</p> <p>MM L-24. <b>Intersection No. 7: La Cienega Boulevard/Centinela Avenue (City of Los Angeles).</b> To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute <u>0.41.8%</u> of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on both the northbound and southbound La Cienega Boulevard approaches, and (2) Contribute <u>0.41.8%</u> of the total cost to install the ATCS at this location. The resultant northbound and southbound approach lane configurations would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.</p> <p>MM L-25. <b>Intersection No. 10: La Cienega Boulevard/Arbor Vitae Street (City of Inglewood).</b> The Project Applicant shall contribute <u>8.511.4%</u> of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.</p> <p>MM L-26. <b>Intersection No. 12: La Cienega Boulevard/Century Boulevard (City of Los Angeles).</b> The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.</p> <p>MM L-27. <b>Intersection No. 15: Inglewood Avenue/Arbor Vitae Street (City of Inglewood).</b> The Project Applicant shall</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>contribute <del>18.825</del>3% of the total estimated cost to implement the following roadway improvements: (1) Restrict parking along the north side of Arbor Vitae Street during the weekday AM peak hour so as to allow the westbound approach curb lane to function as a shared through/right-turn lane through the intersection, and (2) Restrict parking along the south side of Arbor Vitae Street during the weekday PM peak hour so as to allow the eastbound approach curb lane to function as a shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the weekday AM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane. The resultant eastbound approach lane configuration during the weekday PM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane.</p> <p>MM L-28. <b>Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.</p> <p>MM L-29. <b>Intersection No. 17: La Brea Avenue/Slauson Avenue (County of Los Angeles).</b> To the extent that the County of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>following improvements, and (2) the legislative body of Los Angeles County determines to approve the implementation of the following improvements, the Project Applicant shall contribute <del>5.46.3%</del> of the total estimated cost to implement the following roadway improvements: (1) Re-stripe the southbound La Brea Avenue approach at Slauson Avenue to provide a shared through/right-turn lane through the intersection, (2) Modify the existing traffic signal to remove the existing southbound overlapping right-turn signal phase, and (3) Contribute <del>5.46.3%</del> of the total cost to develop and enhance the traffic signal operations at this location. The resultant southbound approach lane configuration would provide a left-turn lane, two through lanes, and one shared through/right-turn lane. It should be noted that there are three existing departure lanes on La Brea Avenue south of Slauson Avenue.</p> <p>MM L-30. <b>Intersection No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood).</b> The Project Applicant shall contribute <del>5.38.2%</del> of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound through lane, (2) Restrict parking along the north side of Manchester Boulevard adjacent to La Brea Avenue during the Saturday Mid-day peak hour and convert the westbound approach right-turn only lane into a shared through/right-turn lane through the intersection, and (3) Contribute <del>5.38.2%</del> of the cost estimated to develop and enhance the City of Inglewood ITS program at this intersection. Some parking along the</p>	

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	<p>east side of La Brea Avenue will need to be restricted during these time periods and some widening may be required to accommodate this measure. The resultant northbound approach lane configuration would provide one left-turn lane, two through lanes, and one shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the Saturday Mid-day peak hour would provide one left-turn lane, two through lanes, and one shared through/right-turn lane.</p> <p>MM L-31. <b>Intersection No. 23: Hawthorne Boulevard/Imperial Highway (City of Hawthorne).</b> To the extent that the City of Hawthorne (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Hawthorne determines to approve the implementation of the following improvements, the Project Applicant shall contribute 7.32% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound right-turn only lane; (2) Modify the southbound approach to provide one additional through lane; (3) Modify the westbound approach to provide an additional westbound left-turn lane; and (4) Contribute 7.32% of the total estimated cost to develop and enhance the traffic signal operations at this location. The resultant northbound approach lane configuration would provide two</p>	

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	<p>left-turn lanes, three through lanes, and two right-turn only lanes. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may ultimately be infeasible.</p> <p>MM L-32. <b>Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection to implement the following roadway improvements: (1) Convert the southbound Centinela Avenue approach right-turn only lane at Florence Avenue to provide a shared left-turn/right-turn lane, and (2) develop and enhance the City of Inglewood ITS program at this intersection. The resultant southbound approach lane configuration would provide two left-turn lanes and one shared left-turn/right-turn lane.</p> <p>MM L-33. <b>Intersection No. 26: Prairie Avenue/Manchester Boulevard (City of Inglewood).</b> The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic</p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
	<p>than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.</p> <p>MM L-34. <b>Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.</p> <p>MM L-35. <b>Intersection No. 33: Prairie Avenue/Imperial Highway (City of Hawthorne).</b> To the extent the City of Hawthorne adopts a city-wide signal synchronization program, the Project Applicant shall contribute 17.3% of the total estimated cost to develop and enhance the ITS program (or a similar traffic signal synchronization system) at this intersection.</p> <p>MM L-36. <b>Intersection No. 35: Crenshaw Drive-Briarwood Lane/Manchester Boulevard (City of Inglewood).</b> The Project Applicant shall contribute <del>22.6</del><u>25.5</u>% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.</p> <p>MM L-37. <b>Intersection No. 38: Doty Avenue-Gate 4/Century Boulevard (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.</p>	

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	<p>MM L-38. <b>Intersection No. 39: Yukon Avenue-Gate 5/Century Boulevard (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.</p> <p>MM L-39. <b>Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.</p> <p>MM L-40. <b>Intersection No. 41: Crenshaw Boulevard/Slauson Avenue (City of Los Angeles).</b> The Proposed Project’s pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project’s impact is not cumulatively considerable and no mitigation is required.</p> <p>MM L-41. <b>Intersection No. 42: Crenshaw Boulevard/Florence Avenue (City of Los Angeles).</b> The Project Applicant shall contribute 2.4% of the funding towards the installation of the ATSAC at this intersection (as this intersection is not currently operated under the City’s ATSAC system).</p> <p>MM L-42. <b>Intersection No. 46: Crenshaw Boulevard/Pincay Drive-90th Street (City of Inglewood).</b> The Project Applicant shall contribute 18.4% of the total estimated cost to</p>	

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	<p>implement the following roadway improvements: (1) Restrict parking along the west side of Crenshaw Boulevard north of Pincay Drive-90th Street during the Saturday Mid-day peak hour to allow the southbound curb lane to function as a shared through/right-turn lane; and (2) Contribute 18.4% to develop and enhance the City of Inglewood ITS program at this intersection.</p> <p>MM L-43. <b>Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood).</b> The Project Applicant shall contribute 2.7% of the total estimated cost to implement the following roadway improvements: (1) Widen the northbound Crenshaw Boulevard approach to provide two left-turn lanes, two through lanes, and one shared through/right-turn lane; (2) Widen the southbound Crenshaw Boulevard approach to provide one left-turn lane, three through lanes, and two right-turn only lanes; (3) Widen the eastbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one right-turn only lane; (4) Widen the westbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one shared through/right-turn lane; and (5) Modify the traffic signal to provide southbound and eastbound right-turn overlapping phases to be operated concurrently during the eastbound and northbound left-turn phases, respectively. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures, and/or other factors such as impacts on parking or adjacent businesses, may cause</p>	

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	<p>the lead agency to ultimately conclude that these proposed measures are infeasible.</p> <p>MM L-44. <b>Intersection No. 48: Crenshaw Boulevard/Imperial Highway (City of Inglewood).</b> No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.</p> <p>MM L-45. <b>Intersection No. 55: Western Avenue/Century Boulevard (City of Los Angeles).</b> The Project Applicant shall contribute 9.2% of the funding towards the installation of the ATSAC at this intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAC system).</p> <p>MM L-46. <b>Intersection No. 56: Vermont Avenue/Manchester Avenue (City of Los Angeles).</b> To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 69.9% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on the southbound</p>	

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	<p>Vermont Avenue approach at Manchester Avenue; and (2) Contribute 69.9% of the total cost to install the ATSAAC/ATCS at the Vermont Avenue/Manchester Avenue intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAAC system). The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.</p>	
<p><b>IV.K.M PARKING</b></p>		
<p><b>Construction Impacts.</b> There would be no adverse impacts to existing street parking bordering the Project Site during construction. Due to the large size of the site, construction workers could park in designated areas on the Project Site. During the grading and excavation phase of the Proposed Project, while Casino operations are still active, temporary parking areas will be created adjacent to the Casino for its patrons. Once grading/excavation work is complete adjacent to the Casino site, permanent parking areas will be designated during the construction phase of the Proposed Project. Adequate parking spaces will be maintained throughout grading/excavation and construction, therefore, impacts due to construction will be less than significant.</p>	<p>MM M-1. <u>At the time of Plot Plan review, the Project Applicant shall provide a Shared Parking Study with the parking requirements for the Project Site and the plan will show where the parking spaces are provided on the site. At the time of Plot Plan review, the Project Applicant shall provide a Shared Parking Study with the parking requirements for the Mixed-Use zone on the Project Site and the plan will show where the parking spaces are provided on the site in the Mixed-Use zone and demonstrate that sufficient parking is provided, in accordance with the standards of the Specific Plan.</u></p>	<p>Less Than Significant Impact.</p>
<p><b>Operational Impacts.</b> Depending upon the actual bedroom counts that are developed in the residential dwelling units, it is estimated that the Project Site could contain up to approximately 7,700 parking spaces in the residentially-zoned areas of the Project Site to accommodate the parking demand generated by residents on the Project Site. This includes up to approximately 6,000 required resident parking spaces (typically in garages), 700 on-site parking spaces, and 1,000 on-street parking spaces. The actual number of residential parking spaces will be determined on the number and type of dwelling units developed.</p>	<p>MM M-2. <u>Prior to the construction stage of the Project, the Project Applicant will submit a Construction Staging Plan to be approved by the Planning and Building Department. As part of the Construction Staging Plan, parking for construction workers will be identified on the Project Site</u></p>	<p>Less Than Significant Impact.</p>

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<p><b><u>Hollywood Park Specific Plan Parking Standards</u></b></p> <p><b><u>Mixed-Use Zone.</u></b> The parking requirements in the Mixed-Use zone (including guest/visitor parking required for residential units that could be built in the Mixed-Use zone) are proposed to utilize a shared parking methodology. Based on an <u>updated Shared Parking Analysis (dated February 9, 2009)</u>, with shared parking, the highest demand for the <u>Mixed-Use Zone</u> is for weekend peak and is estimated to be 4,857 spaces. <u>Valet service has not been factored in to the shared parking demand analysis, nor is it utilized as a means to provide code required parking.</u> <u>Overall, the total number of parking spaces provided will be based on the demands created by the final mix of tenants.</u> <del>shared parking analysis for a mixed-use zone of the Proposed Project, 5,326 parking spaces would be needed to sufficiently supply parking at the peak period. Through the parking requirements to be established in the Specific Plan, the Proposed Project would provide adequate parking in accordance with the actual parking demands during each phase of development and occupancy. In total, the Mixed Use Zone could contain parking structures and lots that could provide up to 7,778 parking spaces. Additionally, the Hollywood Park Specific Plan contains development standards and design guidelines to regulate the overall development of parking for the residential uses. As a result, all of the project's parking demands would be met on site and impacts would be less than significant.</del></p> <p><b><u>Residential Zone.</u></b> It is estimated that the <u>Project Site could contain up to approximately 7,700 parking spaces in the residentially-zoned areas of the Project Site to accommodate the parking demand generated by residents and guests of the residential portion of the Project Site. This includes up to approximately 6,000 required resident parking spaces and approximately 1,000 guest parking spaces. Again, it should be noted that the precise number of resident and guest spaces for the residential units and the location of these spaces will be determined at the time of Plot Plan Review per the requirements of the Development Standards in the Hollywood Park Specific Plan. The Specific Plan's parking standards are</u></p>	<p><u>so as not to affect parking in adjacent neighborhoods.</u></p>	

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p><u>designed to meet the parking demand generated by the housing product types proposed for the Project, which tend to generate a smaller number of residents due to the size of the units and the bedroom counts. As a result, the project's parking demands for the residential land uses would be met and impacts would be less than significant.</u></p> <p><u>Civic Zone. Possible uses for the Civic Site could be a combination of one or more uses, such as an elementary school, library, community center, etc, subject to economic feasibility with respect to construction and operation costs for the respective entity. The Hollywood Park Specific Plan provides that required parking for uses within the Civic Zone shall be as provided in Article 19 of the Inglewood Municipal Code or the Specific Plan.</u></p> <p><u>Because the Applicant would need to demonstrate, as part of the Plot Plan Review process, that sufficient parking is provided, the Proposed Project would provide adequate parking in accordance with the actual parking demands during each phase of development and occupancy. The Proposed Project has the capacity to provide up to 7,778 structured parking spaces in Parking Structures 1 through 5 for the Mixed-Use zone, while the residential parking on the residential land uses would be parked according to the standards in the Hollywood Park Specific Plan and has the capacity to include up to 7,700 spaces. Application of both mixed-use and residential parking standards for the Proposed Project would meet the parking demand generated by the Project. As a result, all of the project's parking demands would be met within the Project Site, and as such, impacts to parking would be less than significant.</u></p>		
<p><b>Parking – Land Use Equivalency Program Impacts.</b> Under the Equivalency Program, there would be no substantial variation in the Project's street configurations, or related use of subterranean parking. Street parking would be provided in a manner similar to that of the Proposed Project. As with the Proposed Project, the Equivalency Program would provide residential and mixed use parking at the same standards.</p>		<p>Less Than Significant Impact.</p>

Environmental Impact	Code-Required and Project Mitigation Measures	Level of Impact After Mitigation
<p>For any additional retail, office/commercial and hotel area, the Project Applicant would submit a shared parking study at the time of Plot Plan Review to generate the parking demand for the Project. For the additional residential units, the Project Applicant would apply the parking standards in the Hollywood Park Specific Plan to generate the residential (and guest) parking demands for the Project. Furthermore, compliance with the Hollywood Park Specific Plan and Shared Parking Study will ensure that there is sufficient parking to meet the demand.</p> <p>All Project Design Features and/or recommended mitigation measure to minimize parking impacts under the Proposed Project would be implemented under the Equivalency Program. Consequently, with implementation of applicable mitigation measures, parking impacts attributable to the Equivalency Program would be less than significant.</p>		