

# INGLEWOOD TRANSIT CONNECTOR PROJECT



OCTOBER 14, 2022



Prepared By:  
**CITY OF INGLEWOOD**  
One West Manchester Boulevard  
Inglewood, California 90301

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# **INGLEWOOD TRANSIT CONNECTOR PROJECT**

Located in the City of Inglewood and the County of Los Angeles

## **ENVIRONMENTAL ASSESSMENT**

Pursuant to

National Environmental Policy Act of 1969 (42 U.S.C. §4321 et seq.), as amended  
Federal Transit Act (49 U.S.C. § 5301 et seq.), as amended

Title 23 U.S.C. Highways

Title 49 U.S.C. Transportation

Title 49 U.S.C. § 303 (formally Department of Transportation Act of 1966), Section 4(f)

Executive Order 11990 (Protection of Wetlands)

Executive Order 11988 (Floodplains Management)

Executive Order 12898 (Environmental Justice)

National Historic Preservation Act of 1966, Section 106 (16 U.S.C. § 407f et seq.)

Fixing America's Surface Transportation Act, or "FAST" Act (December 4, 2015)

by the

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

and the

**CITY OF INGLEWOOD**

The following persons may be contacted for additional information concerning this document:

Louis Atwell

Assistant City Manager and Public Works Director

City of Inglewood

One West Manchester Boulevard

Inglewood, California 90301

(310) 412-5333

Charlene Lee Lorenzo

Director of the Los Angeles Office

Federal Transit Administration, Region 9

Los Angeles Office

888 South Figueroa, Suite 440

Los Angeles, California 90017-5467

(213) 202-3952

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## REVIEW PERIOD

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A 30-day review period of the proposed Environmental Assessment (EA) begins October 14, 2022 and ends November 12, 2022. Comments on the EA are due no later than November 12, 2022.

## AVAILABILITY OF THE EA

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The EA is available for review at the following websites: <https://envisioninglewood.org/transportation-solutions/itc/> and <https://www.cityofinglewood.org/1016/Environmental-Documents>. Hardcopy versions of the EA may be viewed at the following locations:

- Inglewood Public Works Department located in Inglewood City Hall at One West Manchester Boulevard.
- Inglewood Public Library located at 101 West Manchester Boulevard.
- Inglewood Senior Center located at 111 North Locust Street.

The City has created a virtual meeting room to describe the proposed Project and EA contents in lieu of a public meeting. The virtual meeting room can be viewed at <https://inglewoodtransitconnector.com>. The website includes Spanish translations and the ability to submit comments on the EA.

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Mr. Louis Atwell at (310) 412-5333 or via email at [latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org).

## SUBMITTING COMMENTS

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Comments may be submitted via email to [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org). Comments may be mailed to the City of Inglewood or the Federal Transit Administration representatives shown below. Comments must be postmarked before or on the last day of the review period. Comments postmarked after the last day of the review period will be recorded but noted as received after the period of public circulation.

Louis Atwell  
Assistant City Manager and Public Works Director  
City of Inglewood  
One West Manchester Boulevard  
Inglewood, California 90301  
Email: [latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)  
Phone: (310) 412-5333

Charlene Lee Lorenzo  
Director of the Los Angeles Office  
Federal Transit Administration, Region 9  
Los Angeles Office  
888 South Figueroa, Suite 440  
Los Angeles, California 90017-5467  
Email: [charlene.leelorenzo@dot.gov](mailto:charlene.leelorenzo@dot.gov)  
Phone: (213) 202-3952

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- Appendix X. Geology and Soils Studies
- Appendix Y. Cumulative Impact Analysis Report



## ACRONYMS

APE	Area of Potential Effects
APEFZ	Alquist-Priolo Earthquake Fault Zones
APM	Automated People Mover
ASCE	American Society of Civil Engineers
ATS	Automated Transit System
Caltrans	California Department of Transportation
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
DBFOM	Design Build Finance Operate Maintain
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FONSI	Finding Of No Significant Impact
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HMBP	Hazardous Materials Business Plan
HOA	Homeownership Associations
IBEC	Inglewood Basketball and Entertainment Center
IMC	Inglewood Municipal Code
IPD	Inglewood Police Department
IS	Initial Study
LACFD	Los Angeles County Fire Department
LACMTA	Los Angeles County Metropolitan Transportation Authority
LARQWCB	Los Angeles Regional Water Quality Control Board
LASED	Los Angeles Stadium and Entertainment District
LAX	Los Angeles International Airport
LEED	Leadership In Energy and Environmental Design
LPA	Locally Preferred Alternative
LUST	Leaking Underground Storage Tank
MPH	Miles Per Hour
MS4	Municipal Separate Storm Sewer System
MSF	Maintenance and Storage Facility

MTD	Memorandum to Designers
NEPA	National Environmental Policy Act
NFL	National Football League
NOP	Notice of Preparation
NRHP	National Register of Historic Places
PDS	Power Distribution System
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SHPO	State Historic Preservation Officer
TMOP	Transportation Management and Operations Plan
TOD	Transit-Oriented Development
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
U.S.C.	United States Code
UST	Underground Storage Tanks
VMT	Vehicle Miles Traveled

## EXECUTIVE SUMMARY

### ES 1.0 INTRODUCTION AND BACKGROUND

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#### ES 1.1 PROJECT INTRODUCTION

The City of Inglewood (City) proposes the Inglewood Transit Connector Project (proposed Project) to improve overall mobility and levels of service, address projected future congestion, provide access to transit to its priority populations, and advance its sustainability goals. The Automated Transit System (ATS) would include an electrically propelled driverless transit system operating on an approximately 1.6-mile long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed along the alignment on privately-owned land that would be acquired as part of the proposed Project. The elevated guideway consists of two lanes to support multiple trains traveling in one direction on a single lane before switching lanes at the end of line station for the return trip. **Figure ES-1** shows the location and alignment.

#### ES 1.2 ROLES AND RESPONSIBILITIES

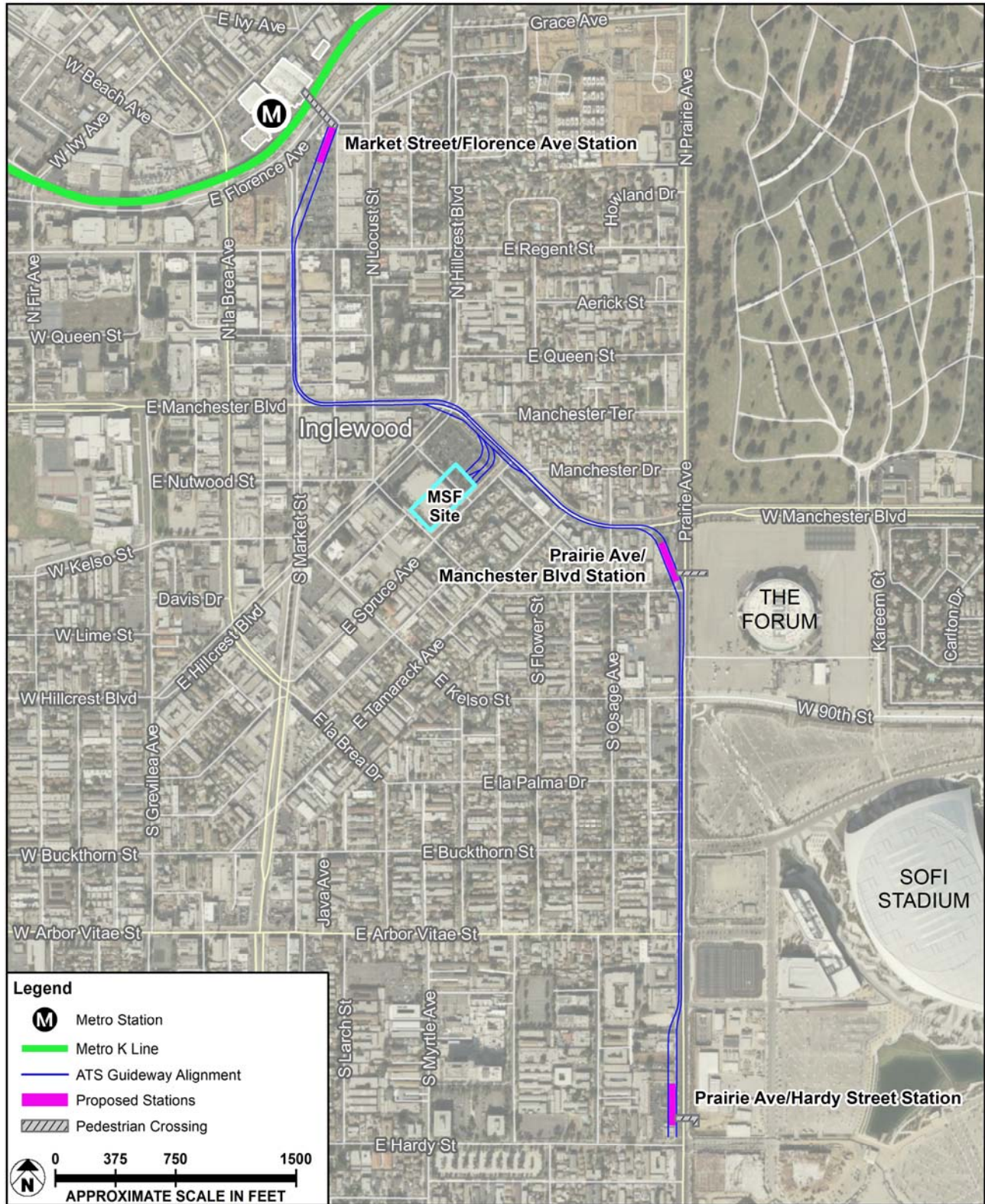
The Federal Transit Administration (FTA), in cooperation with the City, has prepared this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969. The FTA serves as the NEPA lead agency for projects receiving funding from the FTA. The City is the project sponsor.

This EA complies with the requirements of the NEPA (42 United States Code [U.S.C.] 4321-4347), the Council of Environmental Quality implementing regulations (Title 40 Code of Federal Regulations (CFR) Sections 1500-1508), and the NEPA implementing procedures of the FTA (23 CFR Parts 771 and 774) to sufficiently evaluate the proposed Project merits and possible environmental effects. The EA presents an evaluation of the Build Alternative and the No Build Alternative and discusses the purpose and need of the proposed Project; alternatives development; potential effects resulting from operations and construction; proposed avoidance, minimization, and mitigation measures; and outreach activities associated with the public, Native American tribes, and agencies.

The EA is in circulation for 30 days to interested agencies, stakeholders, organizations, and individuals to ensure interested parties are able to provide input regarding the proposed Project and potential environmental impacts. After circulation, all comments will be addressed and responses will be documented in the final environmental document; thereafter, the FTA will make the final determination of the proposed Project effect on the environment. If the FTA determines that the NEPA action does not significantly impact the environment, the FTA will issue a Finding of No Significant Impact (FONSI). If it is determined that the proposed Project is likely to have a significant effect on the environment, an Environmental Impact Statement will be prepared.

Prior to initiation of the NEPA process, the City began the State-mandated California Environmental Quality Act (CEQA) process in July 2018. The process included an extensive public outreach effort along with collaboration with key stakeholders. The CEQA process culminated with the City certifying an Environmental Impact Report (EIR), approving the proposed Project, and adopting the Mitigation, Monitoring, and Reporting Program on April 12, 2022.

**Figure ES-1: Project Location and Alignment**



SOURCE: City of Inglewood, *Inglewood Transit Connector Project Environmental Impact Report*, February 2022.

## ES 2.0 PURPOSE AND NEED

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### ES 2.1 PROJECT PURPOSE

The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment within the region and specifically within the City. The overall purpose and objective of the proposed Project is to provide a direct and convenient extension of the Los Angeles County Metropolitan Transportation Authority (LACMTA) regional transit system for local residents and the region to access the City's new major housing, employment, commercial, and activity centers. Please refer to Section 2.1, Project Purpose, for a comprehensive list of the City's objective for the proposed Project.

### ES 2.2 PROJECT NEED

The City is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. Recent and planned development in the City includes renovation of The Forum in 2012, development of approximately 298 acres at Hollywood Park, creation of the Los Angeles Stadium and Entertainment District (LASED) which includes SoFi Stadium, and the Inglewood Basketball and Entertainment Center (IBEC), which includes the Intuit Dome. Additionally, the new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles facility near Inglewood City Hall opened in September 2021. Pivotal to the City's transformation is the new 8.5-mile LACMTA K Line. Scheduled to begin service in late 2022, the LACMTA K Line will enhance transit access to the City. Upon completion of the LACMTA Rail line, patrons who wish to use the LACMTA Rail system to travel to events at The Forum, SoFi Stadium, the Intuit Dome, or other existing and future commercial areas and residences in the City would face a "last-mile" gap of approximately 1.5 to 2 miles between the LACMTA K Line and the City's new activity centers. This gap is longer than a convenient walking distance for patrons traveling to the City's activity centers.

In response to the anticipated increases in traffic associated with these new sports and entertainment venues, the City updated its Mobility Plan, developed a Stadium Events Transportation Management and Operations Plan (TMOP), worked with transit agencies to improve transit operations to the City given existing limited service, created an off-site satellite parking program with event shuttle service, installed a comprehensive intelligent transportation system, and implemented a citywide permit parking program to protect neighborhoods. Yet, despite these efforts, the physical capacity of the existing local and regional roadway network still challenge the ability of residents and visitors to access the City's amenities easily now and in the future. Bus transit, shuttles, and other alternative modes still compete with existing traffic on the City's roadway network, and often face congestion and delays, especially on event days. The proposed Project would offer the community a new transit connection to the LACMTA Rail system and regional employment opportunities including those at Los Angeles International Airport (LAX). The proposed Project would also ensure that long-time residents, employees, and business are provided a direct connection to the countywide LACMTA Rail system while also providing visitors a seamless connection to event venues which in turn would assist Inglewood's transformation into a world-class city.

## ES 3.0 DESCRIPTION OF ALTERNATIVES

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This EA assesses two alternatives, the Build Alternative and the No Build Alternative. The City Council approved the Locally Preferred Alternative (LPA) on December 14, 2021, in accordance with identifying a defined proposed Project during the State CEQA process. Environmental review under the NEPA must consider the effects of not implementing the proposed Project. The No Build Alternative provides a basis for comparing the Build Alternative and is used as the baseline for comparing environmental effects.

The assessment of alternatives began in 2017 when with the City's input, the LACMTA completed the City of Champions/Inglewood National Football League (NFL) Focused Analysis of Transit Connection on August 8, 2017 (Appendix J). The LACMTA study analyzed a number of transit extension alternatives. They included, among others, an interlined operability connection from the LACMTA Rail system in a subway under Prairie Avenue, which would jointly operate on a portion of the LACMTA K Line, and separate independent operability options that could provide transit connection from the LACMTA Rail system to the NFL Stadium. The City and the LACMTA determined that an interlined operability connection was infeasible due to the costs, delays and complexity that would be created on the LACMTA Rail system. Consistent with the LACMTA recommendations, the City continued to analyze several independent operability transit connections to the City's activity centers. In June 2018, the City prepared the Envision Inglewood: LPA Report (Appendix K). The LPA Report evaluated four independent last-mile, fixed guideway transit connector options and transit technologies against key screening criteria and the City's stated goals and objectives. Please refer to Figure 5.0-1 in Appendix K for a map of the alternatives evaluated. A description and factors considered for each alternative are described below.

**At-Grade Alignment Alternative.** This alternative was an at-grade transit system considered along Market Street and Manchester Boulevard. An at-grade system would bifurcate Market Street from just south of Regent Street to Manchester Boulevard, creating a long guideway trench and physical barrier in downtown Inglewood since the structure of the tracks would physically disconnect existing connections between different parts of a community. To avoid these impacts, a tunnel would be needed to allow Manchester Boulevard to cross under the at-grade guideway, which was deemed infeasible due to the required roadway ramp length to access the tunnel. This alternative was also deemed infeasible because it would result in significant traffic impacts, would not have the capacity to meet peak ridership demands, and would be more costly to build and/or operate than the proposed Project.

**Fairview Heights Alignment Alternative.** This alternative was a 2.2-mile aerial alignment along Florence and Prairie Avenues. This alternative was eliminated from further consideration because of potential impacts to utilities along Florence Avenue and impacts to the Inglewood Cemetery. Based on preliminary research, utilities as well as lateral connections to these pipes from adjacent properties were identified along Florence Avenue. These existing utilities include sewer, gas, and water mains along these streets, which would pose obstacles for placement of guideway columns. In addition, this alternative would likely require partial acquisition of the Inglewood Cemetery.

**Arbor Vitae Alignment Alternative.** This alternative was a 2.0-mile aerial alignment along Arbor Vitae Street and Prairie Avenue. Although this alternative connects to a planned multimodal hub at LAX, it would not provide development opportunities in Downtown Inglewood. This alternative was also eliminated from further consideration because it includes crossing over and under the I-405 and would likely require acquisition and displacement of residences in addition to businesses.

**Century Boulevard Alignment.** This alternative was a 2.0-mile aerial alignment along Century Boulevard and Prairie Avenue. It was eliminated from further consideration because the alternative would be required to cross the I-405 on the south side of the new consolidated rental car facility under development west of the I-405 and north of Century Boulevard as part of the LAX Landside Access Modernization Program. The transition from an elevated segment to below grade under the I-405 or above-grade over the I-405 would not be feasible due to the short distance available and the real estate constraints between Century Boulevard and the LAX Manchester Square development.

**Alternatives Analyzed in the EIR.** A Bus Rapid Transit System Alternative was studied that would connect The Forum, SoFi Stadium, the Performance Arena, the IBEC, and the Hollywood Park mixed uses to the LACMTA K Line Downtown Inglewood station. This alternative would not meet the City's objective related to providing sufficient transit connection capacity between the LACMTA regional transit system and the City new major activity centers. This alternative would result in limited increased transit mode split, limited reduction in vehicle trips, and consequently, limited reduction in per-capita vehicle miles traveled (VMT) to

the City's major activity centers. In addition, this alternative would not meet the City's objectives to maintain existing roadway capacity or reduce the City's traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both nonevent and event days.

A Market Street Pedestrian Promenade Alternative was studied that would include the ATS as described for the proposed Project but close Market Street between Florence Avenue and Manchester Boulevard to vehicular traffic. The establishment of this pedestrian promenade would encourage pedestrian activity by improving walkability within Downtown Inglewood. This alternative would not meet the City's objective to maintain existing roadway capacity along Market Street.

A Fourth Station Alternative was studied for Manchester Boulevard, east of the Market Street/Manchester Boulevard intersection. Providing this additional station would support ongoing economic revitalization in Downtown Inglewood and improve transit connections. The Fourth Station Alternative would meet all of the City's objectives since the proposed Project would still be built and reductions to daily traffic volumes along key roadway corridors and reductions to VMTs on an average weekday basis with event would occur similar in magnitude to those associated with the proposed Project. However, the City determined that a fourth station was not necessary to achieve the Project's objectives, would increase Project costs, and would increase construction impacts.

A Prairie Avenue Single Station Alternative was studied to avoid proposed Project modifications to Prairie Avenue. Under the proposed Project, the relocation of Prairie Avenue and the need for a passenger station connection on the sidewalk/ground level affects properties located east of Prairie Avenue. This alternative avoids affecting these properties by consolidating the two proposed stations on Prairie Avenue into a single station that would be located adjacent to the City's Intermodal Transit Facility at the City's Civic Center site. Passengers would connect to the ground/sidewalk level within the City-owned Civic Center site. This alternative would reduce the City's traffic congestion and alleviate growing demand on the existing roadway network, although to a slightly lesser degree than the proposed Project. Specifically, the alternative would result in a reduction in capacities along Prairie Avenue, and congestion on a system-wide basis would be increased compared to those estimated for the proposed Project. In addition, by eliminating one of the stations, this alternative would not meet the City's objective of encouraging intermodal transportation systems by providing convenient, reliable time-certain transit to the same degree as would the proposed Project. Eliminating a station would also not meet the objective of providing convenient access to businesses, and to connect the City by providing transit within safe and accessible walking distances to the same degree as would the proposed Project.

A maintenance and storage facility (MSF) Site Alternative was studied that would move the MSF to the northwestern portion of the property closest to the south corner of Hillcrest Boulevard and Manchester Boulevard. The existing gas station would remain on the site, although the building containing the Vons and other businesses would still be demolished. A replacement Vons grocery store would be built on the corner of Manchester Boulevard and Hillcrest Boulevard as opposed to a replacement building on the existing site. This alternative would not meet the objective to encourage redevelopment and investment within the City to the same degree as would the proposed Project because it would not include replacement of the existing Vons grocery store on the MSF site.

### **ES 3.1 NO BUILD ALTERNATIVE**

The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated under the NEPA. The No Build Alternative does not include the proposed Project. Specifically, the No Build Alternative reflects the reasonably foreseeable transportation network in 2027 and 2045 and includes the existing transportation network and planned transportation improvements that have been committed to and identified in the constrained the LACMTA Long Range Transportation Plan and the Southern California Association of Governments (SCAG) 2020-2045 Regional

Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as well as additional projects funded by Measure M, a sales tax initiative in Los Angeles County approved by voters in November 2016.

The No Build Alternative includes the Transportation Management and Operations Plan (TMOP) developed by the City in 2020 to address future traffic demands that may result from events at SoFi Stadium. The TMOP establishes a plan that provides public information, reduces unwarranted traffic through adjacent neighborhoods, and promotes the use of alternative modes of transportation. To address the limited pre-sold on-site parking available at SoFi Stadium, the City has established a remote parking and shuttle program that considers comprehensive access, circulation and traffic management for residents, visitors, and businesses on NFL game days and during large special events. Given the growing event-day demand of the program, the City would still have a need for additional real property to supplement continuation of its current transportation demand management programs. For example, the City has established a remote parking and shuttle program known as Inglewood Park&Go that promotes the easy, efficient use of high occupancy shuttles by event attendees traveling to SoFi Stadium. Also, the City has established transit partnerships and received support from the LACMTA, Big Blue Bus (Santa Monica), GTrans (Gardena), and Torrance Transit to expand transit service to its major entertainment, employment, and residential centers in the Hollywood Park area on both event and nonevent days.

Under the No Build Alternative, the City would work to promote and expand use of Inglewood Park&Go and would continue to work cooperatively with the LACMTA and other municipal bus operators to increase and enhance transit service to City destinations through more frequent headways, additional route options, and other improvements. With respect to special events occurring at SoFi Stadium, Hollywood Park, and The Forum, all of these high occupancy transportation modes currently conduct drop-off and pick-up at the City's Intermodal Transit Facility (ITF) lot, located within the Hollywood Park area. Because the ITF is already at or near full capacity on event days with the current shuttle and bus volume, the City would look to devote any additional, nearby City-owned real estate to the same transit purposes (including the vacant lot at the southwest corner of Prairie Avenue and Manchester Boulevard, should it be acquired). This additional space would facilitate the City's enhancement of existing traffic demand management programs under the No Build Alternative.

While the No Build Alternative would avoid all project-related impacts to environmental resources, the No Build Alternative would not fully meet the Project purpose and need.

### **ES 3.2 BUILD ALTERNATIVE**

The proposed Project would include an approximately 1.6-mile long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the public right of way on privately-owned land that would be acquired as part of the proposed Project. Components of the proposed Project are summarized in **Table ES-1**.



<b>TABLE ES-1: PROPOSED PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)</b>		
<b>Project Component</b>	<b>General Location</b>	<b>Approximate Size</b>
Guideway and Support Columns	<ul style="list-style-type: none"> <li>Located predominantly within the existing public right-of-way of Market St., Manchester Blvd., and Prairie Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 1.6 miles dual lane</li> <li>The guideway would vary in height from a minimum of 16 feet 6 inches to a maximum of ~53 feet measured from existing grade of roadway to bottom of guideway structure</li> <li>The guideway would vary in height from a minimum of ~28 feet to a maximum of ~60 feet measured from existing grade of roadway to top of guideway deck</li> <li>The dual-lane guideway width would vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations.</li> <li>Support columns for the guideway would vary between single columns ranging from ~6 feet to 9 feet in diameter when centered under the supported guideway to ~6 feet x 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet x 8 feet in diameter. Column foundation depths range from ~60-100 feet.</li> </ul>
Market Street/Florence Avenue Station	<ul style="list-style-type: none"> <li>Located on private property (to be acquired by the City) at the southeast corner of Market St./Florence Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Up to ~80 feet in height measured from existing grade to top of station canopy</li> <li>~75 feet wide (station structure and guideway only; not including vertical circulation)</li> <li>~200-foot long platform for train berthing</li> </ul>
Prairie Avenue/Manchester Boulevard Station	<ul style="list-style-type: none"> <li>Located on private property (to be acquired by the City) at the southwest corner of Prairie Ave./Manchester Blvd.</li> </ul>	<ul style="list-style-type: none"> <li>Up to ~80 feet in height measured from existing grade to top of station canopy</li> <li>~75 feet wide (station structure and guideway only; not including vertical circulation)</li> <li>~200-foot long platform for train berthing</li> </ul>
Prairie Avenue/Hardy Street Station	<ul style="list-style-type: none"> <li>Located on private property (to be acquired by the City) at the northwest corner of Prairie Ave./Hardy St.</li> </ul>	<ul style="list-style-type: none"> <li>Up to ~80 feet in height measured from existing grade to top of station canopy</li> <li>~75-foot wide (station structure and guideway only, not including vertical circulation)</li> <li>~200-foot long platform for train berthing</li> </ul>

**TABLE ES-1: PROPOSED PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)**

Project Component	General Location	Approximate Size
Vertical Circulation Elements	<ul style="list-style-type: none"> <li>• Located at each station within the public right-of-way, easements, or private property to be acquired</li> <li>• Locations would depend on station specific requirements to connect to existing sidewalk/passenger walkways.</li> </ul>	<ul style="list-style-type: none"> <li>• Vertical circulation elements would exist at each station to provide access from the platform level to the mezzanine level and ground level</li> <li>• Each station platform will likely include 2 escalators in each direction for boarding and deboarding, 1 reversible escalator to assist with peak ridership events and redundancy, and 2 elevators and 6-foot wide stairs to serve all levels. Exact requirements will be established during the design phase of the Project.</li> </ul>
Pedestrian Bridges	<ul style="list-style-type: none"> <li>• Location 1: above Florence Ave. connecting the Market St./Florence Ave. Station to the LACMTA K Line Downtown Inglewood Station. The landing on the LACMTA property would require an easement.</li> <li>• Location 2: above Prairie Ave from Prairie/Manchester Station to The Forum site. The landing on The Forum property would require an easement.</li> <li>• Location 3: above Prairie Ave from Prairie/Hardy Station to the Hollywood Park site, the landing on the Hollywood Park property would require an easement.</li> </ul>	<ul style="list-style-type: none"> <li>• Height would be up to ~55 feet measured from existing grade to top of structure</li> <li>• ~30 feet wide maximum for passenger walkway</li> <li>• ~280 feet long for location 1 and ~160 feet long for locations 2 and 3</li> <li>• Minimum vertical clearance of 10 feet within the walkway interior</li> </ul>
Maintenance and Storage Facility (MSF)	<ul style="list-style-type: none"> <li>• Located on private property to be acquired by the City as part of the proposed Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Blvd. The MSF would share the property with a rebuilt Vons grocery store.</li> </ul>	<ul style="list-style-type: none"> <li>• ~75,000 sf building area</li> <li>• Up to ~75 feet in height measured from existing grade to top of roof</li> <li>• Surface parking area under building containing approximately 50 spaces for employees and visitors</li> </ul>
Power Distribution System Substation (PDS)	<ul style="list-style-type: none"> <li>• Two PDS substations; one located at the MSF site and the second at either the Prairie Ave./Hardy St. Station site or the Prairie Ave./Manchester Blvd. Station site.</li> <li>• Specific locations within each site would be determined during the design phase</li> </ul>	<ul style="list-style-type: none"> <li>• ~30 feet wide x ~100 feet long</li> <li>• Up to ~20 feet clearance height measured from floor to ceiling</li> <li>• ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary</li> </ul>
Roadway Improvements	<ul style="list-style-type: none"> <li>• Market St., Manchester Blvd. and Prairie Ave. would be reconstructed to accommodate the ATS guideway, but the existing number of traffic lanes would be maintained. Prairie Ave. would be shifted eastward up to ~28 feet</li> </ul>	<ul style="list-style-type: none"> <li>• New roadway striping, lane reconfigurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape</li> </ul>

**TABLE ES-1: PROPOSED PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)**

Project Component	General Location	Approximate Size
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	<ul style="list-style-type: none"> <li>• Market St./Florence Ave. Station site</li> <li>• 150 S. Market St.</li> <li>• Prairie Ave./Hardy St. Station site</li> </ul>	<ul style="list-style-type: none"> <li>• Surface level parking at each site:                             <ul style="list-style-type: none"> <li>○ 650 spaces at Market St./Florence Ave. Station</li> <li>○ 50 spaces at 150 S. Market St.</li> <li>○ 50 spaces at Prairie/Hardy Station Pick-Up/Drop-Off Area</li> </ul> </li> <li>• Pick-Up/Drop-Off areas at each site:                             <ul style="list-style-type: none"> <li>○ Market St./Florence Ave. Station located on Locust St. between Florence Ave., and Regent St., and on Regent St. between Locust St. and Market St.</li> <li>○ Prairie/Hardy St. Station within the Station site</li> </ul> </li> </ul>

**SOURCE:** City of Inglewood, *Inglewood Transit Connector Project Environmental Impact Report*, February 2022.

The Project Description and associated environmental analysis are based on Conceptual Plans (Appendix E). The Conceptual Plans identify the proposed alignment for the ATS, the vast majority of which will be in the public right-of-way, with some supporting facilities and stations on private property located adjacent to the public right-of-way as described further in this section. These Conceptual Plans will likely be refined as design of the Project progresses; however, for environmental assessment purposes, the ATS guideway, columns, and other components of the Project as defined in the Conceptual Plans are analyzed to disclose the maximum potential impact of the proposed Project. The location, layout, and size of the proposed stations, power distribution system (PDS) substations, and maintenance and storage facility as illustrated in the Conceptual Plans also represent the likely maximum potential size of these facilities for the purpose of analyzing the potential impacts of the proposed Project. The description of the proposed changes to streets described in this section are also illustrative and identify the likely maximum potential extent of changes to existing streets proposed as part of the Project. Engineering and design-level details of the proposed Project will be refined as the Project moves through the environmental review and approval, procurement, and design phases.

### **ES 3.2.1 ATS System Configuration and Alignment**

The proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations, site constraints, and the guideway location relative to potential column placements). The guideway structure would have a minimum clearance height of approximately 16 feet 6 inches above all roadways, and a maximum clearance height of approximately 53 feet measured from grade of the roadway to the bottom of the guideway structure. The dual-lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, and enable sectional track bypass for failure management. A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuating and safe access for operations and maintenance personnel to access guideway and wayside equipment. The walkway is assumed to be between the tracks, providing access into the center platform stations. A single-lane guideway would vary in height from a minimum of approximately 28 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. A dual-lane guideway width would vary from a minimum of approximately 30 feet to a maximum of approximately 75 feet. The alignment of the guideway and station locations is shown in **Figure ES-1**, above. Refer to Appendix E for alignment plans and profiles.

### **ES 3.2.2 Operational Characteristics**

The transit technology would be fully automated (i.e., driverless), which is necessary to operate at the tight headways to meet the projected ridership needs. Automated vehicles are smaller than traditional heavy rail technology so as to successfully maneuver the tight radius curves driven by the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people movers or simply monorails; regardless of the terminology used, it is a form of a light rail technology. The City is considering four transit technologies for the proposed Project, each of which are analyzed in the EA. It is anticipated that the selection will occur in summer 2023 as part of the review and selection of the design build finance operate maintain (DBFOM).

**Self-Propelled Rubber-Tire ATS:** These systems are in widespread use at airports around the world, as well as in urban areas. They feature one-car to nine-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 50 miles per hour (mph), the maximum rider capacity is 100 passengers per car, and the minimum turning radius is 75 feet. Vehicle/car dimensions are approximately 40 feet long by approximately 9 feet wide.

**Monorail:** Monorails are in widespread use in urban environments around the world, as well as some systems at airports. The unique feature of monorails is that they are either supported by or suspended from a single beam, which generally provides a minimized visual impact. Monorails feature connected vehicles operating in

a shuttle or pinched loop configuration. It is anticipated that the fleet would include six vehicles. The maximum speed is 50 mph, the maximum rider capacity is 110 passengers per car, and the minimum turning radius is 200 feet. Vehicle/car dimensions are approximately 60 feet long by approximately 10 feet wide.

**Automated Light Rail Transit:** Large steel-wheel ATS systems operate in numerous urban settings and airport applications. These systems feature two-car to six-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 60 mph, the maximum rider capacity is 140 passengers/car, and the minimum turning radius is 300 feet. Vehicle/car dimensions are approximately 58 feet long by approximately 9 feet wide.

**Cable-Propelled ATS:** Cable-propelled ATS systems operate in numerous urban settings and airport applications. The unique feature of a cable-propelled system is that the vehicles do not have onboard propulsion motors. Instead, they are propelled by a cable. These systems feature two-car to eight-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 31 mph, the maximum rider capacity is 56 passengers per car, and the minimum turning radius is 130 feet. Existing installations use vehicle dimensions up to approximately 170 feet long by approximately 9.5 feet wide.

The operating system for the proposed Project consists of various integrated subsystems including the ATS train vehicles, automated train control, power distribution, guidance, propulsion, communications systems, and other equipment to create a fully functional, automated, and driverless system. In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the MSF.

The physical requirements for the proposed Project including the turn radii required for the alignment, guideway widths, station dimensions, PDS substations and MSF were developed based on maximizing the types of automated transit system technologies that may be viable options for the proposed Project. Factors affecting the viability of available technology options include ridership capacity, ability for the system guideway to fit within the physical limitations of the rights-of-way, ATS train requirements, operational flexibility, and noise during operations. The technical requirements for large, automated monorail, rubber-tire ATS train, and automated steel-wheel/steel-rail, also known as automated light rail transit, were reviewed against the public rights of-way and property availability to determine the technologies best applicable for the proposed Project. Rubber-tire ATS trains and monorail systems can meet the defined physical requirements. Steel wheel/steel rail technologies and cable propelled technologies may also be viable provided these technologies can comply with the established requirements including maximum limits on noise and ability to fit within the defined physical space available for the Project. The type of technology will be determined as part of the procurement process so long as performance is demonstrated to meet limits set.

The ATS trains would typically operate daily for commuters, activity center visitors and employees seven days per week for 18 hours per day, from 6:00 AM to 12:00 AM (midnight). From 12:00 AM to 6:00 AM on-guideway maintenance activity would occur, while ATS maintenance off the guideway would generally occur 24 hours per day seven days per week. As events at the venues along the proposed Project may occur past midnight, the ATS trains may occasionally operate for an extended period.

Total travel time from one end to the other of the proposed Project would be approximately six minutes for a self-propelled system and 7.4 minutes for a cable propelled system. These travel times include 40 second dwells (stops) at each station; this is a nominal value sufficient for the range of anticipated technologies to unload a train at full capacity. Actual dwell time will be determined by the DBFOM contractor based on their specific vehicle design and operational parameters. While a top ATS train speed of 50 mph is achievable, the actual operational speed will depend on the selected technology's capabilities and the Developer's operating plan.

### **ES 3.2.3 Fleet Size**

The proposed Project is designed to serve the largest typical event, which is an NFL game at SoFi Stadium. A fleet of six, 4-car trains (assuming the equivalent of generic self-propelled technologies) operating at two-minute headways would be required to serve the demand. One of the six-train fleet would be used for “hot” standby or maintenance for the ATS system. The proposed Project has the ability to provide additional capacity through the introduction of additional trains stored at the MSF, should this be necessary in the future to accommodate changes in demand levels, event sizes, or event schedules. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configuration are required if the reserve capacity is utilized.

### **ES 3.2.4 Stations**

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the LACMTA K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to The Forum, existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED. The Prairie Avenue/Hardy Street Station would provide connections to existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED, and the IBEC, including the Intuit Dome. Each station would be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Regardless of the transit technology, each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the LACMTA K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge would be up to approximately 55 feet in height measured from existing grade to top of the structure.

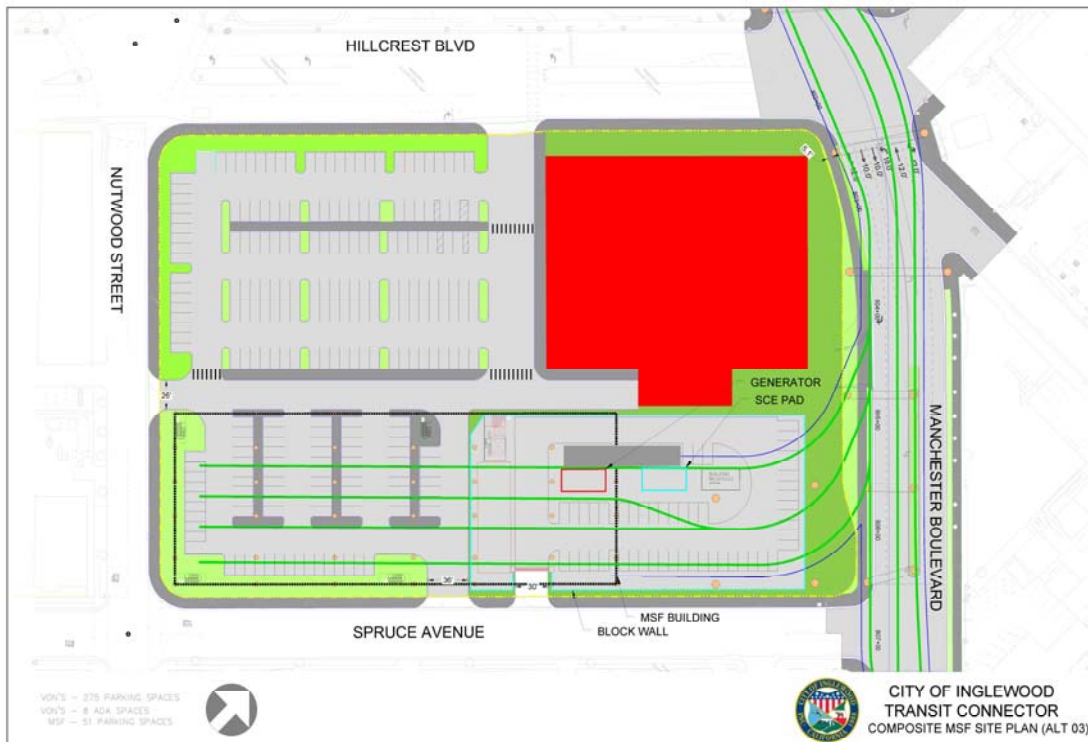
Each station would include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

### **ES 3.2.5 Maintenance and Storage Facility**

The MSF would be used for regular, and corrective maintenance of the ATS trains and operating equipment, and for storage of the vehicle fleet. It is anticipated that the MSF would be similar regardless of the transit technology.

As shown in **Figure ES-2**, the 75,000 square foot MSF is proposed on the western portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF would be elevated from ground level, approximately 75 feet in height measured from existing grade to top of the roof, with double-height clearance over the maintenance tracks, and a largely unenclosed ground level. The maintenance level for ATS train cars would be located on the second floor to match the guideway track elevation. Employee and visitor employee access to the MSF would be provided via controlled gates. Security measures would include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

**Figure ES-2: MSF Site Plan**



SOURCE: City of Inglewood, *Inglewood Transit Connector Project Environmental Impact Report*, February 2022.

This site is currently developed with commercial buildings containing a Vons grocery store, a private fitness gym, and gas station. The existing commercial building and gas station would be demolished and an approximately 56,000-square-foot Vons would be rebuilt by the owner. Parking for the new Vons store would be provided south of the store on the site and would include some parking under the MSF building. Parking for MSF employees, approximately 50 spaces, would be provided in a gated surface parking lot located within the site, likely under the MSF or spur tracks. A PDS substation is proposed within this site, likely below the MSF or spur tracks.

The maintenance level on the second floor would accommodate up to six trains on three separate maintenance tracks and an automated train wash on a fourth track; this level would provide sufficient space for maintenance shop activities and inventory and storage. The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center and office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

### ES 3.2.6 Power Distribution System Substations

Propulsion power which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs would be provided by two PDS substations located along the alignment. Regardless of the transit technology, the two PDS substations would include one located at the MSF and the second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. However, alternate options are being reviewed with Southern California Edison (SCE). The primary power supply for the Project would come from SCE via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. The SCE feed would provide a maximum power capacity of 10 million volt-amperes and would be supplied via a new underground duct bank from the SCE Inglewood substation to the MSF site where SCE transfer equipment is planned to be located.

Backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station in the event electrical supply is lost.

### **ES 3.2.7 Pick-Up/Drop-Off Areas and Parking Lots**

Three public parking lots are proposed to accommodate anticipated parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at The Forum, SoFi Stadium at Hollywood Park/LASED and Intuit Dome at the IBEC. A surface parking lot with approximately 650 parking spaces would be provided at the Market Street/Florence Avenue Station site. A surface parking lot with approximately 50 parking spaces would be provided at the northeast corner of Market Street and Manchester Boulevard. A surface parking lot with approximately 50 parking spaces would be provided at the Prairie Avenue/Hardy Street Station site. Pick-up/drop-off areas would be provided along a portion of the west side of Locust Street between Florence Avenue and Regent Street, and along the north-side of Regent Street between Locust Street and Market Street.

### **ES 3.2.8 Roadway and Infrastructure**

The proposed Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the geometry of the curb-to-curb roadways. Regarding free-flow travel lanes, no changes are proposed to the number of lanes on Manchester Boulevard or Prairie Avenue though lane widths and geometry would be revised along each roadway segment affected by the Project. Market Street between Florence Avenue to the north and La Brea Avenue to the south would be revised from its current configuration to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island; currently this section of Market Street has two lanes in each direction with a center turn lane. Regarding intersections, lane configurations and traffic control would mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the proposed Project would occur at the intersections of Market Street/Regent Street and Market Street/Queen Street. No changes to intersection traffic control are proposed at these intersections. At Manchester Boulevard between west of Market Street and Prairie Avenue, lane configurations at intersections proposed would mostly remain similar to existing conditions at all locations, resulting in no changes to intersection capacities. Additionally, no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch, as part of the Project. Minor modifications to lane configurations at the Manchester Boulevard/Prairie Avenue intersection may be required or desired based on prevailing demands at the time of construction of the proposed Project. This could be achieved by restriping at the time of implementation of the proposed Project. Lane configurations and traffic control at intersections along Prairie Avenue between Manchester Boulevard and Hardy Street would mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the proposed Project. Minor modifications to lane configurations at the Manchester Boulevard/Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the proposed Project. However, the lane capacities along all these streets would be retained to current conditions once the proposed Project is completed.

Sidewalks on both sides of the various street segments will require modification to provide space for ATS support facilities (i.e., support columns, stations, MSF) and realigned roadway segments. Reconstructed or modified sidewalks would be provided by the proposed Project consistent with the requirements of the ADA along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Similar to existing conditions, crosswalks would be provided by the proposed Project at all intersections.



### **ES 3.2.9 Utility Improvements, Upgrades, and Relocations**

The proposed Project would require utility systems improvements and upgrades. The design and construction of the elevated-guideway structures, stations, and support facilities would strive to avoid existing utility and other infrastructure to the extent possible. A Utilities Study was completed to identify potential conflicts and is included in Appendix G.

### **ES 3.2.10 Design Guidelines**

The Design Standards and Guidelines (Design Guidelines) (Appendix H) establish the City's comprehensive vision for the transit experience for City residents and patrons of downtown Inglewood and the surrounding entertainment and business venues. The Design Guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the City's history and architecture, while providing design guidance for the proposed Project. The Design Guidelines apply to all components of the Project, including the ATS system, guideways, stations, support facilities, and parking areas. These guidelines also apply to public realm improvements included in the Project such as streetscapes, station plazas, roadways and landscape areas.

The Design Guidelines also address the comprehensive wayfinding, signage and communications program proposed as part of the Project. Signs would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations. The signage guidelines include design and performance standards for both static and dynamic signage systems.

### **ES 3.2.11 Sustainability Features**

The Design Guidelines require sustainability features to be incorporated into the design, construction, and operation of Project facilities. The proposed Project would be designed and constructed to achieve a minimum of Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System or equivalent. The MSF would be designed and constructed to meet a Leadership in Energy and Environmental Design (LEED) Silver Certification for BD+C (Building Design and Construction) under the category of Warehouses and Distribution Centers or equivalent. Sustainable measures achieved beyond Silver Certification for both Envision and LEED or equivalent are encouraged and recommended. Standards and guidelines are identified in the areas of site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. These guidelines apply to the ATS guideway and stations, passenger walkways, parking areas, and all other components of the proposed Project.

### **ES 3.2.12 Ridership**

The proposed Project is expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The proposed Project is forecast to attract up to 1,948,899 annual boardings in 2027 and up to 2,772,981 annual boardings in 2045. With the proposed Project, annual regional VMT with the proposed Project would decrease by up to 2,089,417 VMT compared to without the proposed Project in 2027 and by 2,657,859 VMT in 2045.

### **ES 3.2.13 Right-of-Way Requirements**

The proposed Project would affect 50 parcels and require 21 full property acquisitions, one partial acquisition, and 28 permanent easements for construction and operation of the Project, including, without limitation, the guideway, stations, MSF, and other support facilities. Additional permanent and/or temporary easements may be necessary over private properties located immediately adjacent to existing street right-of-way to accommodate grading repairs and adjustments due to roadway, sidewalk, and hardscape improvements; access and/or staging areas to construct guideway, columns, station, and roadway improvements; and utility service line reconfiguration necessary from utility mainline relocation/modifications. A detailed acquisitions

assessment that identifies affected properties is included in Section 4.13, Land Acquisitions and Displacements, of this EA.

### **ES 3.2.14 Construction Schedule and Activities**

Construction is planned to occur in multiple phases over approximately 46 months between approximately January 2024 and November 2027. Construction is described as occurring in eight phases, which are described in Section 4.18, Construction Activities. The process and phasing would be similar for each transit technology. To meet the schedule objectives, multiple phases would occur concurrently. The construction phasing as described below represents a conservative set of assumptions for analysis of the maximum potential impacts from construction of the proposed Project. It is likely that these construction phases would overlap to provide the most efficient construction schedule.

Construction activity would occur 24-hours a day, seven days a week with primarily heavy construction activities (those involving large equipment use on site) occurring over a 16 hour/day schedule with two shifts: either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM; or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used typically for material deliveries, export of soil and debris and other light construction activities. However, certain heavy construction activities could occur at night-time to minimize traffic disruptions. Pursuant to the Inglewood Municipal Code (IMC), any construction between the hours of 8:00 PM and 7:00 AM would require approval of a permit from the Permits and License Committee of the City.

To the extent possible, construction laydown, staging areas, and employee contractor parking for the proposed Project would be located within the alignment for the proposed facilities. The potential staging areas include the sites for all three stations, the MSF site, the City's Civic Center located at the southeast corner of Prairie Avenue and Arbor Vitae Street, the parcel at 150 South Market Street, and various parcels north of the Prairie Avenue/Hardy Street Station (having addresses 923-037, 945, 1003, and 1007 South Prairie Avenue). Further, City-owned lots near the northeast corner of Market Street and Manchester Boulevard, and others near the proposed Project could be used for construction employee parking.

The City has developed a Construction Commitment Program (CCP) (Appendix I) to proactively address the effects of the construction of the proposed Project. This program includes a Business Assistance Program; construction staging and traffic control requirements; maintaining access to parking, businesses, pedestrian facilities; noise and vibration reduction measures; air quality emission reduction measures; and visual effects during construction.

### **ES 3.2.15 Preliminary Cost Estimate**

Total capital costs are estimated at approximately \$1.4 billion dollars and include construction costs, right-of-way acquisition costs, owner costs and contingencies. Costs programmed in the Federal Transportation Improvement Program (FTIP) include \$52,958,000 for engineering. Total capital costs are estimated at \$1.4 billion dollars and include (approximately) environmental costs of \$5 million, construction costs of \$675 million, systems and vehicle costs of \$300 million, right-of-way acquisition costs of \$250 million, and owner support and financing costs of \$170 million. These costs were developed based on current year cost estimates escalated to mid-point of construction and include approximately 26 percent contingency. To date, the City has secured a total of approximately \$328,900,000, or roughly 1/4 of the total cost. These funds include \$95,200,000 from the California State Transportation Agency's Transit and Intercity Rail Capital Program, and \$233,700,000 in Los Angeles County Measure R funds. The City is actively pursuing additional state and federal funding sources and is developing additional City fees and revenues to further support the implementation of the proposed Project.

### **ES 3.3 PERMITS AND APPROVALS**

This Draft EA serves as an informational document for the general public and the decision-makers. The FTA has prepared this EA in cooperation with the City to comply with the NEPA Guidelines 23 CFR 771.115 (c), 40 CFR 1501.4 (b)(2), and 40 CFR 1501.5. Per 40 CFR 1501.6 (a), a FONSI will be issued by the FTA if it is determined that there are no significant impacts or unusual circumstances. Implementation of the proposed Project would require discretionary actions and permits from the agencies listed in **Table ES-2** prior to commencement of construction and implementation.

### **ES 3.4 SUMMARY OF ENVIRONMENTAL IMPACTS**

This environmental document addresses the potential environmental impacts of the proposed Project and was prepared based on public and agency input. In compliance with the NEPA regulations, the EA evaluated potential environmental consequences associated with construction and operation of the Build Alternative. Various environmental topics were evaluated related to the proposed Project. As summarized in **Table ES-3**, the operation of the Build Alternative would result in no impacts to coastal zones, biological resources, Section 6(f) resources, wetlands, navigable waterways, and wild and scenic rivers and for the remaining environmental resources the Build Alternative would result no adverse effects. **Table ES-4** presents a summary of construction-related effects associated with the Build Alternative.

### **ES 3.5 SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS**

All of the environmental resources analyzed in the EA were evaluated for potential impacts from the Build Alternative and potential cumulative impacts when combined with reasonably foreseeable projects, to understand if the incremental difference results in new or larger impacts. To address cumulative impacts, the City has compiled a list that includes 59 projects within the City of Inglewood. Most notably, the City has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the LASED and Hollywood Park Specific Plan located immediately east of the proposed Project and stations on Prairie Avenue. These projects provide for substantial development that would occur prior to the start of construction and operation of the proposed Project as well as future planned development that may occur during construction or operation of the proposed Project. While Hollywood Park Phase II density is vested in accordance with Hollywood Park Development Agreement, it is still subject to further environmental review pursuant to CEQA. While the Phase II development is in early planning stage and anticipated to occur in the next 20 years, there is no indication that construction of Phase II would occur concurrent with the proposed Project construction. **Table ES-5** describes the potential cumulative effects associated with the Build Alternative and potential cumulative effects based on past, present and reasonably foreseeable future development.

<b>TABLE ES-2: ANTICIPATED PERMITS AND APPROVALS</b>		
<b>Agency</b>	<b>Action</b>	<b>Timing</b>
<b>FEDERAL</b>		
FTA	Approval of Final Environmental Document	Environmental Phase
State Historic Preservation Officer (SHPO)/U.S. Department of Interior	Draft Individual Section 4(f) concurrence from the official with jurisdiction	Environmental Phase
<b>STATE</b>		
State Historic Preservation Officer (SHPO)	Concurrence with the historic property eligibility determination and Finding of Effect	Environmental Phase
California Public Utilities Commission	Approval for grade-separated crossings above streets and intersections, including the proposed Project interface with the LACMTA K Line.	Final Design Phase
California Department of Transportation	Permits for oversized-transport vehicles on State highways	Construction Phase
California State Transportation Agency	Oversight and compliance with the Transit and Intercity Rail Capital Program Grant	Pre-Construction and Construction Phases
<b>REGIONAL</b>		
South Coast Air Quality Management District	Permits for stationary equipment, if applicable.	Construction Phases
Los Angeles Regional Water Quality Control Board	Permits may include (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; (3) Industrial Stormwater General Permit; and (4) Recycled Water Report	Final Design, Pre-Construction, and Construction Phases
Los Angeles County Flood Control District	Storm Drain Realignment/Connection Permit, if applicable	Final Design and Pre-Construction Phases
Los Angeles County Sanitation District	Sewer Main Realignment Permit, if applicable	Final Design and Pre-Construction Phases
Los Angeles County Fire Department	Safety approvals	Final Design, Pre-Construction, and Construction Phases
Southern California Edison	Approval of changes to the electrical distribution and service system	Final Design, Pre-Construction, and Construction Phases
Measure R Funding Agreement	Oversight and compliance with the Measure R Funding Agreement	Pre-Construction and Construction Phases
<b>LOCAL</b>		
City of Inglewood and / or Joint Powers Authority	Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety and associated Department of Public Works permits for infrastructure improvements	Pre-Construction and Construction Phases
	Tree removal permits	Pre-Construction and Construction Phases
	Noise permit for Construction and Building Hours extension	Pre-Construction and Construction Phases
<b>SOURCE:</b> City of Inglewood, <i>Inglewood Transit Connector Project Environmental Impact Report</i> , February 2022; TAHA, 2022.		

<b>TABLE ES-3: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO PERMANENT CONDITIONS (OPERATIONAL ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
<p><b>Effect TRA-1: Transit Services</b></p> <p>The proposed Project would link the LACMTA K Line to entertainment venues through an ATS. This system would provide first-mile/last-mile connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>No Impact</p>
<p><b>Effect TRA-2: Vehicular Traffic</b></p> <p>The proposed Project daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, thereby improving traffic flows.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>No Impact</p>
<p><b>Effect TRA-3: Parking</b></p> <p>The proposed Project would remove 115 on-street parking spaces, including 13 spaces along Regent Street, 17 spaces along Locust Street, 37 spaces on Market Street, and 48 spaces on Manchester Boulevard. Removal of on-street parking spaces may affect access to businesses that rely on on-street parking along their frontages. The proposed Project includes parking lots at the Market Street/Florence Avenue Station, at 150 South Market Street, and at the Prairie Avenue/Hardy Street Station. The Market Street/Florence Avenue Station site would include pick up and drop off areas on Locust Avenue and Regent Street, and a surface parking lot containing approximately 650 public parking spaces. The surface parking lot at 150 South Market Street would contain approximately 50 public parking spaces, and the surface parking lot at the Prairie Avenue/Hardy Street Station would contain approximately 80 public parking spaces. These parking lots would supplement the existing parking conditions. The additional parking is a community benefit.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect TRA-4: Pedestrian and Bicycle Activities</b></p> <p>The pedestrian network would connect buildings, streets, parking areas, and stations to create an environment that supports all modes of transportation</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>No Impact</p>
<p><b>Effect VIS-1: Visual Effects</b></p> <p>New vertical features such as proposed stations, ATS guideway, and MSF would be introduced to the visual environment. These features would be visible and noticeable to all viewers within the AVE given the height, mass, and prominent location of facilities within and adjacent to public street right-of-way. While noticeable, vertical features would not obstruct or otherwise diminish views for most viewers. Given the commercial and entertainment-focused nature of the AVE, viewers in each segment consist mainly of drivers and visitors who are less sensitive to visual changes than other viewer groups such as residents. The existing streetscape design throughout the AVE would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. The design of street furniture would complement the overall design of the streetscape improvements. The proposed Project would not destroy, damage, or otherwise alter any visual resources, namely historic buildings, and the scale, massing, and overall composition of each building would remain readily discernable to viewers despite some interruption of views by proposed guideway columns.</p>	<p><b>VIS-1 Tree Replacement:</b> A Tree Removal and Replacement Plan shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> <li>• Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Standards and Guidelines.</li> <li>• Removal of existing healthy and flourishing trees shall be avoided where feasible.</li> <li>• New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department.</li> <li>• New permanent replacement palm trees shall be a minimum of 20 feet in height.</li> <li>• The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees</li> </ul>	<p>Not Adverse</p>

TABLE ES-3: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO PERMANENT CONDITIONS (OPERATIONAL ACTIVITIES)		
Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
	<p>on an ongoing basis so long as doing so does not conflict with future construction.</p> <ul style="list-style-type: none"> <li>If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.</li> <li>The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor shall conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced.</li> </ul> <p><b>VIS-2 Lighting</b></p> <p><i>Station Design</i></p> <ul style="list-style-type: none"> <li>Station canopies shall have indirect accent lighting.</li> <li>Lighting shall clearly highlight pedestrian paths including those to stairs, escalators, and elevators.</li> <li>Accent and functional lighting shall be strategically placed to minimize spillover.</li> <li>Accent and functional lighting controls shall be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting.</li> </ul> <p><i>Guideway and Support Structure Design</i></p> <ul style="list-style-type: none"> <li>Where provided, guideway indirect accent lighting shall complement station lighting design.</li> <li>Light fixtures shall be concealed or minimally visible.</li> <li>Accent and functional lighting shall be strategically placed to minimize spillover.</li> <li>Code required lighting along the guideway shall be designed to minimize visibility from the ground level.</li> <li>Street lighting shall be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment.</li> </ul> <p><i>Maintenance and Storage Facility</i></p> <ul style="list-style-type: none"> <li>Where provided, functional lighting shall be placed to minimize spillover.</li> <li>Building entrances shall be well lit.</li> <li>Lighting shall clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators.</li> </ul>	

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Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
	<ul style="list-style-type: none"> <li>Public uses on the ground plane of the MSF Site including any covered parking areas shall be well lit with particular attention paid to the comfort and safety of the public.</li> </ul> <p><i>Elevated Passenger Walkways</i></p> <ul style="list-style-type: none"> <li>Where provided, functional lighting shall be placed to minimize spillover.</li> <li>Overall lighting design shall not interfere with roadway traffic below.</li> <li>Accent lighting shall complement station lighting design.</li> <li>Accent and general lighting controls shall be programmable and sensor controlled to allow for daytime, nighttime, and event settings.</li> </ul> <p><b>VIS-3 Tree Placement</b></p> <ul style="list-style-type: none"> <li>An arborist report surveying the condition and extents of all existing trees in the Project area shall be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project.</li> <li>Existing flourishing trees (as identified in the arborist report) shall remain, where feasible.</li> <li>An Approved Plant Palette based on the City's approved street tree list shall be used as a basis for all sections of new trees.</li> <li>The quantity and species of existing trees removed by the Project shall be replaced in accordance with the City's current landscape guidelines.</li> <li>Protected species in the Inglewood Municipal Code, Tree Preservation shall remain.</li> <li>City of Inglewood guidelines for tree spacing shall be followed, considering species of trees and the desired canopy coverage.</li> <li>Trees shall be planted on both sides of the roadway where feasible.</li> <li>Trees shall be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm.</li> <li>On Market Street, trees shall be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.</li> <li>On Manchester Boulevard, trees shall be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway.</li> <li>On Prairie Avenue, trees on the east side shall continue the stately rhythm from the Inglewood</li> <li>Cemetery north of Manchester Boulevard. Trees on the west side shall be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible.</li> </ul> <p><b>VIS-4 Signage</b></p> <ul style="list-style-type: none"> <li>Physical Non-Digital Signage incorporated into the Project shall have a distinct visual graphic identity that is consistent across all physical design elements of the project.</li> <li>All signage shall be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ).</li> </ul>	

<b>TABLE ES-3: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO PERMANENT CONDITIONS (OPERATIONAL ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<ul style="list-style-type: none"> <li>Existing signage along the entire alignment, which is affected, shall be replaced along with its infrastructure, and shall meet its originally intended design intent and function.</li> <li>Signage replaced that originated on private property shall be approved by the City of Inglewood and the sign/property owner.</li> </ul> <p><b>VIS-5 Visual Obstruction.</b> The final Project design shall ensure safe vehicle access to driveways and streets by maintaining adequate sight distances in accordance with City of Inglewood traffic ordinances, and State and National design standards. Final design of straddle bent support columns shall establish minimum distances from residences and residential driveways to ensure adequate sight distances based on posted speed limits in conformance with the above design standards. Prior to construction the final design and site plan shall be submitted to the City of Inglewood Public Works Department for final review and approval. If adequate sight distances cannot be achieved, alternative safety measures such as warning signals, signage, speed feedback signage, or speed bumps shall be incorporated into the design.</p>	
<p><b>Effect AQ-1: Criteria Pollutant, Ozone Precursor, and Mobile Source Air Toxic (MSAT) Emissions</b></p> <p>The proposed Project would generate operational emissions from mobile, area, and energy sources. The emissions analysis demonstrates that the proposed Project would result in fewer emissions than the No Build Alternative. Although the proposed Project would generate new stationary and area source emissions, these emissions would be offset by decreased mobile source emissions.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>No Impact</p>
<p><b>Effect COM-1: Community Cohesion</b></p> <p>The guideway and support columns would change the physical characteristics of the streets it is located on, including affecting the views of buildings along these streets. However, these streets are existing transportation facilities that are a feature of the community. Stations would be designed to provide easy access for pedestrians to and from the station and adjacent streets. Facilities such as the proposed MSF and stations would be constructed on private property requiring acquisition and displacement of several businesses. No community facilities would be acquired and access to community facilities would be improved or enhanced by reconstruction associated with the proposed Project.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect ECON-1: Business Activity and Tax Revenue</b></p> <p>It is anticipated that acquisition and displacement of business uses posed by the proposed Project would result in a loss of approximately \$300,000 property tax revenue. It is anticipated that increased economic activity within Downtown Inglewood would result in a net increase in the City's sales tax revenues as well as increased property values.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>



<b>TABLE ES-3: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO PERMANENT CONDITIONS (OPERATIONAL ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
<p><b>Effect BIO-1: Migratory Birds</b> Operation of the guideway and stations would not create a significant change in habitat value or nesting sites. The Design Guidelines include measures such as light shielding and automatic light controls which would have the effect of minimizing the potential for lighting of the guideway and stations to attract or disorient nocturnal migrating birds.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect ENG-1: Direct and Indirect Energy Consumption</b> The proposed Project would directly affect energy use by consuming natural gas at the MSF and electricity to power the ATS, MSF, and ancillary facilities. The proposed Project would indirectly affect energy use by increasing regional transit thereby reducing VMT and associated fuel use.</p>	<p><b>UT-2</b> Prior to the award of the DBFOM contract, and start of construction, the City shall contact SCE and request an updated system Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the recommended full redundancy design. Should SCE determine that additional system upgrades are required, such upgrades shall be the responsibility of the DBFOM contractor and/or the City to complete (including design and any additional environmental clearance), subject to the review and approval of SCE and the City, as applicable.</p>	<p>Not Adverse</p>
<p><b>Effect EJ-1</b> The environmental effects would primarily affect the EJ community within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Adverse effects to the other surrounding EJ communities would be reduced or minimal based on the distance from the alignment and nature of the proposed Project within the Sports Village neighborhood.</p>	<p>Refer to <b>VIS-1, VIS-2, VIS-3, VIS-4, VIS-5, UT-2, NV-1 and NV-2</b></p>	<p>Not Adverse</p>
<p><b>Effect GHG-1: GHG Emissions</b> The emissions analysis demonstrates that the proposed Project would result in a net reduction of greenhouse gas emissions due to reductions in VMT associated with operation of the Project.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>No Impact</p>
<p><b>Effect HAZ-1: Hazardous Materials</b> Operational activities associated with the proposed Project would involve the storage and handling of various types of hazardous materials including fuel, solvents, oil, lubricants, transmission fluid, coolants, absorbents, dielectric fluid, transformer oil, insulating oils, sulfuric acid, and sulfur hexafluoride. A Hazardous Materials Business Plan would be prepared for the Project to minimize hazards to human health and other environmental hazards.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect CUL-1: Archaeological Resources</b> There is no potential for the ATS to encounter archaeological resources during operations.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>

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Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
<p><b>Effect CUL-2: Historic Resources:</b></p> <p>There are two properties within the Area of Potential Effect that are listed in the National Register of Historic Places. These properties are the former Fox Theater (115 North Market Street) and The Forum (3900 West Manchester Boulevard). In addition, there are two properties that have been determined eligible for listing in the National Register of Historic Places. These properties are the Holy Faith Episcopal Church (260 North Locust Street) and the Inglewood Park Cemetery (720 East Florence Avenue). The proposed Project would require acquisition of a portion of The Forum parking lot resulting in a change in the boundary of the historic property and removal of a row of parking stalls along the property's western boundary. Effects associated with this alteration of The Forum parking lot would not be adverse as the parking lot would retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding and The Forum's character defining feature as a central location on an open site would remain unaffected.</p> <p>Other effects to historic properties associated with the proposed Project include indirect effects related to the visual presence of Project features such as the ATS guideway, support columns, stations, streetscape, and pedestrian walkways. The setting of all of the historic properties identified in the APE includes features within their respective boundaries as well as their immediate surroundings rather than these resources' relationship to surrounding development which has been and will continue to be urban in character. Therefore, it is not anticipated that an adverse effect associated with visual disruption of historic properties would occur. The Design Guidelines include measures for contextual design in the vicinity of historic buildings which would further minimize the visual effect on historic properties.</p>	<p><b>CUL-1 Historic Resources (Design Guidelines).</b> The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building's height, scale, number of street-facing facades, width of primary façade, front setback, project elements overhanging the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource's street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features shall be incorporated into the final Project design:</p> <ul style="list-style-type: none"> <li>• The guideway's elevation and distance from the façade of the historical resource will be sufficient for the guideway to visually clear the top of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway.</li> <li>• At the former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) will be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon.</li> <li>• The dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints will be minimized. For five of the identified historical resources—Holy Faith Episcopal Church, former United Bank of California (now Broadway Federal Bank), former Fox Theatre, Professional Building, and Inglewood Park Cemetery—the final Project design is expected to completely avoid visual obstructions from support columns.</li> <li>• For five of the historical resources—the former Bank of Inglewood, former J.C. Penney, Bank of America, The Forum, and Lighthouse McCormick Mortuary Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. A small portion of the resources' primary façades will be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades will remain readily discernable.</li> </ul>	<p>Not Adverse</p>
<p><b>Effect ACQ-1: Land Acquisitions, Displacement, Replacement, and Relocation</b></p> <p>The proposed Project would affect 50 parcels and require 21 full property acquisitions, one partial acquisition, and 28 permanent easements. All full and partial acquisitions would be of commercial properties affecting approximately 312 employees. A relocation analysis prepared for the proposed Project concluded that there is adequate space available for all displaced businesses to relocate within the City and employees of these businesses would not experience long-term loss of employment.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>

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<p><b>Effect LU-1: Land Use Consistency</b> The proposed Project would either be directly supportive of or would not conflict with regional or local plans, policies, or regulations.</p>	No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.	Not Adverse																		
<p><b>Effect NV-1: Noise and Vibration</b> Operational noise would be produced by the ATS and stationary sources such as the MSF site, PDS substations, backup generators, and stations. Stationary noise sources such as PDS substations and backup generators would be screened to control noise levels. Additionally, the backup generators would only operate intermittently for testing. The detailed noise analysis prepared for each of the possible technologies, which accounted for the performance standards set in Avoidance Measure <b>NV-1</b>, did not identify moderate or severe impacts from transit movements along the alignment. A moderate impact was identified at one of the sensitive receptor groups adjacent to the MSF, which includes a development with 11 multi-family residential structures. Avoidance Measure <b>NV-2</b> would reduce the predicted adverse effects from operation of the MSF. The estimated groundborne vibration levels at buildings nearest to the guideway would be approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS. Both levels are well below the criteria for potential damage, which is 90 VdB for buildings extremely susceptible to vibration damage. Residential uses along the guideway would also be sensitive to potential annoyance from ATS operation. The maximum predicted vibration levels of approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS at the closest residences, would be below the FTA criterion of 72 VdB for annoyance.</p>	<p><b>NV-1</b> The exterior noise level generated by the ATS train, inclusive of all contributing noise sources, shall not exceed the levels specified in Section 2.2.1, Exterior Airborne Noise, ASCE 21-05 (American Society of Civil Engineers, Automated People Mover Standards - Part 2 Section 2.2.1, Exterior Airborne Noise, ASCE 21-05). The design of any barriers along the guideway designed to reduce noise shall be subject to the limits noted below.</p> <table border="1"> <thead> <tr> <th colspan="3">Exterior ATS Train Noise Limits</th> </tr> <tr> <th>Condition</th> <th>Maximum dBA Level</th> <th>Measurement Location</th> </tr> </thead> <tbody> <tr> <td>Maximum length train entering and leaving station</td> <td>76 (slow response)</td> <td>In the station, 5 feet from the platform edge and 5 feet above the station floor.</td> </tr> <tr> <td>Maximum length train stopped in station</td> <td>74 (slow response)</td> <td>In the station, 5 feet from the platform edge and 5 feet above the station floor, with vehicle doors and platform doors fully open.</td> </tr> <tr> <td>Maximum length train traveling along the entire guideway under any normal velocity, acceleration, and deceleration operating condition</td> <td>76 (fast response)</td> <td>At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track), whichever is closer.</td> </tr> <tr> <td>Maximum length train traveling at 10 mph</td> <td>74 (fast response)</td> <td>At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track).</td> </tr> </tbody> </table> <p><small>SOURCE: American Society of Civil Engineers, Automated People Mover Standards - Part 2 Section 2.2.1, Exterior Airborne Noise, ASCE 21-0.</small></p> <p><b>NV-2</b> The City of Inglewood shall design and construct the MSF to reduce combined noise levels from all onsite equipment and activities to 62 dB L<sub>dn</sub> or less, at all surrounding residential uses. To achieve this performance standard, during the architectural and engineering design, and prior to the issuance of any building permits for the MSF, the City or their contractor shall retain an acoustical consultant to evaluate the design and provide written recommendations, as necessary, to reduce noise from all onsite equipment and activities. Such recommendations may include, but are not limited to, changes in site layout or equipment locations; sound power limits or specifications; rooftop parapet walls; acoustical absorption, louvers, screens, or enclosures; intake and exhaust silencers; or administrative controls (such as restricting certain activities to daytime hours). The recommendations shall be incorporated into the proposed Project plans prior to construction.</p>	Exterior ATS Train Noise Limits			Condition	Maximum dBA Level	Measurement Location	Maximum length train entering and leaving station	76 (slow response)	In the station, 5 feet from the platform edge and 5 feet above the station floor.	Maximum length train stopped in station	74 (slow response)	In the station, 5 feet from the platform edge and 5 feet above the station floor, with vehicle doors and platform doors fully open.	Maximum length train traveling along the entire guideway under any normal velocity, acceleration, and deceleration operating condition	76 (fast response)	At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track), whichever is closer.	Maximum length train traveling at 10 mph	74 (fast response)	At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track).	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<p><b>Effect SAFE-1: Safety, Emergency Response, Security, and Accessibility</b> The proposed Project would operate in conformance with established safety requirements; namely, the American Society of Civil Engineers standards and California Public Utilities Commission requirements. The existing streetscape design would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps and design of the Project includes pedestrian safety measures including barriers restricting access to the guideway and pedestrian bridges from stations to provide safe roadway crossings.</p>	<p>No avoidance, minimization, mitigation measures are needed to address permanent effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Section 4(f) Historic Sites</b> The only Section 4(f) protected public park in the vicinity of the Project is Queen Park which is located approximately 700 feet north of the Project alignment. No use of the park would occur.</p> <p>Section 4(f) protected historic sites include the Holy Faith Episcopal Church, Fox Theater, Inglewood Park Cemetery, and The Forum. No permanent use, temporary occupancy, or constructive use of Holy Faith Episcopal Church, Fox Theater, or Inglewood Park Cemetery would occur. However, the Project would acquire 0.7-acre strip of The Forum parking lot to accommodate lane and sidewalk reconfiguration along Prairie Avenue as well as a pedestrian bridge providing access to The Forum from the Prairie Avenue/Manchester Boulevard Station. The Forum property would retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. The proposed Project would not result in a substantial adverse change in the significance of the historical resource and effects on The Forum would not be adverse.</p>	<p>Refer to <b>CUL-1</b></p>	<p><i>De Minimis</i> Impact</p>

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
<p><b>Effect CON-1: Transit Facilities</b> Existing bus stops may potentially need to be temporarily relocated during construction activities, which could result in service delays or require users to walk further to their bus stop or destination due to the relocation. The bus stop on the west side of Locust Street serving the LACMTA Bus Lines 211 and 607 and the bus stop on the south side of Florence Avenue serving the LACMTA Bus Lines 40 and 111 may need to be temporarily relocated during certain Market Street/Florence Avenue station construction activities. Rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closures would occur mostly during off-peak late-night hours. Additionally, rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue and Manchester Boulevard.</p>	<p><b>TRANS-1 Transit Access and Circulation Program:</b> The Project Task Force (as identified in the Construction Commitment Program) shall be responsible for the following:</p> <ul style="list-style-type: none"> <li>• Ensure that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City.</li> <li>• Coordinate with the LACMTA and any other transit service providers to: <ul style="list-style-type: none"> <li>○ Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location.</li> <li>○ Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination.</li> </ul> </li> </ul>	<p>Not Adverse</p>
<p><b>Effect CON-2: Vehicle Circulation and On-Street Parking</b> Construction activities would primarily occur within the public right-of-way requiring temporary lane closures and parking loss. Lane and/or street closures would temporarily and periodically increase congestion on the roadway network. Street parking restrictions and temporary closures may inhibit business access.</p>	<p><b>TRANS-2 Construction Staging and Traffic Control Program:</b> Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and shall address the following topics:</p> <ul style="list-style-type: none"> <li>• Coordination with other public infrastructure projects within the City's boundaries.</li> <li>• Coordination with major private development projects that may be constructed concurrently with the proposed Project, including HPSP and IBEC.</li> <li>• Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow.</li> <li>• Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, The Forum, and the Inglewood Basketball and Entertainment Center.</li> <li>• Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times.</li> <li>• Monitoring and coordination of construction materials deliveries.</li> <li>• Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media.</li> </ul> <p>The Traffic Control Program shall be developed as needed based on the following principles:</p> <ul style="list-style-type: none"> <li>• Minimize traffic impacts on residential streets.</li> <li>• Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional</li> </ul>	<p>Not Adverse</p>

TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)		
Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
	<p>traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City.</p> <ul style="list-style-type: none"> <li>• Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley.</li> <li>• Maintain access for all public safety vehicles (such as police, fire, and emergency response).</li> <li>• Maintain bicycle and pedestrian access within the Project area or approved detours at all times.</li> <li>• Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.</li> <li>• Sidewalk closures shall be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary.</li> <li>• Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.</li> <li>• Establish and maintain wayfinding signage.</li> <li>• Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures.</li> <li>• Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures.</li> <li>• All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures.</li> <li>• Entry and exit to the Market Street/Florence Avenue construction site shall be limited to right turns to/from Florence Avenue for large trucks, construction equipment, and material deliveries. An entrance off Locust Street between Florence Avenue and Regent Street will also be required to serve the contractor's offices and staging area. If required for phasing, the Locust Street entrance may also be used for large trucks, construction equipment, and material deliveries as approved by the City.</li> </ul> <p><b>TRANS-3</b> <b>Parking Management Plan:</b> A Parking Management Plan (as defined in the Construction Commitment Program) shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> <li>• Parking, staging, or queuing of Project-related vehicles, including workers' personal or project-assigned vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the</li> </ul>	

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<p>use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed.</p> <ul style="list-style-type: none"> <li>• Replace loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate.</li> <li>• Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage.</li> </ul>	
<p><b>Effect CON-3: Pedestrian and Bicycle Facilities</b></p> <p>Construction activities include removal of existing sidewalks as needed and replacement with new or temporary sidewalks. This could affect business and residential access by resulting in unsafe pedestrian and bicycle facilities. All existing crosswalks would be maintained unless it is infeasible to do so. Temporary sidewalks would be provided for the duration of the construction, in order to maintain pedestrian circulation. Temporary sidewalks would meet all applicable safety standard including a minimum sidewalk width of five feet. Common pedestrian routes to school would not be affected by the construction activities.</p>	<p><b>TRANS-4 Pedestrian Access Program:</b> A Pedestrian Access Program shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> <li>• Pedestrian access to buildings shall be maintained at all times. Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.</li> <li>• Establish and maintain passenger wayfinding signage.</li> <li>• Maintain sidewalk access for pedestrians, including providing temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City.</li> <li>• Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Americans with Disabilities Act and similar California laws.</li> <li>• Protect pedestrians from construction-related debris, dust, and noise; such protection may include the use of dedicated pedestrian barriers.</li> <li>• Coordinate with the IUSD and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternate routes to school, working closely with IUSD and the City, and disseminate this information to schools and stakeholders affected by construction.</li> </ul>	Not Adverse
<p><b>Effect CON-4: Aesthetics and Visual Quality</b></p> <p>Anticipated effects on visual resources during construction would be like those typical of rail projects, including the presence of heavy equipment and traffic control measures. Users in buildings or on streets and sidewalks would encounter views of the construction. Residents in adjacent homes and employees in local businesses would likely perceive construction activities as visually disruptive. Nighttime</p>	<p><b>VIS-6</b> Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Temporary lighting shall be limited to the amount necessary to safely perform the required work and shall be directed downwards and</li> </ul>	Not Adverse

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
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<p>construction lighting would be temporary in nature. The CCP outlines measures to be taken to limit nighttime light spillage and glare to adjacent uses. Prior to the start of construction, light plans would be drafted in accordance with the standards for the City issued Construction Permit. Temporary lighting at construction sites would be limited to the amount necessary to safely perform the required work and would be directed downwards and shielded to avoid light spillage. The proposed Project would comply with any conditions identified by the City to reduce nighttime construction lighting. In addition, Avoidance Measure <b>VIS-6</b> would minimize adverse effects.</p>	<p>shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses.</p> <ul style="list-style-type: none"> <li>• Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.</li> <li>• Construction night lighting shall be shielded to prevent a direct view of the light sources from residential properties with a property boundary that is within 150 feet of the construction site,</li> <li>• Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety.</li> <li>• To minimize the visual effects of construction the following measures shall be implemented: <ul style="list-style-type: none"> <li>○ Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.</li> <li>○ Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.</li> <li>○ When not in use or being staged, heavy equipment shall be located as far as practicable from residential areas, businesses and pedestrian pathways.</li> </ul> </li> </ul>	
<p><b>Effect CON-5: Air Quality</b></p> <p>Construction of the proposed Project would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from construction areas. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. A detailed mass emissions analysis shows that emissions would not exceed significance thresholds established by the SCAQMD.</p>	<p><b>AQ-1</b></p> <p>At a minimum, use equipment that meets the U.S. Environmental Protection Agency (USEPA)'s Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. The City shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.</p> <p>Such equipment will be outfitted with Best Available Control Technology devices including a California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined</p>	<p>Not Adverse</p>



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<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<p>by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and Southern California Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, which will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.</p> <p>If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an Alternative Compliance Plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities.</p> <ul style="list-style-type: none"> <li>• The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.</li> <li>• The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.</li> <li>• Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation</li> </ul>	

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<p>to the City showing that the requirements of this exception provision apply.</p> <ul style="list-style-type: none"> <li>• Construction-related diesel equipment or vehicle will be used on the Project for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure.</li> <li>• Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of the Project area, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.</li> <li>• Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., nondiesel). Pole power shall be utilized to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.</li> <li>• At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances exist as described above and the Contractor submits the Plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.</li> <li>• Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters.</li> </ul>	

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<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<ul style="list-style-type: none"> <li>• A publicly visible sign shall be posted with the Community Affairs Liaison's contact information to contact regarding dust complaints. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</li> <li>• Dust shall be controlled per local ordinances. The Contractor shall be responsible for excessive dust or construction debris that results in impacts to adjacent residences or private vehicles, including taking responsibility for clean-up and addressing complaints brought to the project.</li> <li>• All trucks carrying fill materials, debris, or similar materials shall secure and cover loads to prevent dust or debris while travelling on public right of ways.</li> <li>• All trucks removing materials from the site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control.</li> <li>• Material stockpiles and construction area surfaces shall be covered and/or watered as needed to prevent dust at designated construction areas.</li> <li>• All roadways, driveways, sidewalks, etc., being installed as part of the Project should be completed as soon as practicable; in addition, building pads should be laid as soon as practicable after grading.</li> <li>• To the extent feasible, allow construction employees to commute during off-peak hours.</li> <li>• Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.</li> <li>• Every effort shall be made to utilize grid-based electric power at any construction site, where feasible.</li> </ul>	
<p><b>Effect CON-6: Community and Socioeconomic</b></p> <p>During the construction period, it is estimated that approximately 1,090 to 1,365 new employees would be associated with construction of the proposed Project. In 2016, the SCAG region had approximately 411,000 construction jobs and the anticipated construction workforce to support the proposed Project would represent a small percentage of the regional construction workforce. Since the construction industry does not generally have a regular place of business and construction workers are highly specialized, most construction workers would most likely commute to the job site from locations within the City and throughout the surrounding region. As such, construction personnel do not normally relocate to the location of the construction project.</p> <p>Construction activities including sidewalk, lane, and roadway closures have the potential to affect access to businesses, community facilities, and other community resources such as churches. The CCP adopted by the City includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction. Therefore, construction activities would not result in an adverse effect related to land use or zoning.</p>	<p>No avoidance, minimization, mitigation measures are needed to address temporary effects to this topic.</p>	<p>Not Adverse</p>

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Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
<p><b>Effect CON-7: Biological Resources</b></p> <p>Demolition and clearing of existing vegetation, and construction of the guideway, stations, and support facilities would result in the removal and/or trimming of trees and other ornamental vegetation and structures suitable for nesting birds. While preservation of trees would be prioritized, in cases where removal and/or trimming of trees is unavoidable, the demolition and construction efforts could result in a take of migratory birds, nests, or eggs protected under the MBTA and would constitute a violation of the MBTA.</p>	<p><b>BIO-1</b></p> <p>The City shall require demolition and construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> <li>• Prior to initiating any demolition and/or construction activities, a nesting bird survey shall be conducted to determine the presence of any nesting birds within 500 feet of demolition and/or construction activities. In addition, nesting bird surveys shall be conducted at least every six months until the completion of construction activities, as specified below.</li> </ul> <p>Nesting bird survey shall include:</p> <ul style="list-style-type: none"> <li>- Prior to any demolition and/or construction, and at least every six months during and prior to the raptor nesting season until the completion of construction activities, January 1 to September 1, a qualified biologist shall conduct a site survey for active nests 30 days prior to any scheduled clearing, demolition, grading, or construction activities. The survey shall be conducted within all trees, manmade structures, and any other potential raptor nesting habitat.</li> <li>- Prior to any vegetation disturbance between March 1 and September 15, and at least every six months until the completion of construction activities, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the construction or demolition areas and within 300 feet of all disturbance areas and submit the results of these surveys to the City. The surveys shall be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to the initiation of ground or vegetation disturbance. If no breeding/nesting birds are observed, site preparation, demolition and construction activities may begin. If breeding activities and/or an active bird nest is located, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and/or the young shall no longer be impacted. If the qualified biologist determines that a narrower buffer between the demolition and/or construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the demolition and/or construction activities and the nest and foraging areas) to the City and, upon request, the California Department of Fish and Wildlife (CDFW). Based on the submitted information, the City, acting as the lead agency (and CDFW, if CDFW requests) shall determine whether to allow a narrower buffer.</li> </ul>	<p>Not Adverse</p>

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<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<ul style="list-style-type: none"> <li>- During the year prior to demolition and/or construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the construction footprint of the proposed Project between March 1 and September 30 and a least every six (6) months until the completion of construction activities. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any manmade structures, or other bat habitat areas that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by demolition and/or construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost shall be inspected a week prior to determine the presence or absence of roosting bats.</li> <li>• The biologist shall submit weekly reports to the FTA and the City's Parks, Recreation and Library Services Director, or designated representative, regarding the results of the nesting bird surveys.</li> </ul>	
<p><b>Effect CON-8: Energy Resources</b></p> <p>The proposed Project would consume a total of 163,734,871 gallons of petroleum during the morning/evening shift construction scenario, and 151,002,831 gallons of petroleum during the morning/night shift construction scenario. In addition, construction activities would require 165,115 kilowatt-hours of electricity. The increased fuel use and electricity consumption is not considered a wasteful or inefficient use of non-renewable resources as the fuel is being used to construct a mass transit system, which has been identified by FTA as an efficient method of reducing energy use.</p>	<p>No avoidance, minimization, mitigation measures are needed to address temporary effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect CON-9: Environmental Justice</b></p> <p>Although not adverse, construction activities would affect transportation, aesthetics and visual quality, air quality, biological resources, geology, hazardous materials, historic and cultural resources, noise and vibration, safety and security, and utilities. The proposed Project would primarily affect the EJ community within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Effects to the other surrounding EJ communities in the EJ Affected Area would be reduced or minimal based on the distance from the proposed alignment and nature of the proposed Project within the Sports Village neighborhood. Effects related to air quality and geology would affect the region and is not biased on EJ communities.</p>	<p><b>TRANS-1</b> through <b>TRANS-4</b>, <b>VIS-6</b>, <b>AQ-1</b>, <b>BIO-1</b>, <b>GEO-1</b> through <b>GEO-3</b>, <b>HAZ-1</b>, <b>NV-3</b> and <b>NV-4</b>, and <b>UTL-1</b> and <b>UTL-2</b>.</p>	<p>Not Adverse</p>
<p><b>Effect CON-10: Geology</b></p> <p>The proposed Project is close to several potentially active faults, including the Townsite Fault, Centinela Creek Fault, Inglewood Park Cemetery Fault, and Manchester Fault. The Townsite Fault, in particular, may traverse the alignment. The proposed Project design would comply with the provisions of the California Building Code (CBC), which would address the potential effects of seismic activity. Elevated structures that may cross a fault segment, including the guideway and</p>	<p><b>GEO-1</b></p> <p>The proposed Project shall be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines, including MTD 20-8, Analysis of Ordinary Bridges that Cross Faults, dated January 2013; and MTD 20-10, Fault Rupture, dated January 2013, where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet)</p>	<p>Not Adverse</p>

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Potential Impacts	Proposed Avoidance, Minimization, Mitigation Measures	Level of Effect
<p>elevated passenger walkways would be designed in conformance with Caltrans Memorandum to Designers (MTD) 20-8 and 20-10.</p>	<p>of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not in an APEFZ) that is Holocene or younger in age.</p> <p>Stations and elevated structures for the ATS guideway shall be located to avoid or accommodate the fault rupture hazard where present with refinement of station and ATS guideway placement worked into final design as needed based on project specific geologic surveys, recommendations and criteria. Bridge type structures, such as the ATS guideway, shall be designed to take into account potential displacement from a fault offset, dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur. The design shall be in accordance with the Caltrans MTD 20-8, which defines a method for determining the potential displacement at columns and abutments at fault crossings and designing the structure so it can slide without falling.</p> <p><b>GEO-2</b></p> <p>Prior to the start of construction, the location of the anticipated trend of the Townsite Fault shall be further defined via a phased investigation process to identify and locate active fault traces to support adjustments to the final design as needed. The phased investigation shall be prepared by registered professionals (i.e., California Professional Civil Engineer, Professional Engineering Geologist with experience in fault evaluations) and include a fault investigation conducted along the trace of the Townsite Fault to refine its location and assess its activity level where it crosses the ATS guideway and stations. The following methods shall be included in the investigation:</p> <ul style="list-style-type: none"> <li>• Aerial photograph analysis;</li> <li>• Geophysical surveys (e.g., seismic reflection and/or seismic refraction) to refine the location of the Townsite fault and inform subsequent targeted fault hazard exploration, as necessary;</li> <li>• Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite Fault where it crosses the proposed ATS alignment; and</li> <li>• Exploratory drilling and sampling (e.g., hollow stem auger and cone penetration test borings), as necessary, if the trace of the Townsite fault cannot be adequately delineated across the proposed ATS alignment through the means of fault trenching.</li> </ul> <p>Based on the results of these investigations, column placements and facility designs shall be adjusted to accommodate geologic conditions identified. Further, the facilities shall be designed in accordance with applicable Caltrans guidelines including MTD 20-8, Analysis of Ordinary Bridges that Cross Faults, and MTD 20-10, Fault Rupture.</p> <p>Stations/structures and columns/foundations shall be located to avoid the fault rupture hazard where present. Probabilistic procedures shall follow those outlined in the <i>Fault Rupture Hazard Evaluation</i> prepared for the proposed Project. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 4938 shall be followed.</p>	

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<p><b>GEO-3</b> The proposed ATS system facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). The response spectra provided in the <i>Development of Seismic Design Criteria in Support of Draft EIR - Seismic Design Criteria</i> shall be considered applicable for both aerial guideway and ancillary structures within each segment of the alignment under the guideway and each station. Probabilistic procedures also shall follow those outlined in Caltrans Memo to Designers 20-10-Fault Rupture, dated January 2013.</p>	
<p><b>Effect CON-11: Greenhouse Gas Emissions</b> Construction would result in the short-term generation of GHG emissions from combustion exhaust.</p>	See <b>AQ-1</b>	Not Adverse
<p><b>Effect CON-12: Hazardous Materials</b> There are several hazardous materials sites within the proposed Project right-of-way and within 500 feet of the proposed Project footprint. Regarding soils, construction activities would include excavation and grading. There is potential for contaminated soils to be disturbed during these activities, especially at the MSF site as it would be constructed within a site that includes a gas station. The site is associated with a previous LUST case (granted closure by the Los Angeles Regional Water Quality Control Board on July 19, 1996) and currently operates at least one UST. Thus, the site has presumably been remediated to the satisfaction of the Los Angeles Regional Water Quality Control Board and there are no indications that residual contamination exists. However, gas station operations may have caused an environmental impact and identified issues would be further evaluated prior to the start of construction activities. All underground storage tanks on the 500 and 510 East Manchester Boulevard site would be decommissioned and removed as part of the proposed Project. Regarding the use of hazardous materials, construction activities would involve the use of solvents, paints, oils, fuels and grease, all materials that are typically used in construction projects. Applicable regulations cover hazardous materials–related topics such as proper personal protective equipment, transport, handling, and disposal, among others.</p>	<p><b>HAZ-1</b> The following features and actions address potential adverse effects associated with the use, handling and releases of hazardous materials:</p> <ul style="list-style-type: none"> <li>• <b>Building Demolition Plan.</b> Prior to any demolition activities, the contractor shall conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of ACMs and LBP. Remediation will be required to be implemented in accordance with the recommendations found in the evaluations and to ensure ACMs and LBP are removed to levels established for public safety.</li> <li>• <b>Hazardous Materials Contingency Plan.</b> The contractor shall prepare a plan addressing the potential for discovery of undocumented or previously unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any contaminated materials encountered during construction are removed to levels established for public safety</li> <li>• <b>Soil Management Plan.</b> A Soil Management Plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation and establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will also be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors or flame ionization detectors in accordance with South Coast Air Quality Management District Rule 1166. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil.</li> </ul>	Not Adverse

<b>TABLE ES-4: SUMMARY OF ENVIRONMENTAL IMPACTS RELATED TO TEMPORARY CONDITIONS (CONSTRUCTION ACTIVITIES)</b>		
<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
	<p>Contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. In addition, a contaminated soil contingency plan will be developed and in place during all construction activities. If these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/National Pollutant Discharge Elimination System process, the groundwater will be profiled, manifested, hauled, and disposed of in the same manner.</p> <ul style="list-style-type: none"> <li>• <u>Health and Safety Plan.</u> A Health and Safety Plan shall be developed to address the potential for exposure to the constituents of concern.</li> <li>• <u>Utility Relocation Work.</u> All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.</li> </ul>	
<p><b>Effect CON-13: Historic, Archaeological, and Paleontological Resources</b> Construction would require excavation, grading, drilling, and other related construction activities that involve extensive ground disturbance that could expose undiscovered archaeological artifacts. As much of the area has experienced prior development, the potential for such discoveries is considered low. Deeper ground disturbing activities, such as drilling for columns, would involve techniques that would not provide for successful recovery of any artifacts as they would be destroyed during drilling. Therefore, there is a potential significant impact for unearthing or destroying previously unknown archaeological resources during construction.</p>	<p><b>TCR-1</b> Retention of a Tribal Cultural Resources Monitor/Consultant. Prior to the commencement of any ground disturbing activity at the Project alignment, the City or DBFOM shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. In addition, the City shall coordinate with the Gabrieleno Band of Mission Indians-Kizh Nation, the tribe that consulted on this project pursuant to the Section 106 process, to designate a native American Monitor for the Proposed Project. A copy of the executed contract shall be submitted to the City of Inglewood Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Native American monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area.</p> <p><b>TCR-2</b> Cultural Resources Monitoring and Discovery Plan (CRMDP). Prior to the commencement of any ground-disturbing activities within areas requiring archaeological monitoring, the City shall retain a qualified archaeologist</p>	Not Adverse



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	<p>who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) to prepare a CRMDP for designated portions of the Project that are sensitive for archaeological resources. Procedures to follow in the event of an unanticipated discovery would apply to all applicable Project components. The CRMDP would be submitted to the City and FTA for review and approval.</p> <p>The CRMDP would ensure that appropriate procedures to monitor construction and treat unanticipated discoveries are in place. The CRMDP shall include required qualifications for archaeological monitors and supervising archaeologists and should specify protocols to be followed in relation to archaeological resources. The CRMDP shall describe the roles and responsibilities of archaeological and Native American monitors, FTA personnel (as applicable), City personnel (as applicable), and construction personnel. Additionally, the CRMDP shall describe specific field procedures to be followed for archaeological monitoring, including field protocol and methods to be followed should there be an archaeological discovery. Evaluation of resources, consultation with Native American tribes and organizations, treatment of cultural remains and artifacts, curation, and reporting requirements shall also be described. The CRMDP will also delineate the requirements, procedures, and notification processes in the event human remains are encountered.</p> <p>The CRMDP will delineate the area(s) that require archaeological and Native American monitoring. Mapping of the area(s) shall be made available to the City, which would incorporate this information into the respective construction specifications.</p> <p><b>TCR-3</b> Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction-worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Monitoring and Mitigation Program as outlined in TCR-2, for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training.</p> <p><b>TCR-4</b> Archaeological and Native American Monitoring. The qualified archaeologist(s) who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, shall supervise archaeological monitoring of all proposed ground-disturbing activities for the proposed Project in the archaeologically sensitive portion(s) of the</p>	

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	<p>APE. Monitoring actions and procedures would be completed per the CRMDP described in TCR-2. In addition, the Native American monitor shall be present in those areas designated for archaeological monitoring. Native American monitoring would occur on an as-needed basis and is intended to ensure that Native American concerns are considered during the construction process. Native American monitors shall be retained from the Gabrieleno Band of Mission Indians – Kizh Nation who have expressed an interest in the Project and have participated in discussions with FTA. If a tribe has been notified of scheduled construction work and does not respond, or if a Native American monitor is not available, work may continue without the Native American monitor. Roles and responsibilities of the Native American monitors would be detailed in the CRMDP described above. Costs associated with Native American monitoring shall be borne by the City.</p> <p><b>TCR-5</b> Inadvertent Discoveries Related to Human Remains. In the event of discovery of human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. The City will contact the Los Angeles County Medical Examiner's Office. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendant. The City and FTA will work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable. See <b>NV-4</b>.</p>	
<p><b>Effect CON-14: Land Acquisitions and Displacements</b> Construction laydown, staging areas, and contractor employee parking for the proposed Project are envisioned to be primarily located within the alignment and where permanent acquisitions are already required for the proposed Project facilities. These proposed staging areas include the Market Street/Florence Avenue Station site, the property at 150 S. Market Street, the MSF site, the proposed Prairie Avenue/Manchester Boulevard Station site, and the proposed Prairie Avenue/Hardy Street Station site. In these locations, demolition of existing buildings would be required, which would result in the relocation of existing businesses. Construction activities would impact 31 owners that collectively own 46 parcels. Of these owners and parcels, 19 of the owners and 22 of the parcels overlap with those impacted by permanent property acquisitions.</p>	<p>No avoidance, minimization, mitigation measures are needed to address temporary effects to this topic.</p>	<p>Not Adverse</p>
<p><b>Effect CON-15: Noise and Vibration</b> During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA <math>L_{eq}</math>. The highest daytime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the daytime <math>L_{eq}</math> of 90 dBA for residential land uses. Certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts. For example, construction of the elevated guideway, columns and station components that could impact Prairie</p>	<p><b>NV-3</b> A Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below FTA's General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> <li>• Install temporary noise barriers that reduce sound at receptors;</li> </ul>	<p>Not Adverse</p>

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<p>Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic. During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA <math>L_{eq}</math>. The highest nighttime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the nighttime <math>L_{eq}</math> of 80 dBA for residential land uses. Therefore, construction activities would not result in an adverse effect related to noise.</p>	<ul style="list-style-type: none"> <li>• For any idling that is expected to take longer than five minutes, the engine shall be shut off;</li> <li>• All equipment shall be equipped with optimal muffler systems;</li> <li>• Use solar, battery powered, or hybrid equipment whenever practical;</li> <li>• Locate staging areas as far away from sensitive receptors as feasible;</li> <li>• Locate stationary noise sources as far away from sensitive receptors as feasible;</li> <li>• Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required;</li> <li>• If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.</li> <li>• Pole power shall be utilized to the maximum extent feasible in lieu of generators.</li> <li>• Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.</li> <li>• Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.</li> <li>• On site-signage reminding workers to minimize noise generation.</li> <li>• When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors.</li> <li>• For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions.</li> <li>• Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical.</li> <li>• Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels.</li> <li>• Unless deemed infeasible for a particular construction activity, the Contractor shall utilize rubber tire earth moving equipment in lieu of track mounted earth moving equipment.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Construction material deliveries shall take place within designated construction staging areas as far from residential sites as practical to minimize noise impacts</li> <li>• Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible.</li> <li>• Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise.</li> <li>• Coordinate with the Inglewood Unified School District administrators to avoid disruptive noise during school hours including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project's construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project's construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District.</li> </ul> <p>In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> <li>• A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.</li> <li>• In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:                         <ul style="list-style-type: none"> <li>○ Halting/staggering concurrent construction activities in certain locations;</li> <li>○ Reducing the speed or intensity of the heavy-duty construction equipment being operated simultaneously;</li> <li>○ Operating equipment at the lowest possible power levels;</li> </ul> </li> </ul>	

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	<p><b>NV-4</b></p> <ul style="list-style-type: none"> <li>○ Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts.</li> </ul> <p>Prior to the issuance of any demolition or construction permit for each phase of the proposed Project, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works. The Plan shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> <li>• A Pre-Demolition and Construction Plan that includes but is not limited to:                     <ul style="list-style-type: none"> <li>○ Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated.</li> <li>○ Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during proposed Project activities.</li> <li>○ Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the proposed Project.</li> <li>○ Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and the locations of these sensors shall take into account proposed demolition and construction activities to ensure that adequate measurements can be taken illustrating vibration levels during the course of the proposed Project, and if/when levels exceed the established threshold.</li> <li>○ A line and grade pre-construction survey at the affected buildings shall be conducted.</li> </ul> </li> <li>• A Vibration Plan During Demolition and Construction that includes the following:                     <ul style="list-style-type: none"> <li>○ Regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.</li> <li>○ The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its conditions, and a warning level that is 0.05</li> </ul> </li> </ul>	

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	<p>inch/second (PPV) less than the regulatory level. The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels.</p> <ul style="list-style-type: none"> <li>○ In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques.</li> <li>○ In the event the regulatory level (PPV) is triggered, halt the construction activities in the vicinity of the trigger area and visually inspect the building for any damage. Results of the inspection must be logged. Identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart.</li> <li>○ In the event work occurs in the proximity of identified historic uses, the system shall be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA threshold of significance 0.12 inch/second for a building given its conditions, and a warning level that is 0.012 inch/second (PPV) less than the regulatory level.</li> <li>○ Collect vibration data from receptors and report vibration levels to the Joint Powers Authority and/or the City on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels.</li> <li>● Post-Construction Reporting and Repairs:             <ul style="list-style-type: none"> <li>○ Provide a report to the Joint Powers Authority and/or the City regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the postconstruction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the proposed Project and/or show how the proposed Project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report.</li> <li>○ Perform repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example,</li> </ul> </li> </ul>	

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	<p>cracks that expanded as a result of the proposed Project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.</p> <ul style="list-style-type: none"> <li>• To minimize the risk of potential structural and building damage:               <ul style="list-style-type: none"> <li>○ Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively.</li> <li>○ Limit the number of jackhammers operating simultaneously to one piece operating within 45 feet of off-site sensitive receptors.</li> <li>○ In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion.</li> </ul> </li> <li>• To minimize the risk of related to human annoyance:               <ul style="list-style-type: none"> <li>○ Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors.</li> <li>○ Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors.</li> </ul> </li> </ul>	
<p><b>Effect CON-16: Safety and Security</b> Construction activities would include temporary storage of equipment within the staging areas and segments of the alignment under construction. Such machinery would be fully separated from vehicular traffic by a barrier and from pedestrian traffic by a fence. Placement of physical buffers between construction activities and users of the transportation network would increase construction safety, and nighttime security lighting would be implemented to deter potential criminal activities along the alignment. The police and fire departments would continue to provide emergency services to residences and businesses throughout the construction period, with at least one access point open to traffic (if the residence or business has other access points that may be closed). The City would establish a Project Task Force that would provide input into the Construction Staging and Traffic Control Program, in consultation with police and fire personnel, to ensure that emergency access and response times are maintained at all times.</p>	<b>TRANS-1</b>	Not Adverse

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<b>Potential Impacts</b>	<b>Proposed Avoidance, Minimization, Mitigation Measures</b>	<b>Level of Effect</b>
<p><b>Effect CON-17: Utilities</b>                      Existing roadways and infrastructure along the alignment would require some reconfiguration to accommodate new elevated guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components. Roadway reconfiguration along Market Street, Manchester Boulevard and Prairie Avenue are necessary to ensure that the existing roadway travel capacity would not be diminished or reduced in the final as-built conditions. The columns, for the most part, would be required to be located within the public right of way, either within sidewalks or parking lanes.</p>	<p><b>UT-1</b>                      Prior to the award of the DBFOM contract, and start of any demolition or construction activities, the City or DBFOM shall be responsible for identifying the locations of existing utilities potentially affected by the proposed Project. This shall include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within 20 feet of the guideway and station foundations. Based on the information from the field investigations, the DBFOM contractor shall be responsible for confirming the location of existing utilities and coordinating with the appropriate utility owners/operators to determine specific set back requirements for each utility line and the need for any stabilization for protection in place or relocation measures.</p>	<p>Not Adverse</p>
<p><b>Effect CON-18: Water Quality and Hydrology</b>                      Construction activities may expose and temporarily disturb soils, potentially resulting in erosion and adversely affecting water quality. Projects disturbing one acre or greater are required to apply for a National Pollutant Discharge Elimination System Construction Activities Stormwater General Permit from the Los Angeles Regional Water Quality Control Board. This permit requires preparation and implementation of a Stormwater Pollution Prevention Plan that incorporates best management practices for erosion control. Construction activity includes clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. All potential impacts related to these activities, as well as additional pollutants including oil and grease, metals, and pH-altering materials, are expected to be reduced to acceptable levels.</p>	<p>No avoidance, minimization, mitigation measures are needed to address temporary effects to this topic.</p>	<p>Not Adverse</p>



<b>TABLE ES-5: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
Transportation	The Build Alternative transportation analysis accounts for cumulative projects in the No Build Alternative condition that served as the baseline for assessing potential adverse effects. The Build Alternative in combination with cumulative projects and development would not result in an adverse effect and would provide transit benefits to the City as well as the region thereby supporting regional transportation goals of encouraging transit use to address growth. It is anticipated that congestion on local roadways would worsen in absence of the proposed Project and the proposed Project would result in a community benefit related to transportation. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Aesthetics and Visual Quality	The Build Alternative would be visually consistent with present surroundings and future development, including the Hollywood Park Specific Plan. The Build Alternative would be designed in accordance with the Design Guidelines, which were developed in coordination with the City and the Hollywood Park Specific Plan. No visual resources or scenic vistas would be adversely affected by the Build Alternative. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Air Quality	The Build Alternative is anticipated to reduce regional VMT, including foreseeable VMT associated with cumulative projects and other development in the region, by promoting mass transit. The proposed Project would contribute to a cumulative improvement in regional pollutant emissions associated with automobiles, which would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Community and Socioeconomic Effects	The Build Alternative supports much of the planned development in the City including major event and entertainment development occurring along Prairie Avenue. Provision of a new transit option would improve the local community's access to these developments as well as regional transit connections such as the LACMTA K Line. Though the proposed Project is intended to serve existing and planned development in the City, there is potential for additional economic development to occur, particularly surrounding stations resulting in further urbanization and increased density in the City. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Economic and Fiscal Effects	The Build Alternative could generate over 11,000 full-time equivalent jobs both directly and indirectly as a result of economic development generated from transportation investment. The proposed Project is intended to serve anticipated development in the City surrounding new event and entertainment facilities such as SoFi Stadium and the IBEC. In the absence of the proposed Project, mobility constraints and vehicle congestion may slow the economic and fiscal stimulus associated with these developments. The cumulative economic effect would not be an adverse effect and would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Ecosystems/ Biological Resources	The Build Alternative is situated in an urbanized setting where there are no critical habitats or significant wildlife resources in the area. The Build Alternative would not result in an adverse effect to ecosystems or biological resources due to the absence of such resources. The proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Energy	The Build Alternative would consume energy to power the ATS system while also reducing gasoline consumption by offsetting automobile use with transit service. It is anticipated that the Build Alternative would result in a net decrease in annual fuel consumption and the cumulative effect would not be adverse. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Environmental Justice	The proposed Project is located in an area with EJ populations present. Cumulative effects associated with development in the City of Inglewood as well as surrounding communities may affect EJ populations, particularly related to a lack of affordable housing and displacement of local businesses and services. However, the Build Alternative would not displace any community services and economic benefits associated with the proposed Project and ongoing development in the City may provide for improved services for EJ populations in the area. In addition, the improved transit service and access associated with the proposed Project would provide a substantial benefit to EJ populations residing in the City as well as throughout the region by increasing access to transit and reducing emissions from mobile sources. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

<b>TABLE ES-5: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
Greenhouse Gas Emissions	The Build Alternative is anticipated to reduce regional VMT, including foreseeable VMT associated with cumulative projects and other development in the region. Accordingly, the proposed Project would contribute to a cumulative improvement in regional GHG emissions associated with automobiles, which would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Hazardous Materials	It is not anticipated that the Build Alternative would include hazardous operations or otherwise generate substantial amounts of hazardous materials. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Cultural Resources	The Build Alternative would not destroy a known cultural resource. However, the proposed Project would result in some changes to the setting of downtown Inglewood, which in combination with other development occurring in the area may cumulatively diminish the feel of the City's older neighborhoods. There are no historic districts that would be affected by the proposed Project or cumulative projects and as discussed, the Build Alternative would not result in any adverse effects to historic resources. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Land Acquisition and Displacements	The Build Alternative would result in conversion of land to transit use including the acquisition and displacement of commercial properties and associated business tenants. However, relocation assistance will be provided to displaced businesses and it is anticipated that all displaced businesses can relocate to a suitable replacement site where existing or an equivalent customer base can be maintained, and no adverse effects to businesses are anticipated. This, in combination with reasonably foreseeable future transportation and development actions, may result in further displacement of businesses as downtown Inglewood is redeveloped in accordance with the City's land use plans. However, relocation assistance would be provided and comply with the Uniform Relocation Act and displacements would not result in an adverse effect cumulative impact.
Land Use	The Build Alternative would generally remain within the existing transportation right-of-way while converting several commercial uses to transit station uses. Such changes to the land use pattern are planned and consistent with the City's General Plan and associated development. The cumulative projects are intended to change the land use pattern of the City as the City's goal is to become an entertainment destination in the region and the proposed Project supports this goal by providing a needed transit connection to this new development. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

<b>TABLE ES-5: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
Noise and Vibration	The Build Alternative would convert some commercial land uses to transportation use and provide a new, elevated transit service through the City of Inglewood. In general, there is substantial anticipated, planned, and already active development in the City which would cumulatively increase the ambient noise levels at various land uses throughout the City. The increase in noise and vibration directly associated with the Build Alternative would not be adverse. The proposed Project is intended to serve the anticipated development in the City as well as numerous special events but is not anticipated to result in substantial new development not already planned or under construction such that new cumulative effects would occur. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Construction	There is potential for construction associated with related projects to occur during construction of the proposed Project. Depending on the nature of concurrent construction activities there is potential for temporary cumulative effects including traffic congestion, hazards, air pollutants, noise, and community disruption. Regarding air pollutants, as per SCAQMD guidance, since construction of the Build Alternative would not generate emissions exceeding regional mass daily thresholds, construction emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Impacts during construction would be minimized through the implementation of the Construction Commitment Program adopted by the City, which includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction to address potential construction impacts associated with the Project while also minimizing potential cumulative community disruption. Construction of the proposed Project as well as any of the cumulative projects that include ground disturbance have the potential to unearth or destroy unknown buried cultural resources. The Build Alternative includes mitigation measures that require archaeological and tribal cultural resource monitoring and sensitivity training to ensure that construction does not inadvertently affect unknown cultural resources. Cumulative projects would be expected to comply with all applicable federal, state, and local regulations to protect such resources. Construction noise levels of the Build Alternative could exceed FTA and local noise standards. Similar to the Build Alternative, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Although it is not anticipated that any cumulative projects would be constructed simultaneously and within 500 feet of the proposed Project, citywide construction activities could result in a cumulative construction noise impact at sensitive receptors. Implementation of the proposed Construction Noise Control Plan and similar measures required by the Inglewood Municipal Code for cumulative projects would minimize, if not eliminate, cumulative noise effects. Regarding construction-related traffic, the proposed Project would require temporary lane closures resulting in periodic increases in congestion on the roadway network. Mitigation Measure <b>TRANS-2</b> requires a Construction Traffic Management Plan, which is designed to minimize traffic impacts from construction activities with minimum lane requirements and coordination with other developments and special events.

# 1.0 INTRODUCTION AND BACKGROUND

## 1.1 PROJECT INTRODUCTION

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The City of Inglewood (City) proposes the Inglewood Transit Connector Project (proposed Project) to improve overall mobility and levels of service, address projected future congestion, provide access to transit to its priority populations, and advance its sustainability goals. The proposed Automated Transit System (ATS) would include an electrically propelled driverless transit system operating on an approximately 1.6-mile long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed along the alignment on privately-owned land that would be acquired as part of the proposed Project. The elevated guideway consists of two lanes to support multiple trains traveling in one direction on a single lane before switching lanes at the end of line station for the return trip. Refer to **Figure ES-1** in the Executive Summary for the location and alignment.

## 1.2 ROLES AND RESPONSIBILITIES

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The Federal Transit Administration (FTA), in cooperation with the City, has prepared this Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969. The FTA serves as the NEPA lead agency for projects receiving funding from the FTA. The City is the project sponsor and the lead agency for the California Environmental Quality Act (CEQA).

This EA complies with the requirements of the NEPA (42 United States Code [U.S.C.] 4321-4347), the Council of Environmental Quality implementing regulations (Title 40 Code of Federal Regulations (CFR) Sections 1500-1508), and the NEPA implementing procedures of the FTA (23 CFR Parts 771 and 774) to sufficiently evaluate the proposed Project merits and possible environmental effects. The EA presents an evaluation of the Build Alternative and the No Build Alternative and discusses the purpose and need of the proposed Project; alternatives development; potential effects resulting from operations and construction; proposed avoidance measures; and outreach activities associated with the public, Native American tribes, and agencies.

The EA is in circulation for 30 days to interested agencies, stakeholders, organizations, and individuals to ensure interested parties are able to provide input regarding the proposed Project and potential environmental impacts. After circulation, all comments will be addressed and responses will be documented in the final environmental document; thereafter, the FTA will make the final determination of the proposed Project effect on the environment. If the FTA determines that the NEPA action does not significantly impact the environment, the FTA will issue a Finding of No Significant Impact (FONSI). If it is determined that the proposed Project is likely to have a significant effect on the environment, an Environmental Impact Statement (EIS) will be prepared.

The City began the CEQA process in July 2018 by publishing a Notice of Preparation (Original NOP) and an Initial Study (Original IS). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA. After circulation of the Original NOP, the City conducted an extensive public outreach effort and collaborated with a myriad of key stakeholders. As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, a Revised NOP and IS were circulated for public review and comment from September 10, 2020 to October 12, 2020. The City prepared and released a Draft EIR for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period, the City continued further collaboration with key stakeholders on the design of the proposed Project. In response to the public and stakeholder input received on the Draft EIR, the design of the proposed Project was changed. In particular, the Maintenance and Storage Facility (MSF) for the proposed Project was modified to allow the Vons grocery store currently located on the

proposed MSF site to remain on this site in a new building to continue to serve the community. Other modifications to the Project included the realignment of the proposed ATS alignment on Prairie Avenue to the west side of the street to allow for single column alignment and allow the street to be open to the sky, as well as the relocation of one of the proposed stations to the southwest corner of Prairie Avenue and Manchester Boulevard. The Recirculated Draft EIR was published on November 12, 2021, and the public review period closed on December 27, 2021. Twenty comments were received in response to the Recirculated Draft EIR. The City certified the EIR on April 12, 2022. Moreover, it should be noted that on January 25, 2022, the City of Inglewood conducted a public hearing to receive public comments to determine if ITC Project is exempt from the CEQA pursuant to Public Resources Code Section 21080, subdivision (b)(12) and California Code of Regulations, Title 14 (State CEQA Guidelines) Section 15275, subdivision (b), as a “[f]acility extension[] not to exceed four miles in length which [is] required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.” In consultation with the LACMTA, the City determined that the ITC Project is exempt from the CEQA as it will operate as a “facility extension” of the existing LACMTA K light-rail line by providing a 1.6-mile light rail transit facility, including the Market Street/Florence Avenue Station with a passenger walkway connection to the existing LACMTA K Line Downtown Inglewood Station.

## 2.0 PURPOSE AND NEED

### 2.1 PROJECT PURPOSE

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The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment within the region and specifically within the City. The overall purpose of the proposed project is to provide a direct and convenient extension of the Los Angeles County Metropolitan Transportation Authority (LACMTA) regional transit system for local residents and the region to access the City's new major housing, employment, commercial, and activity centers. The following objectives are the underlying purpose of the proposed Project.

- Provide a direct and convenient extension of the LACMTA regional transit system for local residents and the region to access the City's new major housing, employment, commercial, and activity centers;
- Complete the "last mile gap" to the regional transit system by providing passengers with the ability to transfer to or from destinations and the LACMTA K Line.
- Provide sufficient transit connection capacity between the LACMTA regional transit system and the City's major activity centers with enhanced travel time certainty and sufficient capacity to meet peak ridership demands to encourage transit as a travel mode choice;
- Maintain existing roadway capacity to the extent feasible;
- Reduce the City's traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both nonevent and event days;
- Encourage intermodal transportation systems by providing convenient, reliable time-certain transit;
- Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled to the City's major activity centers, with corresponding improvements in air quality, public health, and reductions in greenhouse gas emissions from transportation sources in accordance with the City's goals, the SCAG 2020-2045 RTP/SCS and State policies with respect to climate change;
- Support the ongoing economic revitalization and growth opportunities for TOD within the Downtown TOD Plan area, including commercial and residential uses, including through the creation of public parking facilities;
- Encourage redevelopment and investment within the City in areas served by the proposed Project;
- Provide safe, reliable, and convenient access to businesses in the City so that they are accessible to their workforce and customers;
- Connect the Inglewood community and citizens to jobs, education, services, and destinations within the City and in the region by providing transit within safe and accessible walking distances; and
- Support regional efforts to become more efficient, economically strong, equitable, and sustainable.

### 2.2 PROJECT NEED

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The City is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. Recent and planned development in the City includes renovation of The Forum in 2012, development of approximately 298 acres at Hollywood Park, creation of the Los Angeles Stadium and Entertainment District (LASED) which includes SoFi Stadium, and the Inglewood Basketball and Entertainment Center (IBEC), including the Intuit Dome. Additionally, the new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles facility near Inglewood City Hall opened in September 2021. Pivotal to the City's transformation is the new 8.5-mile LACMTA K Line. Scheduled to begin service in late 2022, the LACMTA K Line will enhance transit access to the City. Upon completion of the LACMTA rail line, patrons who wish to use the LACMTA Rail system to travel to events at The Forum, LASED including SoFi Stadium, the IBEC, or other existing and future commercial areas and residences in the City would face a "last-mile" gap of approximately 1.5 to 2 miles

between the LACMTA K Line and the City's new activity centers. This gap is longer than a convenient walking distance for patrons traveling to the City's activity centers.

The City partnered with the LACMTA in 2017 to address this "last-mile" gap. With the City's input, the LACMTA explored how to best extend the regional transit system via a high-capacity connection to the LASED. The City and the LACMTA agreed that the interlined operability scenario is infeasible due to the cost, delay and complexity that would be created on the LACMTA Rail system. Consistent with the LACMTA recommendations, the City continued to analyze several independent operability transit connections to the City's activity centers.

In response to the anticipated increases in traffic associated with these new sports and entertainment venues, the City updated its Mobility Plan, developed a Stadium Events Transportation Management and Operations Plan (TMOP), worked with transit agencies to improve transit operations to the City given existing limited service, created an off-site satellite parking program with event shuttle service, installed a comprehensive intelligent transportation system, and implemented a citywide permit parking program to protect neighborhoods. Yet, despite these efforts, the physical capacity of the existing local and regional roadway network still challenge the ability of residents and visitors to access the City's amenities easily now and in the future. Bus transit, shuttles, and other alternative modes still compete with existing traffic on the City's roadway network, and often face congestion and delays, especially on event days.

As Inglewood transforms into a major regional housing, employment and activity center, the number of vehicular trips associated with new jobs, retail, entertainment, and residential opportunities is projected to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of approximately 1.5 percent per year, and key intersections and highway corridors are currently experiencing capacity limitations. According to the Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Demographics and Growth Forecast, substantial socioeconomic and demographic growth is projected in the region. The City is projected to be one of the highest growing housing and employment centers in Los Angeles County, with growth rates of approximately 20 percent in population, 27 percent in number of households, and 36 percent in employment from 2016 to 2045.

The LACMTA K Line will extend light-rail transit from the existing LACMTA E Line Station at Crenshaw/Exposition Boulevards to the LACMTA C Line Station at Aviation/Century Boulevards and provide a transit connection to Los Angeles International Airport (LAX) via the automated people mover operated by Los Angeles World Airports. Fourteen bus lines provide services to Downtown Inglewood including 13 bus lines operated by the LACMTA, and one bus line operated by the County of Los Angeles. Additionally, the LACMTA C Line is located approximately one mile to the south. The existing street system consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing regional access includes the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway, and the Harbor (I-110) Freeway.

The proposed Project would offer the community a new transit connection to the LACMTA Rail system and regional employment opportunities including those at LAX. The proposed Project would also ensure that long-time residents, employees, and business are provided a direct connection to the countywide LACMTA Rail system while also providing visitors a seamless connection to event venues which in turn would assist Inglewood's transformation into a world-class city.

Over 80 percent of the corridor (defined as the area within half mile of the proposed Project stations) is located within census tracts ranked in the top 25 percent of census tracts in California with the highest pollution burden and socioeconomic vulnerabilities based on the CalEnviroScreen Model. The proposed Project expands existing transportation options in the City and provides a reliable and low-cost transportation option for existing local communities. The City's estimated population was 113,559 in 2018. According to SCAG's 2019 Local Profile's report the net increase in population from 2000 to 2018 was approximately 979 and the SCAG

2020–2045 RTP/SCS growth forecast estimates the City’s population to increase to 137,100 by 2045. The proposed Project would be crucial in reducing local roadway congestion and ensuring there is sufficient transportation capacity to accommodate for future population growth.

Similarly, SCAG projects the population in the region would increase from approximately 18,832,418 in 2016 to 22,507,188 in 2045, resulting in an increase of approximately 0.61 percent or approximately 115,290 in population annually. As the entire ATS guideway and related facilities would be located in or adjacent to disadvantaged communities, the proposed Project would provide a reliable and low-cost option for traveling within the local area and to the greater Los Angeles region, connecting job centers such as downtown Los Angeles, The Forum, SoFi Stadium and the Intuit Dome to existing disadvantaged communities and providing economic support for these communities.

The Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines (TOD Plan) adopted by the City addresses Downtown Inglewood and the Fairview Heights neighborhoods and implements the City’s vision for transforming the quality of the environment within these areas. The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the new LACMTA K Line just east of the Florence Avenue/La Brea Avenue intersection. This Downtown TOD Plan area extends approximately one-half mile in all directions from the LACMTA station. The Fairview Heights TOD Plan area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This Fairview Heights TOD Plan area also extends approximately one-half mile in all directions from the LACMTA station. The proposed Project is consistent with, and supports, the objectives of this plan.



## 3.0 DESCRIPTION OF ALTERNATIVES

This Draft EA assesses two alternatives, the Build Alternative and the No Build Alternative. The City Council approved the Locally Preferred Alternative (LPA) on December 14, 2021, in accordance with the State CEQA process. Environmental review under the NEPA must consider the effects of not implementing the proposed Project. The No Build Alternative provides a basis for comparing the Build Alternative and is used as the baseline for comparing environmental effects.

### 3.1 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

The assessment of alternatives began in 2017 when, with the City's input, the LACMTA completed the City of Champions/Inglewood National Football League (NFL) Focused Analysis of Transit Connection on August 8, 2017 (Appendix J). The LACMTA study analyzed a number of transit extension alternatives. They included, among others, an interlined operability connection from the LACMTA Rail system in a subway under Prairie Avenue, which would jointly operate on a portion of the LACMTA K Line, and separate independent operability options that could provide transit connection from the LACMTA Rail system to the NFL Stadium. The City and the LACMTA determined that an interlined operability connection was infeasible due to the costs, delays and complexity that would be created on the LACMTA Rail system. Consistent with the LACMTA recommendations, the City continued to analyze several independent operability transit connections to the City's activity centers. In June 2018, the City prepared the Envision Inglewood: LPA Report (Appendix K). The LPA Report evaluated four independent last-mile, fixed guideway transit connector options and transit technologies against key screening criteria and the City's stated goals and objectives. Please refer to Figure 5.0-1 in Appendix K for a map of the alternatives evaluated. A description and factors considered for each alternative are described below.

**At-Grade Alignment Alternative.** This alternative was an at-grade transit system considered along Market Street and Manchester Boulevard. An at-grade system would bifurcate Market Street from just south of Regent Street to Manchester Boulevard, creating a long guideway trench and physical barrier in downtown Inglewood since the structure of the tracks would physically disconnect existing connections between different parts of a community. To avoid these impacts, a tunnel would be needed to allow Manchester Boulevard to cross under the at-grade guideway, which was deemed infeasible due to the required roadway ramp length to access the tunnel. This alternative was also deemed infeasible because it would result in significant traffic impacts, would not have the capacity to meet peak ridership demands, and would be more costly to build and/or operate than the proposed Project.

**Fairview Heights Alignment Alternative.** This alternative was a 2.2-mile aerial alignment along Florence and Prairie Avenues. This alternative was eliminated from further consideration because of potential impacts to utilities along Florence Avenue and impacts to the Inglewood Cemetery. Based on preliminary research, utilities as well as lateral connections to these pipes from adjacent properties were identified along Florence Avenue. These existing utilities include sewer, gas, and water mains along these streets, which would pose obstacles for placement of guideway columns. In addition, this alternative would likely require partial acquisition of the Inglewood Cemetery.

**Arbor Vitae Alignment Alternative.** This alternative was a 2.0-mile aerial alignment along Arbor Vitae Street and Prairie Avenue. Although this alternative connects to a planned multimodal hub at LAX, it would not provide development opportunities in Downtown Inglewood. This alternative was also eliminated from further consideration because it includes crossing over and under the I-405 and would likely require acquisition and displacement of residences in addition to businesses.

**Century Boulevard Alignment.** This alternative was a 2.0-mile aerial alignment along Century Boulevard and Prairie Avenue. It was eliminated from further consideration because the alternative would be required to cross the I-405 on the south side of the new consolidated rental car facility under development west of the I-405 and north of Century Boulevard as part of the LAX Landside Access Modernization Program. The transition from an elevated segment to below grade under the I-405 or above-grade over the I-405 would not be feasible due to the short distance available and the real estate constraints between Century Boulevard and the LAX Manchester Square development.

**Alternatives Analyzed in the EIR.** A Bus Rapid Transit System Alternative was studied that would connect The Forum, SoFi Stadium, the Performance Arena, the IBEC, and the Hollywood Park mixed uses to the LACMTA K Line Downtown Inglewood station. This alternative would not meet the City's objective related to providing sufficient transit connection capacity between the LACMTA regional transit system and the City new major activity centers. This alternative would result in limited increased transit mode split, limited reduction in vehicle trips, and consequently, limited reduction in per-capita vehicle miles traveled to the City's major activity centers. In addition, this alternative would not meet the City's objectives to maintain existing roadway capacity or reduce the City's traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both nonevent and event days.

A Market Street Pedestrian Promenade Alternative was studied that would include the ATS as described for the proposed Project but close Market Street between Florence Avenue and Manchester Boulevard to vehicular traffic. The establishment of this pedestrian promenade would encourage pedestrian activity by improving walkability within Downtown Inglewood. This alternative would not meet the City's objective to maintain existing roadway capacity along Market Street.

A Fourth Station Alternative was studied for Manchester Boulevard, east of the Market Street/Manchester Boulevard intersection. Providing this additional station would support ongoing economic revitalization in Downtown Inglewood and improve transit connections. The Fourth Station Alternative would meet all of the City's objectives since the proposed Project would still be built and reductions to daily traffic volumes along key roadway corridors and reductions to VMTs on an average weekday basis with event would occur similar in magnitude to those associated with the proposed Project. However, the City determined that a fourth station was not necessary to achieve the Project's objectives, would increase Project costs, and would increase construction impacts.

A Prairie Avenue Single Station Alternative was studied to avoid proposed Project modifications to Prairie Avenue. Under the proposed Project, the relocation of Prairie Avenue and the need for a passenger station connection on the sidewalk/ground level affects properties located east of Prairie Avenue. This alternative avoids affecting these properties by consolidating the two proposed stations on Prairie Avenue into a single station that would be located adjacent to the City's Intermodal Transit Facility at the City's Civic Center site. Passengers would connect to the ground/sidewalk level within the City-owned Civic Center site. This alternative would reduce the City's traffic congestion and alleviate growing demand on the existing roadway network, although to a slightly lesser degree than the proposed Project. Specifically, the alternative would result in a reduction in capacities along Prairie Avenue, and congestion on a system-wide basis would be increased compared to those estimated for the proposed Project. In addition, by eliminating one of the stations, this alternative would not meet the City's objective of encouraging intermodal transportation systems by providing convenient, reliable time-certain transit to the same degree as would the proposed Project. Eliminating a station would also not meet the objective of providing convenient access to businesses, and to connect the City by providing transit within safe and accessible walking distances to the same degree as would the proposed Project.

A maintenance and storage facility (MSF) Site Alternative was studied that would move the MSF to the northwestern portion of the property closest to the south corner of Hillcrest Boulevard and Manchester Boulevard. The existing gas station would remain on the site, although the building containing the Vons and other businesses would still be demolished. A replacement Vons store would be built on the corner of

Manchester Boulevard and Hillcrest Boulevard as opposed to a replacement building on the existing site. This alternative would not meet the objective to encourage redevelopment and investment within the City to the same degree as would the proposed Project because it would not include replacement of the existing Vons grocery store on the MSF site.

## 3.2 NO BUILD ALTERNATIVE

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The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated under the NEPA. The No Build Alternative does not include the proposed Project. Specifically, the No Build Alternative reflects the reasonably foreseeable transportation network in 2027 and 2045 and includes the existing transportation network and planned transportation improvements that have been committed to and identified in the constrained LACMTA Long Range Transportation Plan and the SCAG 2020-2045 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative in Los Angeles County approved by voters in November 2016.

The No Build Alternative includes the TMOP developed by the City in 2020 to address future traffic demands that may result from events at SoFi Stadium. The Inglewood TMOP establishes a plan that provides public information, reduces unwarranted traffic through adjacent neighborhoods, and promotes the use of alternative modes of transportation. To address the limited pre-sold on-site parking available at SoFi Stadium, the City has established a remote parking and shuttle program that considers comprehensive access, circulation and traffic management for residents, visitors, and businesses on NFL game days and during large special events. Given the growing event-day demand of the program, the City would still have a need for additional real property to supplement continuation of its current transportation demand management programs. For example, the City has established a remote parking and shuttle program known as Inglewood Park&Go that promotes the easy, efficient use of high occupancy shuttles by event attendees traveling to SoFi Stadium. Also, the City has established transit partnerships and received support from the LACMTA, Big Blue Bus (Santa Monica), GTrans (Gardena), and Torrance Transit to expand transit service to its major entertainment, employment, and residential centers in the Hollywood Park area. Under the No Build Alternative, the City would work to promote and expand use of Inglewood Park&Go and would continue to work cooperatively with the LACMTA and other municipal bus operators to increase and enhance transit service to City destinations through more frequent headways, additional route options, and other improvements. With respect to special events occurring at SoFi Stadium, Hollywood Park, and The Forum, all of these high occupancy transportation modes currently conduct drop-off and pick-up at the City's Intermodal Transit Facility (ITF) lot, located within the Hollywood Park redevelopment area. Because the ITF is already at or near full capacity on event days with the current shuttle and bus volume, the City would look to devote any additional, nearby City-owned real estate to the same transit purposes (including the vacant lot at the southwest corner of Prairie Avenue and Manchester Boulevard, should it be acquired). This additional space would facilitate the City's enhancement of existing traffic demand management programs under the No Build Alternative.

While the No Build Alternative would avoid all project-related impacts to environmental resources, the No Build Alternative would not fully meet the Project purpose and need.

## 3.3 BUILD ALTERNATIVE

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The proposed Project would include an approximately 1.6-mile-long elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the public right-of-way on privately-owned land that would be acquired as part of the proposed Project.

The Project Description and associated environmental analysis are based on Conceptual Plans (Appendix E). The Conceptual Plans identify the proposed alignment for the ATS, the vast majority of which will be in the public right-of-way, with some supporting facilities and stations on private property located adjacent to the public right-of-way as described further in this section. These Conceptual Plans will likely be refined as design of the Project progresses; however, for environmental assessment purposes, the ATS guideway, columns, and other components of the Project as defined in the Conceptual Plans are analyzed to disclose the maximum potential impact of the proposed Project. The location, layout, and size of the proposed stations, power distribution system (PDS) substations, and maintenance and storage facility as illustrated in the Conceptual Plans also represent the likely maximum potential size of these facilities for the purpose of analyzing the potential impacts of the proposed Project. The description of the proposed changes to streets described in this section are also illustrative and identify the likely maximum potential extent of changes to existing streets proposed as part of the Project. Engineering and design-level details of the proposed Project will be refined as the Project moves through the environmental review and approval, procurement, and design phases. Passenger service would start in late 2027 in time for the Los Angeles 2028 Summer Olympics.

### **3.3.1 ATS SYSTEM CONFIGURATION AND ALIGNMENT**

The proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations, site constraints, and the guideway location relative to potential column placements). The guideway structure would have a minimum clearance height of approximately 16 feet 6 inches above all roadways, and a maximum clearance height of approximately 53 feet measured from grade of the roadway to the bottom of the guideway structure. The dual-lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, and enable sectional track bypass for failure management. A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuating and safe access for operations and maintenance personnel to access guideway and wayside equipment. The walkway is assumed to be between the tracks, providing access into the center platform stations. A single-lane guideway would vary in height from a minimum of approximately 28 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. A dual-lane guideway width would vary from a minimum of approximately 30 feet to a maximum of approximately 75 feet. The alignment of the guideway and station locations is shown in **Figure 1-1**, above. Refer to Appendix E for alignment plans and profiles.

### **3.3.2 OPERATIONAL CHARACTERISTICS**

The transit technology would be fully automated (i.e., driverless), which is necessary to operate at the tight headways to meet the projected ridership needs. Automated vehicles are smaller than traditional heavy rail technology so as to successfully maneuver the tight radius curves driven by the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people movers or simply monorails; regardless of the terminology used, it is a form of a light rail technology. The City is considering four transit technologies for the proposed Project, each of which are analyzed in the EA. It is anticipated that the selection will occur in summer 2023. Refer to Appendix E for further detail on each transit technology and associated operating systems.

**Self-Propelled Rubber-Tire ATS:** These systems are in widespread use at airports around the world, as well as in urban areas. They feature one-car to nine-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 50 miles per hour (mph), the maximum rider capacity is 100 passengers per car, and the minimum turning radius is 75 feet. Vehicle/car dimensions are approximately 40 feet long by approximately 9 feet wide.

**Monorail:** Monorails are in widespread use in urban environments around the world, as well as some systems at airports. The unique feature of monorails is that they are either supported by or suspended from a single beam, which generally provides a minimized visual impact. Monorails feature connected vehicles operating in a shuttle or pinched loop configuration. It is anticipated that the fleet would include six vehicles. The maximum speed is 50 mph, the maximum rider capacity is 110 passengers per car, and the minimum turning radius is 200 feet. Vehicle/car dimensions are approximately 60 feet long by approximately 10 feet wide.

**Automated Light Rail Transit:** Large steel-wheel ATS systems operate in numerous urban settings and airport applications. These systems feature two-car to six-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 60 mph, the maximum rider capacity is 140 passengers/car, and the minimum turning radius is 300 feet. Vehicle/car dimensions are approximately 58 feet long by approximately 9 feet wide.

**Cable-Propelled ATS:** Cable-propelled ATS systems operate in numerous urban settings and airport applications. The unique feature of a cable-propelled system is that the vehicles do not have onboard propulsion motors. Instead, they are propelled by a cable. These systems feature two-car to eight-car trains operating in a shuttle or pinched loop configuration. The maximum speed is 31 mph, the maximum rider capacity is 56 passengers per car, and the minimum turning radius is 130 feet. Existing installations use vehicle dimensions up to approximately 170 feet long by approximately 9.5 feet wide.

The operating system for the proposed Project consists of various integrated subsystems including the ATS train vehicles, automated train control, power distribution, guidance, propulsion, communications systems, and other equipment to create a fully functional, automated, and driverless system. In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency lighting, communications and wayfinding systems, a command and control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the MSF.

The physical requirements for the proposed Project including the turn radii required for the alignment, guideway widths, station dimensions, PDS substations and MSF were developed based on maximizing the types of automated transit system technologies that may be viable options for the proposed Project. Factors affecting the viability of available technology options include ridership capacity, ability for the system guideway to fit within the physical limitations of the rights-of-way, ATS train requirements, operational flexibility, and noise during operations. The technical requirements for large, automated monorail, rubber-tire ATS train, and automated steel-wheel/steel-rail, also known as automated light rail transit were reviewed against the public rights of-way and property availability to determine the technologies best applicable for the proposed Project. Rubber-tire ATS trains and monorail systems can meet the defined physical requirements. Steel wheel/steel rail technologies and cable propelled technologies may also be viable provided these technologies can comply with the established requirements including maximum limits on noise and ability to fit within the defined physical space available for the Project. The type of technology will be determined as part of the procurement process so long as performance is demonstrated to meet limits set.

The ATS trains would typically operate daily for commuters, activity center visitors and employees seven days per week for 18 hours per day, from 6:00 AM to 12:00 AM (midnight). From 12:00 AM to 6:00 AM on-guideway maintenance activity would occur, while ATS maintenance off the guideway would generally occur 24 hours per day seven days per week. As events at the venues along the proposed Project may occur past midnight, the ATS trains may occasionally operate for an extended period.

Total travel time from one end to the other of the proposed Project would be approximately six minutes for a self-propelled system and 7.4 minutes for a cable propelled system. These travel times include 40-second dwells (stops) at each station; this is a nominal value sufficient for the range of anticipated technologies to unload a train at full capacity. Actual dwell time will be determined by the DBFOM contractor based on their specific vehicle design and operational parameters. While a top ATS train speed of 50 mph is achievable, the actual operational speed will depend on the selected technology's capabilities and the Developer's operating plan.

### 3.3.3 FLEET SIZE

The proposed Project is designed to serve the largest typical event, which is an NFL game at SoFi Stadium. A fleet of six, 4-car trains (assuming the equivalent of generic self-propelled technologies) operating at two-minute headways would be required to serve the demand. One of the six-train fleet would be used for “hot” standby or maintenance for the ATS system. The proposed Project has the ability to provide additional capacity through the introduction of additional trains stored at the MSF, should this be necessary in the future to accommodate changes in demand levels, event sizes, or event schedules. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configuration are required if the reserve capacity is utilized.

### 3.3.4 STATIONS

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the LACMTA K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to The Forum, existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park / LASED. The Prairie Avenue/Hardy Street Station would provide connections to existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED, and the IBEC, including the Intuit Dome. Each station would be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Regardless of the transit technology, each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the LACMTA K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge would be up to approximately 55 feet in height measured from existing grade to top of the structure.

Each station would include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

### 3.3.5 MAINTENANCE AND STORAGE FACILITY

The MSF would be used for regular and corrective maintenance of the ATS trains and operating equipment, and for storage of the vehicle fleet. It is anticipated that the MSF would be similar regardless of the transit technology.

As shown in **Figure 3-1**, the 75,000 square foot MSF is proposed on the western portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF would be elevated from ground level (i.e., approximately 75 feet in height measured from existing grade to top of the roof), with double-height clearance over the maintenance tracks, and a largely unenclosed ground level. The maintenance level for ATS train cars would be located on the second floor to match the guideway track elevation. Employee and visitor employee access to the MSF would be provided via controlled gates. Security measures would include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

**Figure 3-1: MSF Site Plan**



SOURCE: City of Inglewood, *Inglewood Transit Connector Project Environmental Impact Report*, February 2022.

This site is currently developed with commercial buildings containing a Vons grocery store, a private fitness gym, and gas station. The existing commercial building and gas station would be demolished and an approximately 56,000-square-foot Vons would be rebuilt by the owner. Parking for the new Vons store would be provided south of the store on the site and would include some parking under the MSF building. Parking for MSF employees, approximately 50 spaces, would be provided in a gated surface parking lot located within the site, likely under the MSF or spur tracks. A PDS substation is proposed within this site, likely below the MSF or spur tracks.

The maintenance level on the second floor would accommodate up to six trains on three separate maintenance tracks and an automated train wash on a fourth track; this level would provide sufficient space for maintenance shop activities and inventory and storage. The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center and office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

### 3.3.6 POWER DISTRIBUTION SYSTEM SUBSTATIONS

Propulsion power which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs would be provided by two PDS substations located along the alignment. Regardless of the transit technology, the two PDS substations would include one located at the MSF and the second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. However, alternate options are being reviewed with Southern California Edison (SCE). The primary power supply for the project would come from SCE via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. The SCE feed would provide a maximum power capacity of 10 million volt-amperes and would be supplied via a new underground duct bank from the SCE Inglewood substation to the MSF site where SCE transfer equipment is planned to be located.

Backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station in the event electrical supply is lost.

### **3.3.7 PICK-UP / DROP-OFF AREAS AND PARKING LOTS**

Three public parking lots are proposed to accommodate anticipated parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at The Forum, SoFi Stadium at Hollywood Park/LASED and Intuit Dome at the IBEC. A surface parking lot with approximately 650 parking spaces would be provided at the Market Street/Florence Avenue Station site. A surface parking lot with approximately 50 parking spaces would be provided at the northeast corner of Market Street and Manchester Boulevard. A surface parking lot with approximately 50 parking spaces would be provided at the Prairie Avenue/Hardy Street Station site. Pick-up/drop-off areas would be provided along a portion of the west side of Locust Street between Florence Avenue and Regent Street, and the north-side of Regent Street between Locust Street and Market Street.

### **3.3.8 ROADWAY AND INFRASTRUCTURE**

The proposed Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the geometry of the curb-to-curb roadways. Regarding free-flow travel lanes, no changes are proposed to the number of lanes on Manchester Boulevard or Prairie Avenue though lane widths and geometry would be revised along each roadway segment affected by the Project. Market Street between Florence Avenue to the north and La Brea Avenue to the south would be revised from its current configuration to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island; currently this section of Market Street has two lanes in each direction with a center turn lane. Regarding intersections, lane configurations and traffic control would mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the proposed Project would occur at the intersections of Market Street/Regent Street and Market Street/Queen Street. No changes to intersection traffic control are proposed at these intersections. At Manchester Boulevard between west of Market Street and Prairie Avenue, lane configurations at intersections proposed would mostly remain similar to existing conditions at all locations, resulting in no changes to intersection capacities. Additionally, no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch, as part of the Project. Minor modifications to lane configurations at the Manchester Boulevard/Prairie Avenue intersection may be required or desired based on prevailing demands at the time of construction of the proposed Project. This could be achieved by restriping at the time of implementation of the proposed Project. Lane configurations and traffic control at intersections along Prairie Avenue between Manchester Boulevard and Hardy Street would mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the proposed Project. Minor modifications to lane configurations at the Manchester Boulevard/Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the proposed Project. However, the lane capacities along all these streets would be retained to current conditions once the proposed Project is completed.

Sidewalks on both sides of the various street segments will require modification to provide space for ATS support facilities (i.e., support columns, stations, MSF) and realigned roadway segments. Reconstructed or modified sidewalks would be provided by the proposed Project consistent with the requirements of the ADA along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Similar to existing conditions, crosswalks would be provided by the proposed Project at all intersections.



### **3.3.9 UTILITY IMPROVEMENTS, UPGRADES, AND RELOCATIONS**

The proposed Project would require utility systems improvements and upgrades. The design and construction of the elevated-guideway structures, stations, and support facilities would strive to avoid existing utility and other infrastructure to the extent possible. A Utilities Study was completed to identify potential conflicts and is included in Appendix G.

### **3.3.10 DESIGN GUIDELINES**

The Design Standards and Guidelines (Design Guidelines) (Appendix H) establish the City's comprehensive vision for the transit experience for City residents and patrons of Downtown Inglewood and the surrounding entertainment and business venues. The Design Guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the City's history and architecture, while providing design guidance for the proposed Project. The Design Guidelines apply to all components of the Project, including the ATS system, guideways, stations, support facilities, and parking areas. These guidelines also apply to public realm improvements included in the Project such as streetscapes, station plazas, roadways and landscape areas.

The Design Guidelines also address the comprehensive wayfinding, signage and communications program proposed as part of the Project. Signs would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations. The signage guidelines include design and performance standards for both static and dynamic signage systems.

### **3.3.11 SUSTAINABILITY FEATURES**

The Design Guidelines require sustainability features to be incorporated into the design, construction, and operation of Project facilities. The proposed Project would be designed and constructed to achieve a minimum of Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System or equivalent. The MSF would be designed and constructed to meet a Leadership in Energy and Environmental Design (LEED) Silver Certification for BD+C (Building Design and Construction) under the category of Warehouses and Distribution Centers or equivalent. Sustainable measures achieved beyond Silver Certification for both Envision and LEED or equivalent are encouraged and recommended. Standards and guidelines are identified in the areas of site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. These guidelines apply to the ATS guideway and stations, passenger walkways, parking areas, and all other components of the proposed Project.

### **3.3.12 RIDERSHIP**

The proposed Project is projected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term and long term. The proposed Project is forecast to attract up to 1,948,899 annual boardings in 2027 and up to 2,772,981 annual boardings in 2045. With the proposed Project, annual regional vehicle miles traveled (VMT) would decrease by up to 2,089,417 VMT compared to without the proposed Project in 2027 and by 2,657,859 VMT in 2045.

### **3.3.13 RIGHT-OF-WAY REQUIREMENTS**

The proposed Project would affect 50 parcels and require 21 full property acquisitions, one partial acquisition, and 28 permanent easements for construction and operation of the Project, including, without limitation, the guideway, stations, MSF, and other support facilities. Additional permanent and/or temporary easements may be necessary over private properties located immediately adjacent to existing street right-of-way to accommodate grading repairs and adjustments due to roadway, sidewalk, and hardscape improvements; access and/or staging areas to construct guideway, columns, station, and roadway improvements; and utility service line reconfiguration necessary from utility mainline relocation/modifications. A detailed acquisitions

assessment that identifies affected properties is included in Section 4.13, Land Acquisitions and Displacements, of this Draft EA.

### **3.3.14 CONSTRUCTION SCHEDULE AND ACTIVITIES**

Construction is planned to occur in multiple phases over approximately 46 months between approximately January 2024 and November 2027. Construction is described as occurring in eight phases, which are described in Section 4.18, Construction Activities. The process and phasing would be similar for each transit technology. To meet the schedule objectives, multiple phases would occur concurrently. The construction phasing as described below represents a conservative set of assumptions for analysis of the maximum potential impacts from construction of the proposed Project. It is likely that these construction phases would overlap to provide the most efficient construction schedule.

Construction activity would occur 24-hours a day, seven days a week with primarily heavy construction activities (those involving large equipment use on site) occurring over a 16 hour/day schedule with two shifts: either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM; or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used typically for material deliveries, export of soil and debris and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic disruptions. Pursuant to the Inglewood Municipal Code (IMC), any construction between the hours of 8:00 PM and 7:00 AM would require approval of a permit from the Permits and License Committee of the City.

To the extent possible, construction laydown, staging areas, and employee contractor parking for the proposed Project would be located within the alignment for the proposed facilities. The potential staging areas include the sites for all three stations, the MSF site, the City's Civic Center Site located at the southeast corner of Prairie Avenue and Arbor Vitae Street, the parcel at 150 South Market Street, and various parcels north of the Prairie Avenue/Hardy Street Station (having addresses 923-037, 945, 1003, and 1007 South Prairie Avenue). Further, City-owned lots near the northeast corner of Market Street and Manchester Boulevard and others near the proposed Project could be used for construction employee parking.

The City has developed a Construction Commitment Program (CCP) (Appendix I) to proactively address the effects of the construction of the proposed Project. This program addresses: a Business and Community Support Program; construction staging and traffic control requirements; maintaining access to parking, businesses, pedestrian facilities; noise and vibration reduction measures; air quality emission reduction measures; and visual effects during construction.

### **3.3.15 PRELIMINARY COST ESTIMATE**

Total capital costs are estimated at approximately \$1.4 billion dollars and include construction costs, right-of-way acquisition costs, owner costs and contingencies. Costs programmed in the 2021 Federal Transportation Improvement Program (FTIP) include \$52,958,000 for engineering (2021 FTIP Amendment 17, Project ID: LA99ITC101). Total capital costs are estimated at \$1.4 billion dollars and include (approximately) environmental costs of \$5 million, construction costs of \$675 million, systems and vehicle costs of \$300 million, right-of-way acquisition costs of \$250 million, and owner support and financing costs of \$170 million. These costs were developed based on current year cost estimates escalated to mid-point of construction and include approximately 26 percent contingency. To date, the City has secured a total of approximately \$328,900,000, or roughly 1/4 of the total cost. These funds include \$95,200,000 from the California State Transportation Agency's Transit and Intercity Rail Capital Program, and \$233,700,000 in Los Angeles County Measure R funds. The City is actively pursuing additional state and federal funding sources and is developing additional City fees and revenues to further support the implementation of the proposed Project.

## 4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The EA analyzes potential impacts to environmental resources from the Build Alternative, which is an approximately 1.6-mile long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Environmental resources and potential project-related effects are similar for all technologies with minor variations in the magnitude of effects. Unless otherwise noted, the term “Build Alternative” is used as the general term to describe potential effects related to the proposed action, which includes all technologies. If a specific technology is mentioned, a different magnitude of impact is being disclosed for that particular technology. As discussed above in the Chapter 1.0, Introduction and Background, the City is considering four transit technologies for the proposed and Project, including self-propelled rubber-tire ATS, monorail, automated light rail transit, cable-propelled ATS.

Technical studies were completed to support the findings for the EA. Each study was prepared according to applicable federal, state, or local regulations, describes the study area and methodology, discloses potential temporary and/or permanent impacts from the Build Alternative and design options, and describes measures to avoid, minimize, or mitigate potential impacts.

Appendices A through C contain a list of references, list of preparers and project-related correspondence.

Appendix D includes recommended measures to avoid, minimize, or mitigate potential environmental impacts during construction and/or operations.

Appendices E through Y contain plans/profiles, various planning studies, the EIR from the CEQA process, and environmental technical studies used to support the EA and are referred to in the following analysis.

### 4.1 RESOURCES WITH NO IMPACTS

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#### **NO BUILD ALTERNATIVE**

The proposed Project would not be built under the No Build Alternative. The No Build Alternative would not result in any temporary construction or permanent impacts to environmental resources discussed below. However, the No Build Alternative would not meet the City’s purpose and need to provide a direct and convenient extension of the LACMTA regional transit system for local residents and the region to access the City’s new major housing, employment, commercial, and activity centers. In addition, substantial development within downtown Inglewood is anticipated, particularly in the HPSP area and surrounding new event developments such as SoFi Stadium. This anticipated growth and increase in special events in the City would result in increased congestion on the City’s roadway network. Not having a connection between regional transit lines and the portions of the City undergoing such development would increase congestion on roadways and cause increased criteria pollutant emissions and greenhouse gas (GHGs) emissions as roadways become more congested with land use development and population growth.

#### **BUILD ALTERNATIVE**

**Archaeological and Paleontological Resources (Operations).** The potential to disturb archaeological and paleontological resources is only possible during ground disturbance associated with construction activities. There is no potential for operational activities to encounter archaeological or paleontological resources. Therefore, operational activities would result in no impact related to archaeological or paleontological resources.

**Coastal Zones (Construction and Operations).** The proposed Project is approximately six miles east of the Pacific Ocean and is not located within a defined Coastal Zone. Therefore, construction and operational activities would result in no impact related to coastal zones.

**Ecologically Sensitive Areas (Construction and Operations).** The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. Land cover within a 0.25-mile radius around the proposed guideway, stations, and other support facility sites includes primarily concrete and asphalt paved streets and structures, with ornamental landscaping interspersed. A United States Fish and Wildlife Service Information for Planning and Consultation database search was completed on February 25, 2022 and updated on July 27, 2022 (Appendix O). A threatened and endangered species list was obtained from the United States fish and Wildlife Service on March 23, 2022. Neither search identified critical habitat. The proposed Project is not located within a significant ecological area as defined in the County of Los Angeles General Plan, and the City General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present within the City. Furthermore, the proposed Project does not occur within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, construction and operational activities would result in no impact related to ecologically sensitive areas.

**Floodplains (Construction and Operations).** Based on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM 06037C1780G), the proposed Project would not be located within a delineated 100-year floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Structures constructed as part of the proposed Project would not have the potential to redirect flows within a flood zone from a 100-year storm event. Therefore, construction and operational activities would result in no impact related to floodplains.

**Geology (Operations).** The potential for adverse effects associated with seismic activity is addressed in Section 4.18, Construction Activities. Operational activities would result in no impact related to geology.

**Land Use (Construction).** Construction activities would generally occur within the public right-of-way and adjacent properties to be acquired to accommodate the three proposed stations. Construction activities would be consistent with all applicable City regulations and guidelines and the additional construction management and community support actions identified in the CCP which would minimize the potential for adverse effects and conflicts with land use plan policies. Because construction effects would be temporary, they would not result in permanent changes that would alter or compromise existing plans, policies, or regulations. The CCP adopted by the City includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction. Therefore, construction activities would not result in an impact related to land use or zoning. See Section 4.18, Construction Activities, for a more detailed description of construction activities. The operational land use discussion is included below in Section 4.14.

**Section 6(f) Resources (Construction and Operations).** Section 6(f) does not apply as no parks or recreational properties funded through the Land and Water Conservation Fund would be acquired or improved.

**Water Quality and Hydrology (Operations).** The proposed Project may require the relocation, reconfiguration, or new installation of storm drains as portions of the roadway and sidewalks housing existing storm drains would be removed to construct the guideway and associated support columns. Refer to Section 4.18, Construction Activities, for a discussion of construction effects. Permanent alterations to the storm drainage system would not change the existing drainage patterns of the area. Surface drainage would continue to be collected via the storm drain network to be ultimately conveyed to Ballona Creek and Dominguez Channel, similar to existing conditions. No courses of streams or rivers would be altered as a result of the proposed Project because there are no streams or rivers near the proposed Project. Any increase in peak flow or runoff volumes would be addressed through compliance with the Municipal Separate Storm Sewer

System (MS4) Permit and drainage system upgrade as part of the proposed Project. Should the proposed Project result in increased runoff or peak flows, the existing stormwater facilities would be analyzed in the context of the additional flow and upgraded if needed. The proposed Project would also incorporate landscaped outdoor spaces where possible to provide stormwater detention and treatment, and to reduce hardscape and increase permeable surface area. Water efficiency and conservation opportunities would be implemented to reduce or eliminate potable water use indoors and in landscape areas. The MSF site would be constructed in compliance with the City's and County's MS4 Permit requirements to address any potential pollutant or pollutant loading impacts.

Based on the 84,400 square feet of the MSF, and approximately 9,200 square feet for each of the three stations (total of 27,600 square feet), the total water demand for the Project would be approximately 6.51 acre-feet of water per year. The proposed Project (stations and MSF) would use approximately 80.71 acre-feet per year less water than the current uses. Water demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other non-groundwater sources. Because the proposed Project would replace 5,000 square feet or more of impervious surface area on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Management Plan (SWMP) must be incorporated into the proposed Project. The SWMP or SUSMP would ensure that potential impacts associated with water quality, such as runoff resulting from facility operation and maintenance, would not be adverse because site-specific regulatory requirements would be imposed governing the handling and treatment of runoff from activities occurring within the MSF. Therefore, operational activities would result in no impact related to water quality and hydrology.

**Wetlands and Navigable Waterways (Construction and Operations).** The proposed Project is not in proximity to, nor does it contain, wetland habitat or a blue-line stream that is subject to the jurisdiction of the United States Army Corps of Engineers or the California Department of Fish and Wildlife. According to the United States Fish and Wildlife Service's National Wetlands Inventory, no federally protected streams, wetlands, or other water bodies, or any riparian habitat are present within or adjacent to the proposed Project. Therefore, the proposed Project would not result in the direct removal, filling, hydrological interruption, or other means of disruption to a watercourse of a federally protected wetland, as defined by Section 404 of the Clean Water Act, or a navigable waterway, as defined by Navigable Waters of the United States (33 CFR Section 329.4). Therefore, construction and operational activities would result in no impact related to federally protected wetlands (i.e., marsh, vernal pool, coastal, etc.) or navigable waterways.

**Wild and Scenic Rivers (Construction and Operations).** No wild or scenic rivers are identified near the proposed Project. Therefore, construction and operational activities would result in no impact related to wild and scenic rivers.

## 4.2 TRANSPORTATION AND TRAFFIC

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Multiple transportation and traffic studies were completed in support of the EA, which are included in Appendix L. The FTA has published Standard Operating Procedure Guidance for addressing transportation impacts for the NEPA. This guidance is provided at <https://www.transit.dot.gov/regulations-and-programs/environmental-programs/transportation-impacts>.

### 4.2.1 EXISTING CONDITIONS

**Transit Services.** There are 14 bus lines that provide services in the study area, including thirteen bus lines operated by the LACMTA and one bus line operated by the County of Los Angeles. The LACMTA C Line light rail system is located approximately one mile south of the study area. In addition, the LACMTA is constructing the K Line light rail system that travels through the City. The LACMTA K Line includes the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial stations. The

LACMTA K Line is mostly constructed and projected to commence operations in the near future. During entertainment events, transit services are supplemented by transportation network companies and shuttles that transport attendees and employees from remote parking facilities.

Ridership data for average weekday in October 2019 (pre-COVID 19) for transit lines serving the study area were obtained from the LACMTA. This data includes the average daily bus boardings and deboardings at stops within study area. The Crenshaw Boulevard at the Florence Avenue stop has the highest boarding and alighting activities with 997 boardings and 904 alightings compared to other bus stops. La Brea Avenue – Hawthorne Boulevard appears to be the busiest transit corridors within the study area with a daily average of 259 boardings and 269 alightings.

**Vehicular Traffic.** The existing average daily traffic (ADT) on roadway segments were estimated using the Inglewood Travel Demand Forecasting (ITDF) Model, which is based on the SCAG Regional Travel Demand Model. The SCAG 2020-2045 RTP/SCS socio-economic data was used as the base input and updated to include recent growth not included in the SCAG model. In summary, depending on special events and other traffic conditions, daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 33,000 to 50,500 vehicles per day.

**Parking.** On-street parking is available on Market Street, Manchester Boulevard, and Prairie Avenue with parking restrictions (e.g., two-hour limits and overnight restrictions). There are 104 parking spaces along Market Street between Florence Avenue and Manchester Boulevard. There are 70 parking spaces along Manchester Boulevard between Market Street and Prairie Avenue. Parking is prohibited on both sides of Manchester Boulevard between Osage Avenue and Prairie Avenue, and along Prairie Avenue between Manchester Boulevard and Hardy Street. In addition, surface lots are located at SoFi Stadium and The Forum.

**Pedestrian and Bicycle Activities.** Sidewalks are generally provided along all streets in Downtown Inglewood and, the majority of intersections in Downtown Inglewood are signalized and generally provide pedestrian amenities. Pedestrian crosswalks are available at adjacent intersections of Florence Avenue/Market Street, Florence Avenue/Locust Street, Prairie Avenue/Manchester Boulevard, Prairie Avenue/Kelso Street–Pincay Drive, Prairie Avenue/Hardy Street, and Prairie Avenue/Arbor Vitae Street. Regarding bicycle facilities, the City has five Class I bicycle paths, six Class II bicycle lanes/buffered bicycle lanes, and five Class III bicycle routes/boulevards designated with sharrows. None of the facilities intersect with the proposed Project alignment.

#### **4.2.2 AFFECTED ENVIRONMENT**

The transportation and traffic study area is served by light rail and bus lines. The study area is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108<sup>th</sup> Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the City, encompassing approximately six square miles. The existing street system within and near the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. Seventy-five segments within the study area were identified as key roadway segments for evaluation. The pedestrian circulation system includes crosswalks, crosswalk push buttons, intersection traffic control, and sidewalks to serve pedestrians.

In response to the anticipated increases in traffic associated with these new sports and entertainment venues, the City updated its Mobility Plan, developed a Stadium Events Transportation Management and Operations Plan, worked with transit agencies to improve transit operations to the City given existing limited service, created an off-site satellite parking program with event shuttle service, installed a comprehensive intelligent transportation system, and implemented a citywide permit parking program to protect neighborhoods. Yet, despite these efforts, the physical capacity of the existing local and regional roadway network still challenges

the ability of residents and visitors to access the City's amenities easily now and in the future. Bus transit, shuttles, and other alternative modes still compete with existing traffic on the City's roadway network, and often face congestion and delays, especially on event days.

### 4.2.3 ENVIRONMENTAL CONSEQUENCES

#### Effect TRA-1: Transit Services

**No Impact.** The Market Street/Florence Avenue Station would serve as the transfer point between the proposed Project and the LACMTA K Line. Accordingly, the proposed Project would link the LACMTA K Line to new housing and employment, and sports and entertainment venues through an ATS. This system would provide first-mile/last-mile connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City. A ridership analysis was completed using the FTA Simplified Trips-on-Project Software model in addition to a Special Events Model to represent attraction to the entertainment venues. Refer to the Appendix L for details related to modeling methodology calibration, and socioeconomic assumptions.

Project operations are designed to accommodate peak demand for small, medium, and large events at the entertainment venues. The proposed Project is expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The proposed Project is forecast to attract up to 1,948,899 annual boardings in 2027 and up to 2,772,981 annual boardings in 2045. With the proposed Project, annual regional VMT with the proposed Project would decrease by up to 2,089,417 VMT compared to without the proposed Project in 2027 and by 2,657,859 VMT In 2045. The proposed Project would reduce regional VMT and provide a convenient transit connection from the LACMTA K Line to entertainment venues. These improvements would be a community benefit and the proposed Project would not result in an impact.

#### Effect TRA-2: Vehicular Traffic

**No Impact.** Daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, thereby improving traffic flows. The traffic analysis assessed weekday and event conditions for the Build and No Build Alternatives. In 2027, with an entertainment event, daily traffic volumes would decrease between 840 and 2,160 vehicle trips along Prairie Avenue, Manchester Boulevard, and Century Boulevard. Weekday 2027 ADT would also decrease from the No Build Alternative, albeit to a lesser extent than shown above for event days. In 2045 with an entertainment event, daily traffic volumes would decrease along key corridors ranging between approximately 1,710 to 2,470 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 980 to 1,410 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,390 to 1,870 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Weekday 2045 ADT would also decrease from the No Build alternative, albeit to a lesser extent than shown above for event days. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with implementation of the proposed Project. These improvements would be a community benefit and the proposed Project would not result in an impact.

#### Effect TRA-3: Parking

**Not Adverse.** The Build Alternative would result in the removal of approximately 115 on-street parking spaces including approximately 13 spaces along Regent Street, 17 spaces along Locust Street, 37 spaces on Market Street, and 48 spaces on Manchester Boulevard. Removal of on-street parking spaces may affect access to businesses that rely on on-street parking along their frontages. However, the proposed Project includes parking lots at the Market Street/Florence Avenue Station, 150 South Market Street, and the Prairie Avenue/Hardy Street Station. These parking lots would provide replacement parking within 1,000 feet of any businesses that would lose on-street parking due to the proposed Project. The Market Street/Florence Avenue Station site would include pick up and drop off areas on Locust Avenue and Regent Street, and a surface parking lot containing approximately 650 public parking spaces. The surface parking lot at 150 South Market Street would contain approximately 50 public parking spaces, and the surface parking lot at the Prairie Avenue/Hardy Street

Station would contain approximately 80 public parking spaces. These parking lots would supplement the existing parking conditions. The additional parking is a community benefit and the proposed Project would result in no adverse impact.

#### **Effect TRA-4: Pedestrian and Bicycle Activities**

**No Impact.** Under the Build Alternative, the pedestrian network would connect buildings, streets, parking areas, and stations to create an environment that supports all modes of transportation. The proposed Project would accommodate all users, including pedestrians, bicyclists, drivers, transit users, and those operating emergency vehicles. The proposed Project would also include pedestrian access improvements, including mezzanine level at each station to provide connectivity to elevated passenger walkways over adjacent streets. These elevated passenger walkways would be designed to improve both passenger access and comfort between the stations and the street level, in addition to providing multimodal access to adjacent bus facilities, pick-up and drop-off areas, and other adjacent resources. The proposed Project would also upgrade the existing sidewalks to ensure consistent ADA compliance along the transit corridor. Elevated passenger walkways and upgrades to existing sidewalks would minimize passenger-vehicle interactions. Sidewalks are a fundamentally important component of the area's pedestrian circulation network. The existing streetscape design and aesthetics as described in the existing conditions would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. Sidewalks along Manchester Boulevard, including those providing pedestrian access to residences along Manchester Boulevard, would be maintained or widened to ensure ADA compliance and safe pedestrian circulation. While guideway support columns would be placed within the sidewalk, Section 2.2 Guideway and Support Structure Design of the Design Standards and Guidelines adopted for the Project requires the column locations and sizes will be selected to accommodate traffic and maintain pedestrian safety. The sidewalks would be designed to be as wide as possible to allow for comfortable pedestrian travel. Plazas with street furniture would provide places to gather and encourage social interaction. The design of the street furniture would complement the overall design of the proposed streetscape improvements. Separation of pedestrians from the roadway using the recommended street trees per the Design Standards and Guidelines would be incorporated to maintain the character along Market Street. Street trees and landscaping would be provided where possible to provide shade and create a walkable pedestrian pathway. Regarding bicycle facilities, there are no existing bicycle facilities that would be affected by the Build Alternative and the proposed Project does not include new bicycle facilities. The streetscape improvements would facilitate active transportation through wider sidewalks and increase street safety markings. These improvements, primarily related to pedestrian facilities, would be community benefit and the proposed Project would not result in an impact.

## **4.3 AESTHETICS AND VISUAL QUALITY**

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A Visual Impact Assessment was completed for the proposed Project and is included in Appendix M. Visual and aesthetic resources are subject to U.S. Department of Transportation (USDOT) regulation. The NEPA, establishes that the federal government use all practicable means to ensure all Americans healthful and aesthetically pleasing surroundings (42 U.S.C., Section 4331[b][2]).

### **4.3.1 EXISTING CONDITIONS**

The proposed Project is situated in a highly developed urban area containing moderately dense development along major corridors that consist of commercial, residential, and industrial uses. The street corridors within the City provide the only long-range views available in the City, including limited views of Baldwin Hills to the north and other urban areas in and surrounding the City. Overall, the views within and surrounding the City are consistent with the views of a highly developed urban area. There are no designated or otherwise identified scenic views or vistas within or visible from the City and the City's General Plan does not identify any scenic or visual resources.



### 4.3.2 AFFECTED ENVIRONMENT

The Project’s Area of Visual Effect (AVE) is relatively flat and consists of three segments based on the alignment of the proposed Project: namely, the Market Street Segment, the Manchester Boulevard Segment, and the Prairie Avenue Segment. Viewers of the proposed Project consist of residents, drivers, transit riders, pedestrians, and visitors to the City’s Downtown and entertainment venues. The AVE, shown in **Figure 4-1**, includes relatively few visual resources other than identified historic buildings and decorative street trees lining the streets within each segment of the AVE.

### 4.3.2 ENVIRONMENTAL CONSEQUENCES

#### Effect VIS-1: Visual Effects

**Not Adverse.** The Build Alternative includes new vertical features such as proposed stations, ATS guideway, and the MSF would be introduced to the AVE. These features would be visible and noticeable to all viewers within the AVE given the height, mass, and prominent location of facilities within and adjacent to public street right-of-way. As shown in **Figure 4-2**, the AVE consists of a mostly commercial corridor with limited visual resources and vertical features such as the proposed Market Street Market Street/Florence Avenue Station, while noticeable, would not obstruct or otherwise diminish views for most viewers. Given the commercial and entertainment-focused nature of the AVE, viewers in each segment consist mainly of drivers and visitors who are less sensitive to visual changes than other viewer groups such as residents.

The MSF would also be visible to residences south of Manchester Boulevard between Hillcrest Drive and Tamarack Avenue. The MSF would include decorative security walls and fences along the edges of the facility to shield view of the MSF from public view. Decorative screening walls and fences would be designed to completely enclose all mechanical equipment while allowing for sufficient airflow. All solid fences or walls would be articulated with similar or complementary materials and colors to the building. Any long expanses of walls and fences would be broken up with projections or recessed elements, landscape pockets and changes in materials or textures. Landscape elements, such as vines to create a green wall or screen, would be used in combination with walls and fences to ensure the proposed Project is visually compatible with adjacent uses. As shown in **Figure 4-3**, the proposed elevated MSF and the support columns for the MSF would be partially screened from neighboring land uses similar to existing screening along the Vons property.

Figure 4-1: Area of Visual Effect



**Figure 4-2: Market Street at Florence Avenue**



Conceptual View Without Project

**Figure 4-3: Manchester Boulevard at Spruce Street**



Conceptual View Without Project



Conceptual View With Project



Conceptual View With Project

Residential viewers within the AVE are located within the Manchester Boulevard segment in neighborhoods north of Manchester Boulevard, between Hillcrest Drive and Prairie Avenue. Residences in this area are elevated above the grade of Manchester Boulevard by as much as ten feet. Residences in this location have south-facing views of the commercial land uses situated south of Manchester Boulevard and the relatively flat topography and urban development further to the south. As shown in **Figure 4-4**, the elevation of the proposed ATS guideway would be above the windows of residences along Manchester Boulevard avoiding any substantial obstruction of views from these homes, though proposed support columns would block portions of the existing 180-degree view from these homes. While the guideway would be elevated above the windows of the multi-family residences facing Manchester Boulevard, the elevation of these multifamily residences reduces the degree to which the guideway presents a dominating mass affecting views from these residences. Further, there are no scenic vistas or visual resources available to the homes facing Manchester Boulevard such that the guideway would obstruct views. The ATS guideway would cast shadows upon adjacent land uses including the residences situated on the north side of Manchester Boulevard. The shadows created by the guideway would be narrow and would not affect large areas at any point during the day. This narrow shadow pattern would move throughout the day, from southwest to northeast. No areas would be shaded for long periods and the maximum shadow cast upon adjacent residences would occur during winter afternoons, generally from 3:00 PM to sundown. As the shadow of the guideway would not be extensive and no adjacent property would be shaded for a substantial portion of the day, the proposed Project's shadow effects on adjacent residences would not be adverse.

The entire alignment is located in a highly urbanized area containing numerous light sources that generate varying degrees of light. Sources of existing ambient light includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots and commercial buildings. Sources of new lighting that would affect adjacent land uses including residences along Manchester Boulevard include security and safety lighting particularly guideway lighting required to illuminate the street. Consistent with Mitigation Measure **VIS-2**, ATS system lighting would be required to be positioned in a manner to minimize negative impacts to adjacent properties. Lighting at the station would be programmable to allow adjustments for the best use of the lighting at any specific time of the day or event in the City. Accent lighting fixtures on the ATS guideway would be hidden by proposed Project design to the extent feasible in order to minimize light spillage and glare from lighting used at the system. Accordingly, effects on residential land uses along Manchester Boulevard would be similar to those of existing streetlights. Design Standards and Guidelines adopted for the proposed Project would require use of non-glare materials along the exteriors of project facilities.

The existing streetscape design throughout the AVE would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. The design of street furniture would complement the overall design of the streetscape improvements. Separation of pedestrians from the roadway using the recommended street trees would be incorporated to maintain the character along Market Street while also maintaining consistency with established streetscape design plans including the Hollywood Park Specific Plan along Prairie Avenue and the Downtown TOD Plan along Market Street. Trees would be planted on both sides of the roadway where feasible and would be positioned relative to the guideway columns to create a consistent visual rhythm. Street trees and new landscaping would be planted within the median below the ATS guideway along Market Street to enhance the aesthetic quality of the roadway. Street furniture and street tree concepts include consideration of the street furniture and street tree concepts set forth in the Downtown TOD Plan.

Other than street trees, the only visual resources within the AVE are five existing historic buildings in the Market Street segment, one historic building in the Manchester Boulevard Segment, and two historic buildings in the Prairie Avenue Segment. Each of these historic buildings are described in the Historic Property Survey and Eligibility Determination Report prepared for the proposed Project (Appendix S). The proposed Project would not destroy, damage, or otherwise alter any of these historic buildings. Although the proposed Project would introduce new vertical elements that can obscure views of historic buildings depending on the location and orientation of viewers, all historic resources in the AVE would remain readily discernable to viewers despite some interruption of views. **Figure 4-5** depicts the former Fox Theater viewed from the opposite side of Market Street with the ATS guideway and support columns visible in the foreground. As shown in **Figure 4-5**, the scale, massing, and overall composition of the building would remain readily discernable to viewers despite some interruption of views by proposed guideway columns. Mitigation Measure **CUL-1** would minimize potential visual effects to historic buildings by requiring that the Project be designed to minimize the degree of visual interruption to street-facing facades of all historic buildings in the AVE.

Mitigation Measures **VIS-1** through **VIS-5** would minimize potential adverse effects related to aesthetic design treatments, streetscape improvements, lighting, and visual obstruction. Mitigation Measure **VIS-1** requires a Tree Removal and Replacement Plan. Mitigation Measure **VIS-2** specifies requirements for lighting design. Mitigation Measure **VIS-3** requires an arborist report related to the placement of new trees. Mitigation Measure **VIS-4** specifies requirements for signage. Mitigation Measure **VIS-5** requires that final design establish minimum distances for straddle bent columns from adjacent land uses to ensure adequate sight distances for safe vehicle and pedestrian movements. Consultation regarding potential indirect adverse visual effects to historic properties would be conducted with interested parties in accordance with Section 106 of the National Historic Preservation Act of 1966; therefore, visual impacts are not anticipated.

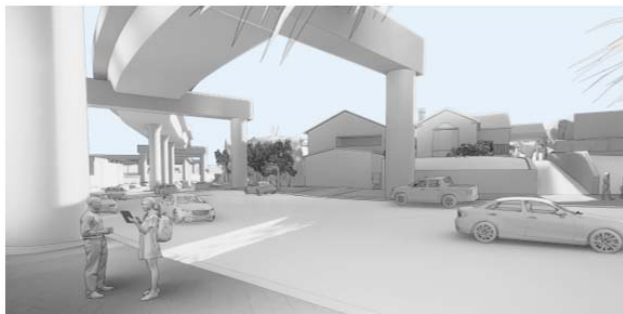
**Figure 4-4: Conceptual Project View Along Manchester Boulevard**



Existing View Without Project



Conceptual View Without Project

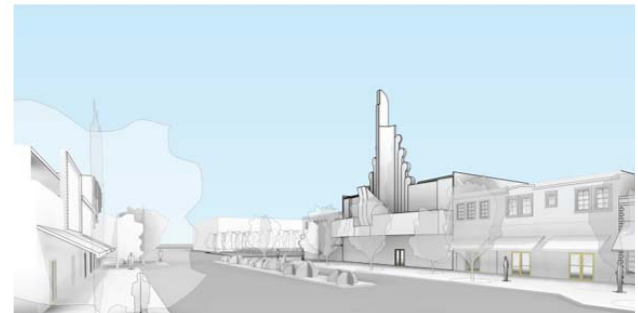


Conceptual View With Project

**Figure 4-5: Conceptual View of Fox Theater**



Existing View Without Project



Conceptual View Without Project



Conceptual View With Project

## 4.4 AIR QUALITY

Multiple air quality studies were completed in support of the EA, which are included in Appendix N. Applicable regulations include the federal Clean Air Act (CAA) and associated National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, Section 171(1) (U.S.C., Title 42, Section 7506) related to Conformity with State Implementation Plans, and local rules established by the South Coast Air Quality Management District (SCAQMD).

### 4.4.1 EXISTING CONDITIONS

Federal criteria air pollutants include ground-level ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), respirable particulate matter ten microns or less in diameter (PM<sub>10</sub>), fine particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>), and lead. The proposed Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD maintains a network of monitoring stations within the Basin that monitor air quality and compliance with applicable ambient

standards. The SCAB does not meet the NAAQS for eight-hour O<sub>3</sub>, PM<sub>2.5</sub>, and lead. The SCAB meets the NAAQS but is considered a maintenance area for PM<sub>10</sub>.

The nearest air monitoring station which measures CO, O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, and PM<sub>10</sub> is located near Los Angeles International Airport (7201 West Westchester Parkway, Southwest Coastal LA County, Station 820), four miles to the west of the proposed Project. The nearest air monitoring station which measures PM<sub>2.5</sub> is located in central Los Angeles (1630 North Main Street, Central LA, Station 087), ten miles to the northeast of the proposed Project. The most recent three years of data (2018 through 2020) from the nearby air monitoring stations were reviewed to assess existing air quality. The PM<sub>2.5</sub> NAAQS was exceeded one time in 2019 and two times in 2020. Additionally, the O<sub>3</sub> NAAQS was exceeded twice in 2020. No other exceedances of the NAAQS were recorded between 2018 and 2020.

#### 4.4.2 AFFECTED ENVIRONMENT

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The SCAQMD has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. There are approximately 61 sensitive receptors located within one quarter mile of proposed Project components, which are shown in Figures 4.0-3a through 4.0-3c of Appendix F.

#### 4.4.3 ENVIRONMENTAL CONSEQUENCES

##### Transportation Conformity

The conformity requirement is based on Clean Air Act (CAA) Section 176(c), which prohibits the U.S. DOT and other federal agencies from funding, authorizing or approving plans, programs or projects that do not conform to the SIP for attaining the NAAQS.

**Regional Conformity.** The proposed Project is included in SCAG's 2021 FTIP, which was adopted by SCAG on March 4, 2021. The proposed Project was included in FTIP Amendment 21-05, which was approved by the FTA/Federal Highway Administration (FHWA) on January 4, 2022. The FTIP Identification Number is LA99ITC101. The proposed Project is also included in the SCAG RTP Amendment Number 1, which was also approved by the federal agencies on January 4, 2022. The RTP Identification Number is 1200T100. The proposed Project is described as "Inglewood Transit Connector Project; construction of a new approximately 1.6 mile electrically powered, elevated, fixed-guideway transit system with three transit stations in the City located along Florence Avenue, Market Street, Manchester Boulevard and Prairie Avenue." The design, concept, and scope are consistent with the description in the FTIP. The regional conformity determination requirement is satisfied.

**Project-Level Conformity.** Project-Level Conformity addresses the potential for PM and CO hot-spots.

**PM Hot-Spots.** The proposed Project is within a nonattainment area for the federal PM<sub>2.5</sub> NAAQS and maintenance area for the PM<sub>10</sub> NAAQS. Therefore, pursuant to 40 CFR Part 93, project-level PM<sub>2.5</sub> and PM<sub>10</sub> Interagency Consultation and/or analyses are required for conformity purposes. A quantitative hot-spot analysis is required only for a project that has been identified as a Project of Air Quality Concern (POAQC), as defined in 40 CFR 93.123(b)(1). SCAG's Transportation Conformity Working Group determined on December 7, 2021, that the proposed Project is not considered to be a POAQC. Under the proposed Project, there would be no adverse effect related to worsening existing or contributing to new localized PM hot spots. The PM hot-spot requirement is satisfied.

**CO Hot-Spots.** Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (i.e., congested intersection) increases. For purposes of providing a conservative worst-case impact analysis, CO concentrations are typically analyzed at congested intersection locations. As discussed in Section 4.2, Transportation and Traffic, the proposed Project would reduce vehicle volumes on all analyzed segments. There would be no potential for the proposed Project to generate a new CO hot-spot or worsen an existing CO hot-spot. The CO hot-spot requirement is satisfied.

#### **Effect AQ-1: Criteria Pollutant, Ozone Precursor, and Mobile Source Air Toxic (MSAT) Emissions**

**No Impact.** The Build Alternative would generate operational emissions from mobile, area, and energy sources. Mobile source emissions account for the change in regional VMT associated with implementation of the proposed Project and vehicle trips traveling to and from the MSF and associated facilities, including the parking lots at the Market Street equipment and use of consumer products. Energy source emissions are generated as a result of a/Florence Avenue Station, at 150 South Market Street, and at the MSF. Area source emissions include operation of landscaping activities associated with the MSF and stations, which would utilize natural gas utility infrastructure and emergency generators.

The emissions analysis demonstrates that the proposed project would result in fewer emissions than the No Build Alternative. Although the proposed Project would generate new stationary and area source emissions, these emissions would be offset by decreased mobile source emissions. As discussed in Section 4.2, Transportation and Traffic, the proposed Project would result in an annual VMT reductions with and without special events. Daily operational emissions associated with the proposed Project would result in net negative emissions (e.g., CO regional CO emissions would decrease by approximately 19 pounds per day in 2027 and 20 pounds per day in 2045). The emissions reduction would be community benefit and the proposed Project would not result in an impact to criteria pollutant emissions.

Similar to criteria pollutant emissions, MSAT emissions are a function of VMT. Reductions in VMT would lead to reductions in project vicinity MSAT emissions. Moreover, U.S. Environmental Protection Agency (U.S. EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with U.S. EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while during this same time vehicle-miles of travel are projected to increase by over 100 percent. This will further reduce the background level of MSAT. Therefore, the proposed Project would not result in an impact related to MSAT emissions.

## **4.5 COMMUNITY AND SOCIOECONOMIC EFFECTS**

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An Environmental Justice Technical Report was completed for the proposed Project providing socioeconomic characteristics for the community affected by the proposed Project and is included in Appendix Q. There are no federal statutes or regulations related to community and neighborhood impacts. The FTA provides general guidance to assist with the NEPA determinations, which may include the creation of physical or psychological barriers; changes in land use patterns, circulation patterns, or access to services; changes in population densities; and effects on neighborhood cohesiveness.

### **4.5.1 EXISTING CONDITIONS**

**Population and Housing.** The City had an estimated population of 113,559 people in 2018. According to the SCAG 2019 Local Profile report, the net increase in population from 2000 to 2018 was approximately 979 people and the RTP/SCS growth forecast estimates the City's population to increase to 137,100 by 2045, an increase of approximately 23,500 people over the next 25 years.

**Table 4-1** summarizes the population, housing, and employment trends for the City from 2000 to 2018, including a growth forecast for 2045. Forecasted population growth for the City would be approximately 20 percent between 2016 and 2045. Similar to the population trend in the City, the number of households in the City stayed relatively stable throughout the 2000s, with a net increase of 213 units in the number of households from 2000 to 2018, a 0.6 percent increase. The City is currently coordinating with SCAG to update the RTP/SCS socio-economic data to reflect the growth anticipated in the City's New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan and Hollywood Park Specific Plan Areas. The ridership modeling completed for the proposed Project accounts for this future growth in the City. It has been forecasted that these developments would generate an increase of approximately 9,470 jobs and 314 residential units. By using the City's average household size of 2.99 persons per household, the addition of 314 residential units would generate an estimated 939 additional people.

<b>TABLE 4-1: POPULATION AND HOUSING</b>						
	<b>2000</b>	<b>2006</b>	<b>2012</b>	<b>2016</b>	<b>2018</b>	<b>2045</b>
Population	112,580	111,777	110,623	114,300	113,559	137,100
Housing	36,805	36,460	36,993	37,500	37,018	47,700
<b>SOURCE:</b> TAHA, 2021.						

**Community and Neighborhood.** The Market Street Segment begins at the current location of the retail commercial center on the northeast corner of Market Street and Regent Street, between the intersections of Florence Avenue/Locust Street and Market Street/Regent Street. This existing commercial center is surrounded by businesses to the north and south and residences to the east. The vacant lot west of the commercial center at the northeast corner of Regent Street and Market Street is planned for development of a multi-family residential complex. Other properties along this segment, including 115, 139 and 158 North Market Street, are planned for redevelopment with uses consistent with the City's New Downtown Inglewood and Fairview Heights TOD Plan. Restoration and adaptive reuse of the Fox Theater building in accordance with this plan is also being proposed by the private property owner.

The Manchester Boulevard Segment begins at the intersection of Market Street and Manchester Boulevard and continues east along Manchester Boulevard. This segment includes private property at 150 South Market Street, which contains an existing commercial building. Further east of 150 South Market Street is the existing Vons commercial plaza south of Manchester Boulevard, between Hillcrest Boulevard and Spruce Avenue. The majority of the uses along this segment are commercial uses, with some residential and religious uses toward the eastern end of the segment near Prairie Avenue.

The Prairie Avenue Segment begins at the intersection of Manchester Boulevard and Prairie Avenue at a commercial parcel at the southeast corner of Manchester Boulevard and Prairie Avenue. Existing businesses, multi-family residential buildings, Kelso Elementary School, and hotels are adjacent to Prairie Avenue on the west side of the roadway. The Forum, SoFi Stadium, and Hollywood Park Specific Plan developments are adjacent to Prairie Avenue on the east side of the roadway.

**Community Facilities.** As shown in **Table 4-2**, one park, a civic center with multiple civic uses, one school, seven medical facilities, and seven places of worship were identified within the study area.

<b>TABLE 4-2: COMMUNITY FACILITIES WITHIN QUARTER MILE OF THE PROJECT</b>		
<b>Community Facility</b>	<b>Type</b>	<b>Address</b>
Inglewood Park Cemetery	Cemetery	720 E. Florence Ave.
Inglewood City Hall and Civic Center	Civic	1 W. Manchester Blvd.
Baldwin Hills Dental Center	Medical	128 N. Locust St.
Centinela Hospital Medical Center	Medical	555 E. Hardy St.
Children’s Dental Institute	Medical	810 E. Manchester Blvd.
Children’s Dentistry	Medical	345 E. Manchester Blvd.
Hillcrest Medical Clinic	Medical	511 E. Manchester Blvd.
Inglewood Ear, Nose, and Throat	Medical	103 S. Locust St.
Inglewood Family Dental Care	Medical	344 E. Hillcrest Blvd.
Queen Park	Park	625 E. Queen St.
Blessed Family Covenant Church	Place of Worship	325 N. Hillcrest Blvd.
Church of Scientology of Inglewood	Place of Worship	315 S. Market St.
First Christian Church	Place of Worship	215 E. Hillcrest Blvd.
First Presbyterian Church	Place of Worship	100 N. Hillcrest Blvd.
Inglewood First United Methodist Church	Place of Worship	304 E. Spruce Ave,
St. John Chrysostom Church	Place of Worship	563 E. Florence Ave.
The Way The Church	Place of Worship	605 E. Manchester Blvd.
Kelso Elementary School	School	809 E. Kelso St.
<b>SOURCE:</b> TAHA, 2022.		

#### 4.5.2 AFFECTED ENVIRONMENT

The proposed Project is situated in a mostly commercial-oriented portion of the City that is undergoing substantial redevelopment. The environmental analysis is described in three segments - the Market Street Segment, the Manchester Boulevard Segment, and the Prairie Avenue Segment. The Market Street and Manchester Boulevard Segments traverse the City’s New Downtown Inglewood Transit Oriented Development Plan while the Prairie Avenue Segment traverses a portion of the Hollywood Park Specific Plan. Community facilities are defined as places of worship, healthcare/hospitals and senior centers/convalescent homes, day care centers/preschools, schools, libraries, museums, and social services such as government offices. The study area for community facilities is a quarter mile around the alignment which is large enough to capture any direct effects to community facilities while also accounting for indirect effects associated with the project such as increased usage of parks or medical facilities near stations.

#### 4.5.3 ENVIRONMENTAL CONSEQUENCES

##### Effect COM-1: Community Cohesion

**Not Adverse.** The Build Alternative would connect the LACMTA K Line with Downtown Inglewood and local entertainment centers including SoFi Stadium, The Forum and the Intuit Dome, facilitating regional transit connectivity across the greater Los Angeles region. Both the guideway and the stations would be elevated and the guideway would be primarily located within public right-of-way for the length of the proposed Project. Existing uses adjacent to the proposed Project include commercial, single- and multi-family residential, and entertainment uses with a majority of uses consisting of commercial uses. The proposed Project would be elevated to minimize access impacts to adjacent land uses and ground transportation, and to preserve existing capacity on existing roadways. The guideway and support columns would change the physical characteristics of the streets it is located on, including affecting the views of buildings along these streets. However, these streets are existing transportation facilities that are a feature of the community. Stations would be designed to provide easy access for pedestrians to and from the station and adjacent streets. Facilities such as the proposed MSF and stations would be constructed on private property requiring acquisition and relocation of several businesses. No community facilities would be acquired and access to community facilities would be improved or enhanced by the proposed Project as transit access would be improved. In addition, elevated pedestrian



connections are proposed between proposed stations and the LACMTA K Line as well as various community-serving land uses including entertainment venues such as The Forum, SoFi Stadium, and other development in the Hollywood Park Specific Plan area. Similarly, proposed sidewalk improvements (i.e., ADA ramps, street trees, and wider sidewalks) would enhance the pedestrian environment and experience thereby improving community cohesion.

The Market Street/Florence Avenue Station would replace an existing retail commercial center containing restaurants, an auto part store, a cosmetology school, a convenience store, and a drug store. Since the guideway would be elevated and located within the existing street, the columns for the guideway and other associated components of the system would not introduce physical features that would form a physical barrier along Market Street. While the guideway and support columns would change the physical characteristics of Market Street, the elevated ATS Guideway would not introduce features that would physically divide the community and is designed to close critical first-last mile gaps to the regional transit system and provide transit access to Inglewood residences and commercial center. None of the displaced businesses serve as community gathering places or are otherwise unique to the local community such that community cohesion would degrade in their absence.

The proposed MSF would be located on a portion of a property currently occupied by a Vons supermarket and gas station. To ensure the Vons business remains in its current location, a new Vons replacement store would be developed on the northwest portion of this site while the eastern portion of the site would accommodate the proposed MSF. It should be noted that the project design was revised in 2021 to accommodate the Vons store on-site following early public outreach associated with the State environmental process. Other uses located within the grocery store include a bank branch and coffee shop which are anticipated to be included in the new Vons replacement store. Upon completion of the Vons replacement, the grocery store would continue to serve the local community and community cohesion is anticipated to remain unaffected. Since the MSF site would be entirely contained within the existing commercial center site, the structure would not impede access to local businesses, amenities, and residential uses. Existing traffic circulation would continue to operate around the MSF site without physical obstructions. Neither the elevated guideway nor the MSF site would physically divide the community by limiting local access or obstructing traffic along Manchester Boulevard. The guideway and support columns would be located above the roadway and within the proposed median and would not introduce physical features that would form a physical barrier.#

Along Prairie Avenue, the guideway would partially extend beyond the public right-of-way to pass through the property at 401 South Prairie Avenue to accommodate the Prairie Avenue/Manchester Boulevard Station. An acquisition of this parcel, which is currently vacant, would be necessary to accommodate the station and associated support columns. This segment of the guideway would be bordered by commercial and multifamily residential uses on the west and a mix of uses on the east, including The Forum and entertainment, retail, and residential uses under development within the Hollywood Park Specific Plan area. The guideway along Prairie Avenue would be constructed primarily within the western edge of the Prairie Avenue right-of-way and would be adjacent to established communities to the west and entertainment centers and developing communities to the east. A 30-foot easement would be required to reconfigure Prairie Avenue and accommodate columns, sidewalk, and existing number of travel lanes. Similar to other segments, columns would be spaced out to the extent practical to limit the number of columns. Existing traffic flow below the guideway structure would be maintained. Access to existing commercial and residential uses on both sides of the guideway, pedestrian bridges, would remain due to the elevated nature of the guideway and the implementation of the Design Guidelines.

## **4.6 ECONOMIC AND FISCAL EFFECTS**

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There are no federal statutes or regulations related to economic and fiscal effects. The FTA provides general guidance to assist with the NEPA determinations, which may include interference with business activities and loss of tax revenue.

#### 4.6.1 EXISTING CONDITIONS

**Employment.** Employment trends in the City are set forth in **Table 4-3**. According to SCAG, forecasted employment growth for the City would be approximately 36 percent between 2016 and 2045.

<b>TABLE 4-3: NUMBER OF EMPLOYMENT IN THE CITY</b>						
	<b>2007</b>	<b>2010</b>	<b>2013</b>	<b>2016</b>	<b>2017</b>	<b>2045</b>
Employment	34,598	32,241	32,152	33,800*	34,962	45,900*
<b>SOURCE:</b> SCAG, <i>2019 Local Profiles</i> , <a href="https://www.scag.ca.gov/Documents/Inglewood.pdf">https://www.scag.ca.gov/Documents/Inglewood.pdf</a> . Accessed September 7, 2021.						

The number of jobs available is further divided into the following sectors: manufacturing, construction, retail trade, and professional and management. **Table 4-4** presents the number of jobs available in each sector in the City in the year 2017. For the region, according to the RTP/SCS, there were an estimated 411,000 jobs in 2016 and the number of jobs specific to the construction sector is expected to increase to 536,000 in the region in 2045.

<b>TABLE 4-4: NUMBER OF JOBS IN THE CITY (2017)</b>				
	<b>Manufacturing</b>	<b>Construction</b>	<b>Retail Trade</b>	<b>Professional and Management</b>
Jobs	1,476	810	3,249	3,209
<b>SOURCE:</b> SCAG, <i>2019 Local Profiles</i> , <a href="https://www.scag.ca.gov/Documents/Inglewood.pdf">https://www.scag.ca.gov/Documents/Inglewood.pdf</a> . Accessed September 7, 2021.				

**Table 4-5** provides a list of where the residents of Inglewood are employed.

<b>TABLE 4-5: EMPLOYMENT CENTERS FOR INGLEWOOD RESIDENTS</b>		
<b>Jurisdiction</b>	<b>Number of Commuters</b>	<b>Percent of Total Commuters</b>
Los Angeles City	17,022	42.2
Inglewood	3,177	7.9
Santa Monica	1,614	4.0
Culver City	1,281	3.2
Torrance	1,215	3.0
El Segundo	972	2.4
Long Beach	682	1.7
Hawthorne	657	1.6
Carson	602	1.5
Beverly Hills	573	1.4
Other	12,533	31.1
<b>SOURCE:</b> SCAG, <i>2019 Local Profiles</i> , <a href="https://www.scag.ca.gov/Documents/Inglewood.pdf">https://www.scag.ca.gov/Documents/Inglewood.pdf</a> . Accessed September 7, 2021.		

Based on data from California Employment Development Department, the City’s unemployment rate is higher than the County and the State of California. The unemployment rate in the City is 12.8 percent as of July 2021, as compared to the County at 10.2 percent and the State of California at 7.9 percent. These unemployment rates were determined during the COVID-19 pandemic, with widespread business closures throughout the City, the County and the State of California. Therefore, these unemployment numbers are much higher than the unemployment numbers that would usually occur on a State and local level. For comparison purposes, the City had an unemployment rate of 5.1 percent in January 2020, before the COVID-19 pandemic. In the same period, the County and the State had an unemployment rate of 4.5 percent and 4.3 percent, respectively.

#### 4.6.2 AFFECTED ENVIRONMENT

**Employment.** As of 2017, the City had an estimated 34,962 jobs. This number includes wage and salary jobs and jobs held by business owners and self-employed persons and excludes unpaid volunteers, family workers, and private household workers. While construction would generate a temporary workforce, construction personnel are commonly supplied by the existing construction industry within the local area. Over 800 construction jobs currently exist within the City limits according to SCAG 2019 Local Profiles. As noted, these jobs are typically temporary for any specific project and the various trades and professions migrate as needed between construction projects. In addition, it is anticipated that the office, retail, and entertainment uses associated with the Hollywood Park Specific Plan would result in an additional 9,470 employees in addition to the SCAG 2017 employment projection. As presented in the SCAG 2019 Local Profiles' Report, only eight percent of the commuters in the City are also employed within the City limits. The remaining 92 percent of the commuting workers travel outside of the City to employment centers for work.

**Fiscal Conditions.** In fiscal year 2019-20, total tax revenues for the City were \$116,158,000, of which allocated property tax was \$28,852,000 and \$7,439,000 consisted of business license taxes. The sales tax revenue for the City was \$32,060,000 in fiscal year 2019-20.

#### 4.6.3 ENVIRONMENTAL CONSEQUENCES

##### **Effect ECON-1: Business Activity and Tax Revenue**

**Not Adverse.** The Build Alternative would lead to increased foot traffic around the stations thereby supporting economic development opportunities and increasing mobility and access in the area by providing a transit benefit. There would be a related increase in daytime and nighttime visitors to Downtown Inglewood. In addition, the new 650 public parking spaces proposed at the Market Street/Florence Avenue Station would contribute to an increase in the number of visitors to Downtown Inglewood on a daily basis. Visitors to Downtown Inglewood during the nighttime would also increase due to an easy-to-use transit connection to other parts of the City where event venues and new development are planned. The increase in visitors that would be generated by the proposed Project is expected to represent a wider cross section of the region, which would potentially diversify Downtown's current visitor base. In addition, the greater share of this new visitor market segment would be during evenings and weekends, further introducing opportunities for existing and new businesses to expand their hours of activity throughout the week and at different times of the day. Therefore, operational activities would not result in an adverse effect related to business activity.

Residences generate property tax for the City and County while businesses generate both property and sales tax for the City and County. Taxes are collected by the County, which then distributes a share to the City. No residential uses would be acquired or displaced as a result of the proposed Project. It is anticipated that acquisition and displacement of business uses posed by the proposed Project would result in a loss of approximately \$300,000 property tax revenue. While sales tax revenue from businesses would be maintained with a suitable relocation site that maintains a comparable customer base within the city and its surroundings, the property tax would be a permanent loss as the properties would be permanently converted from tax generating businesses to a transportation use. As discussed below in Section 4.14, Land Use, land is available for these businesses to relocate within the City. In addition, it is anticipated that increased economic activity within Downtown Inglewood would result in a net increase in the City's sales tax revenues as well as increased property values. As such, it is anticipated that no net loss of City tax revenues would result from the proposed Project. Therefore, operational activities would not result in an adverse effect related to tax revenue.

The proposed Project would directly generate approximately 150 full-time jobs associated with the operation and maintenance of the ATS trains. In addition, in 2009, the University of Utah's Metropolitan Research Center reviewed a wide set of literature and data on the job and economic impacts of transportation spending and reported five conclusions relevant to choosing transportation stimulus projects. The key findings included investing in areas with high job needs improves employment faster than investing elsewhere. Putting or keeping public transportation in communities with high unemployment produces up to 2.5 times more jobs

than putting public transportation in communities with low unemployment. The proposed Project provided project inputs for assessment using the Job Co-benefit Modelling Tool under transit mode. The results indicate that the proposed Project would indirectly contribute to the creation of 11,516 additional jobs. This would result in the proposed Project directly and indirectly creating approximately net 11,666 full-time-equivalent jobs. Furthermore, ongoing and planned development in the City would also benefit from the implementation of the proposed Project. The growth in employment associated with anticipated growth, as well as direct and indirect employment associated with the Project would offset any net loss of jobs resulting from the proposed Project.

## 4.7 ECOSYSTEMS/BIOLOGICAL RESOURCES

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Multiple biological resource studies were completed in support of the EA, including tree surveys, which are included in Appendix P. Applicable regulations include the Migratory Bird Treaty Act (16 U.S.C. §703), Endangered Species Act (Section 7), and Executive Order 13112, Invasive Species, and California Fish and Game Code. A threatened and endangered species list was obtained from the United States Fish and Wildlife Service on March 23, 2022, and an Information for Planning and Consultation database search was completed on February 25, 2022 and updated on July 27, 2022; both documents are included in Appendix O. In addition, a biological field survey was completed on May 23, 2018 to determine if any sensitive species or habitat were present.

### 4.7.1 EXISTING CONDITIONS

The Project area is completely urbanized and does not contain any suitable habitat to support special-status species, including listed threatened and endangered species, with the exception of possible transient special-status birds passing through the area during migration. Suitable habitat for special-status species within the Project region is limited to areas outside of the City (e.g., the Santa Monica Mountains to the northwest and the coastal regions to the west). Accordingly, it is not anticipated that the proposed Project would result in an adverse effect to any special-status plant or wildlife species, including special-status migratory birds.

While the proposed Project does not include native habitat areas that are used for wildlife movement or migration corridors, various roadways and proposed support facility sites include and are lined with street trees and other landscaping that could harbor native birds or raptors and their nests.

### 4.7.2 AFFECTED ENVIRONMENT

A literature review of the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List includes two threatened bird species and one candidate insect species. These species are the Coastal California Gnatcatcher (*Polioptila californica californica*), Western Snowy Plover (*Charadrius nivosus nivosus*), and the Monarch Butterfly (*Danaus plexippus*). According to the same database, migratory birds that may be present include Allen's Hummingbird (*Selasphorus sasin*), Common Yellowthroat (*Geothlypis trichas sinuosa*), Marbled Godwit (*Limosa fedoa*), Nuttall's Woodpecker, (*Picoides nuttallii*), Olive-sided Flycatcher, (*Contopus cooperi*), and Tricolored Blackbird (*Agelaius tricolor*).

Tree surveys were completed in 2018 and 2021 to identify and categorize the existing street trees and landscaping within the proposed Project Area. The surveys focused on trees determined to qualify as protected according to the provisions of the City's Tree Preservation Ordinance. All protected trees identified along the guideway consist of nonnative tree species which are commonly used in ornamental landscaping. Protected tree species within these areas predominantly consist of Mexican fan palm, little-leaved fig, narrow-leaved eucalyptus, Jacaranda, Canary Island pine, and Queen palm. Ornamental trees would be removed as part of the proposed Project.

### 4.7.3 ENVIRONMENTAL CONSEQUENCES

#### Effect BIO-1: Migratory Birds

**Not Adverse.** The Build Alternative would not create a significant change in habitat value or nesting sites during operation of the guideway and stations. Under the Build Alternative, operation of the guideway and stations would not create a significant change in habitat value or nesting sites. The guideway and stations would involve the construction of new buildings and structures, some of which would have windows that could pose obstacles to migratory birds. Compared to the existing commercial uses to be removed, the guideway and stations would not include an increased number of windows which may impede migratory birds within the vicinity. During operation of the guideway and stations, it is possible that migratory or nesting birds would build nests within the structure or near the area. However, operation of the guideway and stations would not substantially interfere with these nests once built as the majority of the proposed Project components would remain stationary with exception of the ATS train cars.

The Design Guidelines (Appendix H) include measures such as light shielding and automatic light controls. This would serve to provide for well designed, energy efficient site lighting that contributes to a safe and inviting atmosphere without casting light into the night sky or adjacent properties. These measures would have the additional effect of minimizing the potential for lighting of the guideway and stations to attract or disorient nocturnal migrating birds. The guideway and stations would not diminish the chances for long-term survival of bird species or their habitats. Along the proposed alignment for the Project, vegetation maintenance and abatement would be performed, as needed, for City street trees and landscaping on the station and MSF sites. Therefore, operational activities would not result in an adverse effect related to ecosystems or biological resources.

## 4.8 ENERGY RESOURCES

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Detailed energy analyses were conducted in accordance with federal policies and requirements, which are included in Appendix P. Applicable regulations include the Federal Energy Policy and Conservation Act of 1975, the Federal Energy Policy Act of 2005, and the Energy Independence and Security Act of 2007. Federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure projects.

### 4.8.1 EXISTING CONDITIONS

Electrical power within the City is supplied by Southern California Edison (SCE), which serves approximately 15 million people in a 50,000-square-mile service area. In 2012, the latest year of publicly available data, the City consumed a total of approximately 434,308 megawatt-hours of electricity. In Downtown Inglewood's residential neighborhoods, existing electrical facilities consist of an overhead electrical system, including poles carrying low voltage conduits along with telecommunication and cable TV facilities. In most of the commercial and industrial areas in the Inglewood Downtown area, the existing electrical networks are underground within all the streets.

Southern California Gas (SoCalGas) is the natural gas purveyor within the City. The SoCalGas service area reaches 21.8 million consumers through 5.9 million meters in more than 500 communities, covering an area of approximately 24,000 square miles throughout Central and Southern California. In 2012, the latest year of publicly available data, the City consumed a total of approximately 1,900 million cubic feet of natural gas per year.

### 4.8.2 AFFECTED ENVIRONMENT

Recent data published by the United States Energy Information Administration shows that the transportation sector accounts for a majority of California's petroleum consumption. In 2019, the most recent year of publicly available data, California consumed approximately 565,056,000 barrels (23,732,352,000 gallons, or 42 gallons

per barrel) of petroleum for transportation. Over the last several decades, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce vehicle travel.

### 4.8.3 ENVIRONMENTAL CONSEQUENCES

#### Effect ENG-1: Direct and Indirect Energy Consumption

**Not Adverse with Mitigation Measure.** The Build Alternative would directly affect energy use by consuming natural gas at the MSF and electricity to power the ATS, MSF, and ancillary facilities. The proposed Project would indirectly affect energy use by increasing regional transit thereby reducing VMT and associated fuel use. Regarding natural gas, the MSF and stations would use approximately 2,340,800 thousand British Thermal Units (kBTU) of natural gas per year. In comparison, the existing uses would utilize approximately 6,902,525 kBTU of natural gas per year. The decrease in natural gas use is related to the removal of commercial uses along the alignment in addition to the reconstruction of a smaller Vons. Electricity demand for the proposed Project would result in a net increase of 20,625,176 kilowatt-hours per year. SCE supplied approximately 64,564,000 megawatt-hours of electricity in 2019 and anticipates electricity consumption in the planning area to be approximately 122,500 gigawatt-hours in 2027. Electricity demand for the proposed Project during normal operation would be within the supply capacity of SCE.

SCE completed a high-level Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the recommended full redundancy design. The results of SCE analysis found that upgrades would be required to accommodate the maximum load including 1,500 feet of new civil work/duct bank, 1,860 feet of new 1000 jacketed concentric neutral (JCN) cable, 1,700 feet of upgrading/re-cabling the existing SCE primary cable to 1000 JCN, and two new gas switches. The upgrades would be completed by SCE and would be subject to its procedures and requirements for construction and environmental clearance. The proposed Project would need to be reevaluated by SCE prior to coming online as the details are finalized as described in Mitigation Measure UT-2. This measure would avoid potential adverse effects by requiring a Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the recommended full redundancy design. This would ensure that project operation would not affect the reliability of the existing electrical grid.

The proposed Project would include up to two stationary standby diesel generators with an estimated total capacity rated at approximately 4,000 kilowatts to provide emergency power primarily for lighting and other emergency building systems. For testing and maintenance, it is anticipated that each standby generator would operate for two hours per day during 25 days per year for a total of 50 hours per year. The estimated annual fuel usage assuming each generator operates of 50 hours per year is 27,440 gallons of diesel fuel.

Regarding indirect energy consumption, the ATS would improve regional transit thereby reducing VMT and associated fuel use in vehicles. VMT reductions are shown above in Section 4.2, Transportation and Traffic. Petroleum usage from vehicle travel was calculated based on the projected annual VMT. Compared to the No Build Alternative condition, it is estimated that the proposed Project would reduce annual fuel consumption by 78,951 gallons in 2027 and 84,985 gallons in 2045. The proposed Project would support Statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles.

Although citywide electricity use would increase with operation of the proposed Project, this electricity use would not be wasteful, inefficient, or unnecessary because facility operations would be conducted in adherence to applicable regulations (e.g., City of Inglewood Energy Efficiency Climate Action Plan). It would be consumed to provide a new transportation service and meet the project objectives. Moreover, the VMT reduction due to the proposed Project would result in energy savings, which would offset the increase in energy use associated with operation of the ATS, associated stations and the MSF. Therefore, the Project would not result in an adverse effect related to direct energy consumption.

## 4.9 ENVIRONMENTAL JUSTICE

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The Environmental Justice (EJ) Analysis analyzes the potential for disproportionately high and adverse impacts on minority and low-income populations. The analysis was prepared using guidance from the 2012 FTA circular on the Environmental Justice Policy Guidance for FTA Recipients. The results are summarized below, which are supported by the EJ Technical Report (Appendix Q).

Applicable regulations include Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. Executive Order 12898 addresses environmental justice in minority and low-income populations. The U.S. DOT Order 5610.2(a) addresses environmental justice in minority populations and low-income populations. (U.S. DOT FTA, Circular FTA C 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients, August 15, 2012, Executive Order 13166, “Improving Access to Services for Persons”).

### 4.9.1 EXISTING CONDITIONS

Based on the demographic and socioeconomic data presented in detail in Appendix Q each neighborhood identified in the EJ Affected Area (Arbor Village, Centinela Heights Fairview Heights, Industrial, Morningside Park, Lockhaven, and Sports Village) are considered an EJ community with EJ populations. No non-EJ communities are identified within the EJ Affected Area. The highest concentrated EJ population is the Sports Village neighborhood, in which the proposed alignment is located, followed by Arbor Village. The lower concentrated EJ population is in Centinela Heights, Industrial, Lockhaven, Morningside Park, and Fairview Heights.

### 4.9.2 AFFECTED ENVIRONMENT

The EJ Affected Area includes the City-designated neighborhoods of Arbor Village, Centinela Heights Fairview Heights, Industrial, Morningside Park, Lockhaven, and Sports Village. Centinela Heights and Industrial neighborhoods located within the EJ Affected Area share the same U.S. Census Bureau block group and demographic data. The northern boundary of the Lockhaven neighborhood is also considered within the EJ Affected Area to provide a conservative approach in identifying EJ communities for the analysis.

For purposes of analyzing direct adverse effects to the EJ population, the EJ Affected Area is defined as the areas located within 0.25 mile of the Project alignment, parking facilities, MSF, and station areas. An EJ community in an EJ analysis is often compared with the surrounding region to identify similarities, differences, and relationships between the EJ community and the region. EJ communities are determined if the minority population for each neighborhood is over 50 percent and is more than 10 percent higher than that for Los Angeles County; and/or if the household income is less than \$50,000 (approximately 73 percent of Los Angeles County’s median household income) or the low-income population is at least 10 percent greater than Los Angeles County (48.1 percent).

The percent of minority population for Los Angeles County is 73.8 percent; therefore, 10 percent higher is 83.8 percent. The percent minority population more than 10 percent higher than that for Los Angeles County include the City of Inglewood neighborhoods of Arbor Village, Centinela Heights, Century Heights, Fairview Heights, Imperial Village, Industrial, Inglewood Knolls, La Tijera Village, Lockhaven, Morningside Park, Sports Village.

Communities in the EJ Affected Area with a percent low-income at least 10 percent higher than the Los Angeles County average or with a median household income less than \$50,000 are Arbor Village, Fairview Heights, and Sports Village. For these communities, the median household income ranges between \$36,814 and \$51,388 and the percent of low-income households ranges from 50.7 percent to 68.6 percent.

### 4.9.3 ENVIRONMENTAL CONSEQUENCES

**Not Adverse.** The proposed Project would result in operational effects related to aesthetics and visual quality and noise which would occur primarily within the Sports Village neighborhood of the City. These effects would be predominantly borne by the EJ community that resides within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Effects to the other surrounding EJ communities would be reduced or minimal based on the distance from the alignment and nature of the proposed Project within the Sports Village neighborhood. Mitigation Measures **VIS-1** through **VIS-4**, and **NV-1** and **NV-2** would be implemented equally throughout the Project corridor as necessary and would minimize or avoid effects related to aesthetics and visual quality and noise. Refer to the respective resource analyses for a description of how mitigation measures would avoid or minimize each potential adverse effect. In addition, property acquisitions would be required to accommodate the proposed stations and MSF. These acquisitions would displace several businesses located within the Sports Village neighborhood and serving the EJ population in the area. None of the property to be acquired serves as a community facility or provides community services and none of the businesses to be displaced have been identified as businesses critical to the community. In addition, where acquisitions and relocation are unavoidable, the City would follow the provisions of both the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. Section 61) (Uniform Act) and the California Relocation Act, as amended. All real property acquired by the City would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal for all real property acquired by the City, would be provided to every affected owner. Each business displaced as a result of the proposed Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. While aesthetics and visual quality and noise effects would be predominantly borne by the EJ populations in the Sports Village neighborhood, these populations would also receive the greatest benefit from the proposed Project, namely convenient transit access to the LACMTA K Line and event and entertainment destinations in the City which would be served by the Project. With the implementation of mitigation measures, a disproportionately high and adverse effect related to aesthetics and visual quality and noise would not occur in EJ communities.

## 4.10 GREENHOUSE GAS EMISSIONS

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Multiple GHG studies were completed in support of the EA, which are included in Appendix N. GHGs, as defined in accordance with Section 19(i) of Executive Order (EO) 13514 (Focused on Federal Leadership in Environmental, Energy, and Economic Performance), include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

### 4.10.1 EXISTING CONDITIONS

GHG emissions are generally believed to affect global climate conditions. The greenhouse effect compares Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. CO<sub>2</sub> is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential than CO<sub>2</sub>. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO<sub>2</sub>; denoted as CO<sub>2</sub>e.

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of and inability to accurately model Earth's climate system, the uncertainty surrounding climate change may never be completely eliminated. It is likely that the dominant cause of the observed warming since the mid-20<sup>th</sup> century is the anthropogenic increase in GHG concentrations. Potential impacts in California due to global climate change include loss in snow pack; sea-level rise; more extreme heat days per year; more high ozone days; more



extreme forest fires; more severe droughts punctuated by extreme precipitation events; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.

#### **4.10.2 AFFECTED ENVIRONMENT**

The environmental effects of GHG emissions generally occur high in the atmosphere after the transport of locally generated emissions by meteorological conditions. For this reason, the affected area for the GHG emissions analysis is the six-county geographic region under SCAG jurisdiction.

#### **4.10.3 ENVIRONMENTAL CONSEQUENCES**

##### **Effect GHG-1: GHG Emissions**

**No Impact.** The Build Alternative would generate operational emissions from mobile, area, and energy sources, in addition to solid waste decomposition, energy associated with water conveyance, and energy associated with wastewater disposal. Indirect emissions from solid waste, water, and wastewater would be generated at the MSF. The emissions analysis demonstrates that the proposed Project would result in a net reduction of 108 MTCO<sub>2</sub>e annually in 2027 and a net reduction of 948 MTCO<sub>2</sub>e annually in 2045. The emissions reduction would be a community benefit and the proposed Project would not result in an impact.

Several impacts on the environment are expected throughout California as a result of global climate change. The extent of these effects is being defined as climate modeling tools become more refined. Regardless of the uncertainty in precise predictions, it is widely understood that substantial climate change is expected to occur in the future. Potential climate change impacts include, but are not limited to, extreme heat events, increased water and energy consumption, and changes in species distribution and range. Certain low-lying areas may be susceptible to flooding that has been influenced by climate-change events. The entire alignment would be outside of the 0.2 percent annual chance floodplain. The proposed Project does not propose any changes to existing drainage patterns. The proposed Project would be consistent with development plans for the area and would not significantly change the land use in the area because it is currently developed or zoned for development. The proposed Project would not expose people or structures to the risk of flooding, create floodplains, or result in an increase in the base flood elevation. A range of other potential climate change impacts may affect the proposed Project, including increased temperatures, heat stress days, and water supplies. The proposed Project has no component that would exacerbate these issues. Therefore, the proposed Project would not result in an adverse effect related to climate change.

### **4.11 HAZARDOUS MATERIALS**

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Multiple hazardous materials studies were completed in support of the EA, including a Hazardous Materials Assessment and database search, which are included in Appendix R. Applicable regulations include the Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act, which established a U.S. EPA-administered program to regulate the generation, transport, treatment, storage, and disposal of hazardous waste. The U.S. DOT Hazardous Materials regulations cover all aspects of hazardous materials packaging, handling, and transport. Some of the topics covered include Parts 107 (Hazard Materials Program), 130 (Oil Spill Prevention and Response), 172 (Emergency Response), 173 (Packaging Requirements), 174 (Rail Transportation), 176 (Vessel Transportation), 177 (Highway Transportation), 178 (Packaging Specifications), and 180 (Packaging Maintenance).

#### **4.11.1 EXISTING CONDITIONS**

Portions of the Market Street Segment and Manchester Boulevard Segment traverse the Potrero Oil Field. Contaminants frequently associated with oil and gas facilities can include crude oil, refined petroleum products, drilling mud, metals, PCBs, pesticides and VOCs. In addition, due to the proximity (of portions) of the proposed Project to the Potrero Oil Field, the subsurface within Downtown Inglewood traverses the oil

field may also exhibit naturally occurring methane and hydrogen sulfide gas. A Potrero Oil Field oil and gas well (API 0403713694) is located adjacent to the Manchester Boulevard Segment on the southeastern side of Spruce Avenue and approximately 90 feet southeast of the proposed MSF site across Spruce Avenue. A dry hole (API 0403705654) operated by Midland Petro. Co. (no well field identified associated with this dry hole) is located adjacent to the Prairie Avenue Segment on the southern side of Nutwood Street, approximately 150 feet west of Prairie Avenue. According to the Geologic Energy Management Division's (CalGEM) online mapping application Well Finder, both wells are plugged.

#### 4.11.2 AFFECTED ENVIRONMENT

A review of local, State, and federal databases for properties impacted by hazardous substances/materials within one mile of the Project alignment was conducted via Environmental Database Resources, Inc. No listings were identified within public right-of-way; however, there are several listed sites within the alignment. There are eight known leaking underground storage tanks (LUSTs) within 500 feet of the proposed Project. All LUST cases identified have been remediated to the satisfaction of the oversight agency and have been granted closure. Three of these LUST sites are located within the footprint of the proposed Project. They include the LACMTA K Line at 317 East Florence Avenue, Vons Fuel Center at 510 East Manchester Boulevard, and the Hollywood Park property at 600 South Prairie Avenue. As part of the demolition process for the proposed Project, the underground storage tanks at the Vons Fuel Center at 510 East Manchester Boulevard would be closed and removed from the site. The site would then be remediated (as necessary) of any onsite contamination in accordance with applicable regulatory requirements and with concurrence of the applicable oversight agencies including the Los Angeles Regional Water Quality Control Board (LARWQCB).

#### 4.11.3 ENVIRONMENTAL CONSEQUENCES

##### Effect HAZ-1: Hazardous Materials

**Not Adverse.** The Build Alternative operational activities would involve the storage and handling of various types of hazardous materials. They include fuel, solvents, oil, lubricants, transmission fluid, coolants, and absorbents, dielectric fluid, transformer oil, insulating oils, sulfuric acid, and sulfur hexafluoride (to insulate and cool electrical conductors) used for the PDS substations and backup power generator materials, janitorial cleaning supplies, paints and thinners, and pesticides for landscaping.

A Hazardous Materials Business Plan (HMBP) would be prepared for the proposed Project for facilities using and storing hazardous materials above regulatory threshold quantities. HMBPs are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. The HMBP must be carried out immediately whenever a fire, explosion, or unplanned chemical release occurs. An HMBP includes three sections: (1) an inventory of hazardous materials, including a site map, which details their location; (2) an emergency response plan; and (3) an employee-training program. HMBPs serve as an aid to employers and employees in managing emergencies at a given facility. They also help better prepare emergency response personnel for handling a wide range of emergencies that might occur at the facility. If hazardous materials are to be transported from one facility to another, the transport of these materials would be regulated by the U.S. DOT and Caltrans, which together determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release. Therefore, operational activities would not result in an adverse effect related to hazardous materials. Effects related to upset of hazardous materials posed by construction activities are discussed under Impact **CON-12** in Section 4.18, Construction Activities. Mitigation Measure **HAZ-1** would minimize potential adverse effects by requiring a Hazardous Materials Contingency Plan, Building Demolition Plan, Soils Management Plan, and a Healthy and Safety Plan, which have been incorporated into the CCP.

## 4.12 CULTURAL RESOURCES

Multiple cultural resources studies were completed for the State environmental process and updated for the NEPA process, which are included in Appendix S. Cultural resources include historic and prehistoric archaeological sites, districts, buildings, structures, objects, and landscapes. They also include cultural or traditional places or resources that have value to a community, such as an Indian tribal group. The APE, included in Appendix S, is the geographic area within which a project may cause direct or indirect effects, which are caused by the proposed Project and occur at the same time and place. Indirect effects to the character or use of historic or archaeological resources, which may be caused by the proposed Project, may occur later in time or farther removed in distance, but are still reasonably foreseeable. 40 CFR 1508.8(a)-(b).

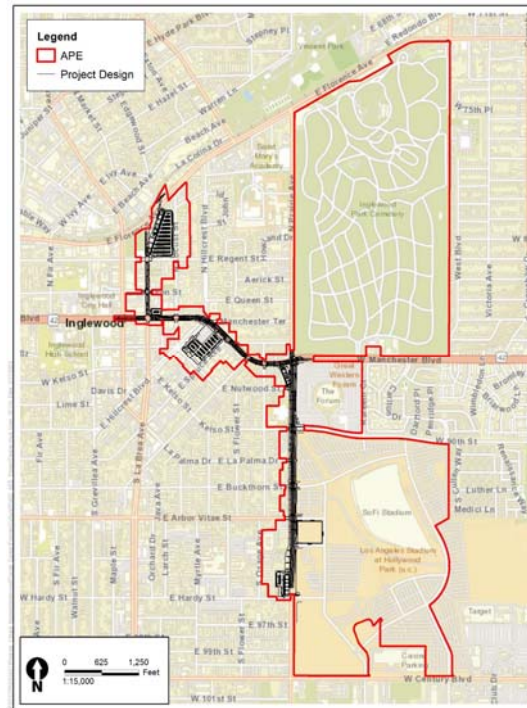
### 4.12.1 EXISTING CONDITIONS

The proposed Project is located within a highly developed area with a mix of newer and older developments. All portions of the Project site have been previously disturbed by existing development and there is no open or undeveloped land present within the Project site or its surroundings.

### 4.12.2 AFFECTED ENVIRONMENT

The APE, depicted in **Figure 4-6**, includes aboveground and belowground areas. The aboveground portion of the APE includes the existing right-of-way and parcels immediately adjacent to areas of the station platforms, guideway, MSF, and pedestrian connections. The below-ground APE consists of construction ground disturbance areas and varies in depth up to a maximum of 100 feet deep, with most of the disturbances occurring in station areas (maximum depth of disturbance is 80 feet) and in areas where there are proposed ATS guideway support footings (maximum depth of disturbance is 100 feet). On May 27, 2022, the State Historic Preservation Officer (SHPO) concurred with the APE and methodology for the identification of historic properties. The APE is in an urban developed and disturbed area within the City of Inglewood where the proposed Project is proposed to be constructed mostly within existing public right-of-way. Chapter 5.0, Public Involvement/Consultation and Coordination provides further details on Section 106 Consultation.

**Figure 4-6: Area of Potential Effects**



A literature review and records search was conducted at the South Central Coastal Information Center on June 20, 2018. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded during prior investigations. The records search results indicate that no less than 21 previous investigations have been conducted and documented within the half-mile radius of proposed Project components. This study identified ten properties eligible for historic listing or designation. These findings were confirmed by windshield/reconnaissance surveys of the built environment. Additional sources consulted during the cultural resource literature review and records search include the National Register of Historic Places (NRHP), the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

**Identification of Archaeological Resources.** The cultural resource records search and field visit did not result in identifying any prehistoric or historical archaeological resources. However, the ground visibility was poor as the APM alignment as well as the MSF location are almost entirely hardscaped. The built nature of the APE indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits

near the surface to be very low. Through tribal coordination efforts conducted by the City, the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated a high sensitivity for cultural resources in the APE and requested cultural and Native American monitoring be conducted for the proposed Project revealed. However, the high degree of urban development disturbance suggests the likelihood of encountering intact archaeological resources is low.

**Identification of Historic Resources.** There are two properties within the APE that are listed in the NRHP: the former Fox Theater (115 North Market Street) and The Forum (3900 West Manchester Boulevard). In addition, to these already listed properties eight additional properties were previously identified and evaluated for inclusion in the California Register of Historic Resources (CRHR). These properties have been reevaluated for eligibility for inclusion in the NRHP. Of these eight additional properties only two appear eligible for listing in the NRHP while the remaining six appear eligible only for the CRHR. **Table 4-6** summarizes the ten identified historic resources identified within the APE.

<b>TABLE 4-6: HISTORIC RESOURCES</b>					
<b>Name</b>	<b>APN</b>	<b>Address</b>	<b>Date</b>	<b>Description</b>	<b>Evaluation Results</b>
Holy Faith Episcopal Church	4015026039	260 N. Locust St.	1914	Religious complex (church, rectory and school)	NRHP Eligible
Former United Bank of California (now Broadway Federal Bank)	4021007012	158-170 N. Market St.	1967	Branch bank, rear parking lot	CRHR Eligible
Former Fox Theater	4021008006	115 N. Market St.	1949	Neighborhood movie theater	Listed in NRHP and CRHR
Former Bank of Inglewood (now Vajra Books & Gifts)	4021007024	100 N. Market St./ 307 E. Queen St.	1927	Two-story retail commercial building	CRHR Eligible
Former J.C. Penney (now Inglewood Marketplace)	4021009031	129-139 S. Market St.	1941, 1954 (addition & remodel)	Two-story mixed-use commercial building	CRHR Eligible
Professional Building	4021009017	149-155 S. Market St./231- 239 E. Manchester Blvd.	1928	Two-story mixed-use commercial building	CRHR Eligible
Bank of America	4021013018	320-330 E. Manchester Blvd.	1948	Branch bank, rear parking lot	CRHR Eligible
Inglewood Park Cemetery	4012031930	720 E. Florence Ave.	1905	Cemetery	NRHP Eligible
The Forum	4025001002	3900 W. Manchester Blvd.	1967	Multi-purpose indoor arena, surrounding parking lot	Listed in NRHP and CRHR
Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	4021038027	619-635 S. Prairie Ave.	1948, 1960 (addition)	Two-story chapel and mortuary building	CRHR Eligible
<b>Notes:</b> NRHP = National Register of Historic Places, CRHR= California Register of Historic Resources <b>SOURCE:</b> City of Inglewood, <i>Inglewood Transit Connector Project Environmental Impact Report</i> , February 2022.					

### 4.12.3 ENVIRONMENTAL CONSEQUENCES

#### Effect CUL-1: Archaeological Resources

**Not Adverse.** The potential to disturb archaeological resources is only possible during construction activities. There is no potential for the ATS to encounter archaeological resources during operational activities. Therefore, operational activities would not result in an adverse effect related to archaeological resources. For a discussion of construction-related effects on archaeological resources, please refer to Section 4.18, Construction Activities, Effect CON-13.

#### Effect CUL-2: Historic Resources

**Not Adverse.** Under the Build Alternative, much of the proposed Project would be constructed within the public right-of-way, including the elevated ATS guideway set on single or dual support columns. Other components would be constructed on parcels immediately adjacent to the public right-of-way. These include the three stations; the pedestrian bridges over Florence Avenue and Prairie Avenue; vertical circulation elements for stations; the MSF (the Vons marketplace currently located on the proposed MSF site would be relocated to the northwest corner of the parcel); and the relocation of traffic lanes on Prairie Avenue.

The proposed Project would only result in direct effects to The Forum due to required relocation of traffic lanes, construction of new sidewalk along the east side of Prairie Avenue, straddle bent support columns, and the proposed pedestrian bridge from the Manchester Boulevard/Prairie Avenue Station. All of these components would encroach upon The Forum parking lot along its western edge between Manchester Boulevard and Pincay Drive by no more than 30 feet to accommodate the relocation of traffic lanes along Prairie Avenue. The Forum building would remain in its original location and would retain all of its significant character-defining features. However, the proposed Project would alter a portion of The Forum's surface parking lot, which is defined in the National Register nomination as one of The Forum's character-defining features. The encroachment would alter the original dimensions of the property. Despite this alteration, the parking lot would retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding The Forum building on all sides. The Forum's central location on an open site is a character-defining feature of the property, but the project activities would be limited to a small portion of the parking lot at the perimeter of the property and would not negatively affect this site feature such that it would not read as an open site. Additionally, the proposed Project vertical circulation elements for the station pedestrian bridge, would land on what is currently The Forum property. These elements would be constructed within the public right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. They would be situated along the property's western edge, and thus there would remain a substantial physical distance between the components and The Forum building itself (more than 300 feet). Thus, the proposed Project would not alter the relationship between The Forum building and its immediate surroundings in any meaningful way. Views of The Forum from Prairie Avenue (both the sidewalk and the roadway) would remain largely unobstructed with minimal impairment. The Forum property would retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. Important features of The Forum's setting are limited mainly to the property itself, the most important of which is the expansive surface parking area surrounding the building on all sides. Although the proposed Project would encroach on The Forum property along the eastern edge of the parking lot, the important aspects of The Forum's historical setting would remain intact. Because the proposed Project would not physically alter The Forum building; would not block or obscure important views of The Forum building; and would only alter a small portion of The Forum parking lot; the Project would not result in a substantial adverse change in the significance of the historical resource and effects on The Forum would not be adverse.

Regarding indirect effects to historic resources, adverse effects would involve a substantial alteration in how a resource is viewed and experienced by pedestrians and motorists through obscuring, interfering, or blocking the view of a resource from the public right-of-way. These indirect effects may materially impair and adversely affect the significance of a historical resource if the historical resource can no longer convey its historical

significance and justify its inclusion in a register. Historic resources identified along the proposed Project's footprint, including those adjacent the proposed ATS guideway alignment and stations, have been determined to convey their historical significance through physical characteristics such as design, construction, and/or form. The Project would introduce new permanent visual elements to the surrounding setting of the Inglewood Park Cemetery, Holy Faith Episcopal Church, and Fox Theater consisting of the elevated guideway as well as street enhancements including trees and seating. With regard to the Inglewood Park Cemetery and Holy Faith Episcopal Church, it has been determined that no effects to either resource would result from the Build Alternative as the setting of both historical resources includes features within their respective boundaries as well as their immediate surroundings rather than these resources' relationship to surrounding development which has been and will continue to be urban in character. Thus, the presence of the ATS guideway in the vicinity of these resources is not anticipated to alter any aspect of their integrity—including location, design, materials, workmanship, feeling and association – and public views of both resources would not be obstructed by any project components. Thus, no effect is anticipated for the Inglewood Park Cemetery and Holy Faith Episcopal Church.

Regarding the Fox Theater, the physical features which contribute to the historic significance of the Fox Theater are primarily limited to the building's noteworthy architectural elements and do not include elements of its overall setting, which has and will continue to be urban in character. The Build Alternative will not result in a substantial visual obstruction of any of the Fox Theatre or its character-defining features as it will be designed in a manner that allows for continued view of the structure along Market Street (See **Figure 4-5**). The incorporation of streetscape elements including street trees and street furniture would serve to improve the visual character within the Market Street Segment. The addition of the project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area, which will remain urban in character. The scale, massing, and overall composition of the historic theater would remain readily discernable, despite some change of setting resulting from the proposed Project. The Fox Theatre would retain its integrity and continue to convey its historic significance as a historic property. Additionally, construction and operational noise and vibration levels related to the elevated guideway, and streetscape elements would not exceed FTA thresholds near the property. The Contextual Design requirements identified in Section 2.2 of the Design Guidelines (Appendix H) and Mitigation Measure **CUL-1** would ensure that final design of the Project incorporates minimum heights and distances from facades of identified historic buildings to minimize visual disruption avoid visual obstruction of historic buildings.

## 4.13 LAND ACQUISITION AND DISPLACEMENTS

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A Displacements and Acquisitions Technical Report was completed for the proposed Project which is included in Appendix R.

Property acquisitions and displacements, including the relocation of residents, are regulated by federal, State, and local policies. The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The California Relocation Act (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. In accordance with the Uniform Act; 49 CFR Part 24; California Government Code 7260 et seq.; and California Code of Regulations (CCR) 600 et seq., in the event business or residential displacement occurs as a result of property acquisitions, relocation resources would be provided by the City to displacees. This Project also includes a relocation plan as required by CCR, Title 25, Division 1, Chapter 6.

#### 4.13.1 EXISTING CONDITIONS

The specific parcels affected by the proposed Project are shown in **Table A-1** in **Appendix T**. The proposed Project would affect 50 parcels and require 21 full property acquisitions, one partial acquisition, and 28 permanent easements. Refer to Appendix B in the Displacements and Acquisitions Technical Report for a map of land acquisitions and displacements (Appendix T of the EA). Importantly, the proposed Project would not acquire residential properties.

#### 4.13.2 AFFECTED ENVIRONMENT

The affected environment for land acquisitions and displacements includes parcels directly impacted by the proposed Project. Land uses abutting the alignment are described in Section 4.14, Land Use, of this EA.

#### 4.13.3 ENVIRONMENTAL CONSEQUENCES

##### **Effect ACQ-1: Land Acquisitions, Displacement, Replacement, and Relocation**

**Not Adverse.** The Build Alternative would require fee acquisitions (both full acquisitions and partial acquisitions) and easement acquisitions (both permanent and temporary). **Table A-1** in **Appendix T** shows addresses, existing uses, type of acquisition, and reason. Property acquisitions would only affect commercial properties and not residential properties.

The existing uses on the properties to be acquired include a variety of retail and general commercial uses. These existing uses are currently operating and employ an estimated 385 employees combined, with the largest employers being the Vons at 500 East Manchester Boulevard and the CVS Pharmacy at 222 North Market Street. None of the affected businesses are unique in their property requirements such that relocation within the City would be difficult or require special considerations. A relocation analysis prepared for the proposed Project (Appendix T) concluded that there is adequate space available for all displaced businesses to relocate within the City and employees of these businesses would not experience long-term loss of employment. The City and design team have worked with the Vons grocery store to reconfigure the proposed MSF site to ensure that Vons can remain on its existing site with a similarly sized new grocery store building. The Vons ownership will be responsible for constructing the new grocery store.

The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. This includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Where acquisitions and relocation are unavoidable, the City would follow the provisions of both the Uniform Act and the California Relocation Act, as amended. All real property acquired by the City would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal for all real property acquired by the City, would be provided to every affected owner. Each business displaced as a result of the proposed Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. Therefore, operational activities would not result in an adverse effect related to employee displacements.

## 4.14 LAND USE

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This section provides an overview of potential land use effects associated with implementation of the proposed Project. The evaluation of land use impacts identifies applicable land use plans and policies and assesses whether the proposed Project is inconsistent with those plans and policies. For the purposes of this analysis applicable land use plans include regional plans (SCAG's RTP/SCS), City General Plan Land Use Element and the Planning and Zoning Code and Transportation Corridor Overlay Zone) and applicable land use plans in the vicinity of the project (New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines, Medical Enterprise Overlay Zone, and the Hollywood Park Specific Plan). Refer to Section 4.9, Land Use and Planning, of the EIR for a comprehensive discussion of existing land use plans, land uses, and zoning.

#### 4.14.1 EXISTING CONDITIONS

The Market Street Segment begins at the current location of the retail commercial center on the northeast corner of Market Street and Regent Street, between the intersections of Florence Avenue/Locust Street and Market Street/Regent Street. This existing commercial center is surrounded by businesses to the north and south and residences to the east. The vacant lot west of the commercial center at the northeast corner of Regent Street and Market Street is planned for development of a multi-family residential complex. Other properties along this segment, including 115, 139 and 158 North Market Street, are planned for redevelopment with uses consistent with the City's New Downtown Inglewood and Fairview Heights TOD Plan. Restoration and adaptive reuse of the Fox Theater building in accordance with this plan is also being proposed by the private property owner.

The Manchester Boulevard Segment begins at the intersection of Market Street and Manchester Boulevard and continues east along Manchester Boulevard. This segment includes private property at 150 South Market Street, which contains an existing commercial building. Further east of 150 South Market Street is the existing Vons commercial plaza south of Manchester Boulevard, between Hillcrest Boulevard and Spruce Avenue. The majority of the uses along this segment are commercial uses, with some residential and religious uses toward the eastern end of the segment near Prairie Avenue.

The Prairie Avenue Segment begins at the intersection of Manchester Boulevard and Prairie Avenue at a commercial parcel at the southeast corner of Manchester Boulevard and Prairie Avenue. Existing businesses, multi-family residential buildings, Kelso Elementary School, and hotels are adjacent to Prairie Avenue on the west side of the roadway. The Forum, SoFi Stadium, and Hollywood Park Specific Plan developments are adjacent to Prairie Avenue on the east side of the roadway.

#### Land Use Plans and Policies

**SCAG RTP/SCS.** The overarching goals of the RTP/SCS address four core categories: economy, mobility, environment, and healthy/complete communities.

**General Plan Land Use Element.** The General Plan policies focus largely on orderly infill development, promotion of transit-oriented development, facilitation of mixed uses, provision of housing for all income level households, improvement of aesthetics, provision of public services, safety from seismic effects, use of alternative energy sources, and prevention of land use consistency conflicts. The General Plan was amended by the Inglewood City Council on April 12, 2022, to include the proposed Project and associated infrastructure.

**City of Inglewood Planning and Zoning Code and Transportation Corridor Overlay Zone.** The City Planning and Zoning Code implements the goals and policies of the comprehensive General Plan.

**New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines.** The New Downtown and Fairview Heights TOD Plan and Design Guidelines apply to new development or rehabilitation within the areas of Fairview Heights and Downtown Inglewood. The New Downtown and Fairview Heights TOD Plan details its vision for the downtown area of the City as a place to live, work, shop and be entertained with a unique mix of accessibility options.

**Medical Enterprise Overlay Zone Amendment.** The Medical Enterprise Overlay Zone applies to R-M (Residential) and C-2 (General Commercial) zoned properties in various planning areas in the City. With regard to zoning in the Project's vicinity, the Medical Enterprise Overlay Zone currently applies to properties where the Prairie Avenue/Manchester Boulevard Station and the Prairie Avenue/Hardy Street Station are proposed as well as properties on the west side of Prairie Avenue not located within the public right-of-way.

**Hollywood Park Specific Plan Amendment.** The purpose of the Hollywood Park Specific Plan is to define the land use framework for the redevelopment of the 298-acre Hollywood Park site with a mix of parks, retail, housing, entertainment, gaming, hotel, and civic uses.



#### 4.14.2 AFFECTED ENVIRONMENT

The proposed Project is situated in a mostly commercial-oriented portion of the City that is undergoing substantial redevelopment. The environmental analysis is described in three segments - the Market Street Segment, the Manchester Boulevard Segment, and the Prairie Avenue Segment. The Market Street and Manchester Boulevard Segments traverse the City's New Downtown Inglewood Transit Oriented Development Plan while the Prairie Avenue Segment traverses a portion of the Hollywood Park Specific Plan.

#### 4.14.3 ENVIRONMENTAL CONSEQUENCES

##### **Effect LU-1: Land Use Consistency**

**Not Adverse.** The Build Alternative would either be directly supportive of or would not conflict with regional or local plans, policies, or regulations.

**SCAG RTP/SCS.** The proposed Project would further these objectives by increasing local and regional transportation options while minimizing GHG emissions locally and in the region. The proposed Project would be a reliable transportation system that would improve the security and resilience of the regional transportation system by increasing local transportation service capacity and options for transportation in the region. The increase in transportation service capacity would promote regional economic prosperity and competitiveness while serving major regional activity centers including Downtown Inglewood, SoFi Stadium, The Forum, and IBEC, including the Intuit Dome. The proposed Project would decrease local VMT and improve local air quality in the City. As the proposed Project is located within and adjacent to disadvantaged and underserved communities, the health benefits and reliable, low-cost transit service would create a more equitable community with increased access and reliable transportation options. Lastly, the proposed Project would increase transportation options for diverse housing types in the area, including single and multifamily residential uses in the City.

**General Plan Land Use Element.** The proposed Project would convert several existing commercial land uses to a transportation use as each of the stations and the MSF would be located on land designated for commercial use. However, the General Plan was amended by the City to reference the proposed Project and associated infrastructure on April 12, 2022. The amendments are consistent with the intent of these existing goals and policies of the Downtown TOD and the City's circulation system and the proposed Project is fully consistent with the City's General Plan Land Use Element.

**City of Inglewood Planning and Zoning Code and Transportation Corridor Overlay Zone.** The City is in the process of adopting a Transportation Corridor Overlay Zone to define appropriate standards for the development and operation of the proposed Project. Development of the proposed Project within the Transportation Corridor Overlay Zone would provide the Downtown with a unique mix of accessibility options including light rail, pedestrians, buses, and advanced technology local transit.

**New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines.** The proposed Project supports the vision of the New Downtown and Fairview Heights TOD Plan and Design Guidelines through the implementation of the transit system and the upgrading of pedestrian facilities, while connecting downtown to major commercial entertainment centers including The Forum and Hollywood Park Specific Plan.

**Medical Enterprise Overlay Zone Amendment.** The proposed amendment to the Medical Overlay Zone would exclude the proposed sites for the Manchester Boulevard/Prairie Avenue and Prairie Avenue/Hardy Street Stations and associated components of the proposed Project on the west side of Prairie Avenue not located within the public right-of-way. This amendment would be limited to these properties.

**Hollywood Park Specific Plan Amendment.** To accommodate the proposed Project while maintaining the existing roadway capacity along Prairie Avenue, the proposed Project includes the relocation of one existing traffic lane on the east side of Prairie Avenue. The relocated lane would be accommodated within a variable easement for street purposes, to be acquired by the City over private property that currently comprises the existing 30-foot setback area along the west edge of the Hollywood Park Specific Plan area. While existing sidewalk widths along Prairie Avenue would be maintained, landscaping, signs and other streetscape improvements would need to be reduced or eliminated in certain areas. The amendment to the Hollywood Park Specific Plan is proposed to address any potential conflict or inconsistency with the Hollywood Park Specific Plan due to relocating the traffic lane.

**Summary of Effects.** A project is considered to be consistent with a general plan and related planning documents if, considering all its aspects, it would further the objectives and policies of the plan or not obstruct their attainment. The proposed Project would be consistent with applicable plans, policies, and regulations, and would further the goals and objectives of the existing plans and policies and would not obstruct the attainment of the existing policies, plans, and programs. While proposed stations and the MSF would replace existing commercial land uses with transportation uses, the proposed Project is consistent with City land use policy as it has been included in the City's General Plan Land Use Element. Therefore, operational activities would not result in an adverse effect related to land use.

## 4.15 NOISE AND VIBRATION

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Multiple noise and vibration studies were completed in support of the EA, which are included in Appendix U. The noise and vibration impact analysis guidance for federally financed transit projects are defined in the FTA *Transit Noise and Vibration Impact Assessment*, which is commonly referred to as the *FTA Guidance Manual*.

### 4.15.1 EXISTING CONDITIONS

**Noise.** The decibel (dB) is a unit of measurement that indicates the relative amplitude of sound. The hourly equivalent sound level ( $L_{eq}$ ) is the energy-mean A-weighted sound level present or predicted to occur during a specified interval. It is the equivalent constant sound level that a given source would need to produce to equal the fluctuating level of measured sound. The day-night sound level ( $L_{dn}$ ) describes the 24-hour average, and includes a penalty for noise during nighttime hours.  $L_{dn}$  is approximately equal to the  $L_{eq}$  peak hour under normal traffic conditions. The immediate area surrounding the proposed Project is highly urbanized with multiple noise sources including, but not limited to, traffic on local and arterial streets, aircraft arrivals to and departures from LAX, and commercial and industrial activity (e.g., truck loading/unloading). A series of short- and long-term noise measurements were completed to establish baseline noise conditions. The daytime  $L_{eq}$  ranged between 61.9 and 76.7 dBA. The nighttime  $L_{eq}$  ranged between 54.6 and 72.8 dBA. The  $L_{dn}$  ranged between 63.1 and 79.4 dBA. Refer to Appendix U for additional monitoring details including a location map.

**Vibration.** The descriptors are root-mean square velocity level, in velocity decibels (VdB) units, relative to one micro-inch per second to describe human response to transit vibration. Vibration monitoring completed for the proposed Project indicated that existing vibration levels along the alignment range between 52 and 67 VdB. As a point of reference, the average person can barely perceive vibration velocity levels below 70 VdB.

### 4.15.2 AFFECTED ENVIRONMENT

Noise may be loud, unpleasant, unexpected, or undesired sound, typically associated with human activity that interferes with or disrupts the normal ongoing noise-sensitive activities of others. There are several methods for characterizing sound. The most common is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations is utilized. Ground-borne vibration can be a serious concern for nearby

neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. The effects of ground-borne vibration include feelable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for normal transportation projects. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound or vibration could adversely affect the use of the land. These land uses include residences, hotels, schools, places of worship, and medical offices. Each of these land uses are located adjacent to and within a quarter mile radius of the proposed Project. To present the results of the potential noise impact analyses, the land uses nearest to the proposed Project were organized into 18 sensitive receptor groups located adjacent to project components as shown in Figure 5-1 of the NEPA Noise and Vibration Assessment including in Appendix U.

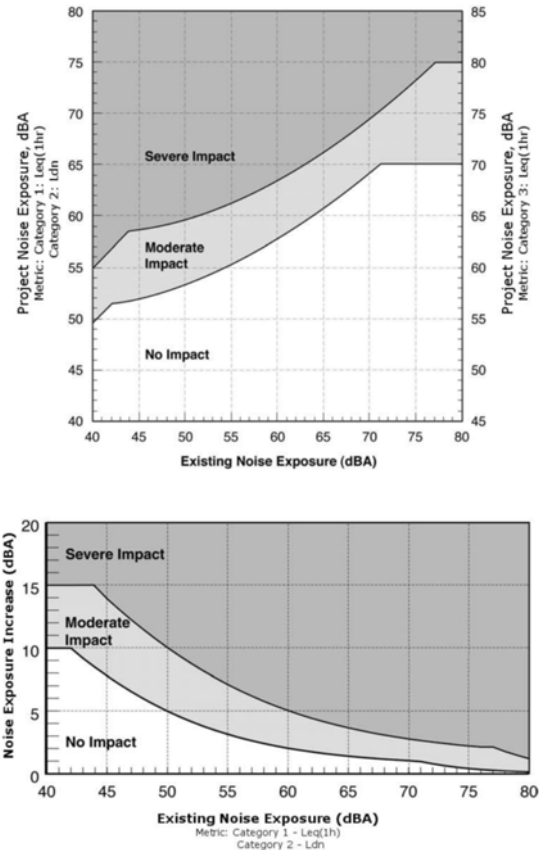
### 4.15.3 ENVIRONMENTAL CONSEQUENCES

#### Effect NV-1: Noise and Vibration

**Not Adverse with Mitigation Measures.** The Build Alternative would produce operational noise from the ATS and stationary sources such as the MSF site, PDS substations, backup generators, and stations. Stationary noise sources such as PDS substations and backup generators would be screened to control noise levels. Additionally, the backup generators would only operate intermittently for testing.

The FTA guidelines provide noise impact criteria for three different land use categories. They are identified as Category 1 (land uses where quiet is an essential element of its intended purpose), Category 2 (land uses where people sleep such as residences), and Category 3 land uses (institutional land uses with primarily daytime use such as schools). The sensitive land uses in the study area are all Category 2 (residences and lodging) or Category 3 (places of worship and educational). The noise impact criteria are shown in the graphic on this page. For noise exposures below the lower of the two curves, a project is considered to have no noise impact. The curve defining the onset of noise effects stops increasing at 65 dBA for Category 1 and Category 2 land uses, a standard limit for an acceptable living environment defined by several federal, state, and local agencies. Project noise above the upper curve is considered to cause a severe impact because a substantial percentage of people would be highly annoyed by the noise increase. Between the two curves, a project is judged to have a moderate effect. The change in the cumulative noise level is noticeable to most people, but may not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the effect and

Figure 4-7: Noise Impact Criteria for Transit Projects



the need for mitigation, such as the existing noise level, predicted level of increase over existing noise levels, and the types and numbers of noise-sensitive land uses affected.

Although the curves are defined in terms of the project noise exposure and the existing noise exposure, the increase in the cumulative noise—when project-generated noise is added to existing noise levels—is the basis for the criteria. To illustrate this point, the graphic above shows the noise impact criteria for Category 1 and Category 2 land uses in terms of the allowable increase in the cumulative noise exposure. The criterion for a moderate effect allows a noise exposure increase of 10 dBA if the existing noise exposure is 42 dBA or less, but only a 1 dBA increase when the existing noise exposure is 70 dBA.

**Table 4-7** lists the moderate and severe impact criteria that would apply to Category 2 and Category 3 land uses at each site, based on the existing ambient noise levels. **Table 4-8** provides a summary of the predicted operational noise levels from each ATS technology and the MSF site; noise levels are stated both for each individual noise source, and for the combination of ATS and MSF noise. **Table 4-9** provides the assessment of impact for each calculated noise level in **Table 4-8**, relative to the criteria shown in **Table 4-7**. The noise levels represent both an opening year of 2027 and a horizon year of 2045 because the train headways do not change between these conditions.

<b>TABLE 4-7: MODERATE AND SEVERE IMPACT CRITERIA BASED ON AMBIENT NOISE LEVELS</b>						
<b>Site</b>	<b>Ambient</b>		<b>Category 2 Impact Criteria, L<sub>dn</sub></b>		<b>Category 3 Impact Criteria, Daytime L<sub>eq</sub></b>	
	<b>L<sub>dn</sub></b>	<b>Daytime L<sub>eq</sub></b>	<b>Moderate Impact</b>	<b>Severe Impact</b>	<b>Moderate Impact</b>	<b>Severe Impact</b>
1	63	62	60	65	64	69
2	67	64	62	67	65	71
3	74	71	65	72	70	75
4	79	77	65	75	70	80
5	77	73	65	75	70	77
A	66	64	61	67	65	71
B	77	74	65	75	70	77
C	79	77	65	75	70	80
D	77	76	65	74	70	79
E	74	73	65	73	70	77
F	69	69	64	69	69	74
G	69	67	64	69	67	72
H	67	68	62	68	68	73
I	68	68	63	68	68	73
J	77	74	65	74	70	77
K	71	68	65	70	68	73
L	79	74	65	75	70	77
M	76	75	65	74	70	78

**SOURCE:** ICF, NEPA Noise and Vibration Assessment of Inglewood Transit Connector Project, 2022.

**TABLE 4-8: INDIVIDUAL AND COMBINED OPERATIONAL NOISE LEVELS FOR ATS AND MSF**

Site	Monorail ATS		Rubber-Tired Guideway ATS		Stationary Sources		Monorail + Stationary		Rubber-Tired Guideway + Stationary	
	L <sub>dn</sub>	Day L <sub>eq</sub>	L <sub>dn</sub>	Day L <sub>eq</sub>	L <sub>dn</sub>	Day L <sub>eq</sub>	L <sub>dn</sub>	Day L <sub>eq</sub>	L <sub>dn</sub>	Day L <sub>eq</sub>
1	58	53	55	49	41	39	58	53	55	49
2	53	48	43	38	59	57	60	57	59	57
3	54	49	46	40	49	47	55	51	51	48
4	52	46	41	35	34	32	52	46	42	37
5	46	41	33	28	38	35	47	42	39	36
A	54	49	43	38	43	41	55	49	46	43
B	54	48	44	39	47	45	55	50	49	46
C	52	46	41	35	36	34	52	47	42	38
D	45	39	37	31	39	37	46	41	41	38
E	45	40	33	28	30	28	45	40	35	31
F	52	46	44	38	40	38	52	47	45	41
G	54	48	47	41	42	40	54	49	48	44
H	54	48	47	42	47	45	55	50	50	47
I	52	46	44	39	68	66	68	66	68	66
J	53	47	40	34	45	43	53	49	46	43
K	61	55	55	49	40	38	61	55	55	50
L	46	40	40	34	42	40	47	43	44	41
M	44	38	37	32	39	36	45	40	41	38

SOURCE: ICF, NEPA Noise and Vibration Assessment of Inglewood Transit Connector Project, 2022.

**TABLE 4-9: ASSESSMENT OF ATS AND MSF NOISE LEVELS WITH THE FTA CRITERIA**

Site	Monorail ATS		Rubber-Tired Guideway ATS		Stationary Sources		Monorail + Stationary		Rubber-Tired Guideway + Stationary	
	Cat. 2	Cat. 3	Cat. 2	Cat. 3	Cat. 2	Cat. 3	Cat. 2	Cat. 3	Cat. 2	Cat. 3
1	None	None	None	None	None	None	None	None	None	None
2	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
3	None	None	None	None	None	None	None	None	None	None
4	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
5	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
B	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
C	None	None	None	None	None	None	None	None	None	None
D	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
E	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
F	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
G	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
H	None	None	None	None	None	None	None	None	None	None
I	None	N/A	None	N/A	<b>Mod. Impact</b>	N/A	<b>Mod. Impact</b>	N/A	<b>Mod. Impact</b>	N/A
J	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
K	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
L	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A
M	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A

Note: Cat. = land use category, None = No Impact, N/A = No receivers at this site are in the relevant land use category, Mod. Impact = moderate impact

SOURCE: ICF, NEPA Noise and Vibration Assessment of Inglewood Transit Connector Project, 2022.

The detailed noise analysis prepared for each of the possible technologies did not identify moderate or severe impacts from transit movements along the alignment. Mitigation Measure **NV-1** would avoid potential adverse effects by providing a performance standard for maximum ATS train noise levels (e.g., 76 dBA for a train traveling along the guideway at normal speed). A moderate impact was identified at the residences adjacent to the MSF regardless of the transit technology. Mitigation Measure **NV-2** would minimize the predicted adverse effects from operation of the MSF. Because the final operational details, site plan, and equipment layout at the MSF are currently unknown, Mitigation Measure **NV-2** provides performance-based requirements to reduce combined noise levels from all onsite equipment and activities to 62 dB  $L_{dn}$  or less, at all surrounding residential uses. To achieve this performance standard, during the architectural and engineering design, and prior to the issuance of any building permits for the MSF, the City or their contractor would retain an acoustical consultant to evaluate the design and provide written recommendations, as necessary, to reduce noise from all onsite equipment and activities. Such recommendations may include, but are not limited to, changes in site layout or equipment locations; sound power limits or specifications; rooftop parapet walls; acoustical absorption, louvers, screens, or enclosures; intake and exhaust silencers; or administrative controls (such as restricting certain activities to daytime hours).

The condition of the rails, type of guideway construction, other proposed Project components, and the mass and stiffness of the guideway structure would have an influence on the level of groundborne vibration. It is rare for groundborne vibration to be a problem with elevated railways except when guideway supports are located within 50 feet of buildings. A worst-case analysis of vibration levels (i.e., for the monorail ATS) was completed using the FTA's generalized ground surface vibration curve for rapid transit or light rail vehicles. The *FTA Guidance Manual* states that this curve is appropriate for both heavy and light-rail vehicles, which would cover a wide variety of possible technologies including steel-wheeled automated light rail transit (ALRT) systems and cable-propelled APM systems. The buildings nearest to the guideway include commercial and residential uses along Market Street, Manchester Boulevard and Prairie Avenue which would be approximately 30 feet from the guideway centerline. The estimated groundborne vibration levels at these locations would be approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS. Both levels are well below the criteria for potential damage, which is 90 VdB for buildings extremely susceptible to vibration damage. Residential uses along the guideway would also be sensitive to potential annoyance from ATS operation. The maximum predicted vibration levels of approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS at the closest residences, would be below the FTA criterion of 72 VdB for annoyance. Therefore, no adverse effect related to land vibration would occur.

## 4.16 SAFETY/SECURITY

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This section presents information about existing safety and security, especially as it pertains to pedestrians, motorists, and communities that may be impacted by the proposed Project. Both federal and State regulatory requirements emphasize safety aspects in the development of new facilities and systems. The NEPA mandates that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331(b)(2)). Federal regulations include the *Public Transportation Safety Act of 2010*, the *Moving Ahead for Progress in the 21<sup>st</sup> Century law*, and the *FTA State Safety Oversight Rule*.

### 4.16.1 EXISTING CONDITIONS

Law enforcement services in the City are provided by the Inglewood Police Department (IPD). The IPD operates one police station that houses most of the department's offices, located adjacent to Inglewood City Hall at One Manchester Boulevard, approximately 650 feet to the west of the proposed Project. IPD has 186 sworn officers and approximately 92 civilian personnel. With respect to fire protection, the City is served by Battalion 20 within Division 6 of the Los Angeles County Fire Department (LACFD). Battalion 20 operates six stations in total; four of these serve the City (Fire Stations 170, 171, 172, and 173). Fire Station 171 is nearest to the proposed Project and is located approximately 0.25 miles to the west at 141 West Regent Street.

#### 4.16.2 AFFECTED ENVIRONMENT

The California Public Utilities Commission (CPUC) has regulatory and safety oversight pertaining to rail transit systems. The commission, which coordinates with the FTA, is the largest participating State agency in the nation for ensuring rail compliance with federal rail safety regulations resulting from the *Federal Railroad Safety Act of 1970*, as codified in Part 49 of the CFR. The proposed Project must comply with CPUC rules and regulations, CPUC General Orders, and American Society of Civil Engineers Automated People Mover Standards.

#### 4.16.3 ENVIRONMENTAL CONSEQUENCES

##### **Effect SAFE-1: Safety, Emergency Response, Security, and Accessibility**

**Not Adverse.** The Build Alternative would operate in conformance with established safety requirements. The American Society of Civil Engineers (ASCE) Standard 21, Automated People Mover Standards Part 1 (ASCE 21-05) addresses safety and performance requirements that apply to the proposed Project. The ASCE 21 Applicable local general building code requirements will also be adhered to by the project. The ASCE standard includes requirements that address federal and State regulations for independent safety oversight agencies. The Project would also adhere to ASCE 21, Part 4 (ASCE 21.4-08), which addresses Security; Emergency Preparedness; System Verification and Demonstration; Operations, Maintenance, and Training; and Operational Monitoring. Safety oversight of fixed guideway transit systems is required at the State government level under the Federal Transit Administration, Part 659, Rail Fixed Guideway Systems – State Safety Oversight requirements when there is a similar transit system operating within the State. The proposed Project’s safety and security programs would be subject to the requirements of the CPUC and State Safety Oversight of Fixed Guideway Transit Systems. In addition, the operation of the proposed Project would be required to adhere to all State and local safety requirements including those of the City’s fire and police departments.

The proposed Project is an elevated ATS and there is no potential for trains to conflict with vehicles or bicycles. Downtown Inglewood is a controlled street system with traffic signals and crosswalks at intersections; no bicycle lanes are located along the alignment. The proposed Project would be elevated above Market Street, Manchester Boulevard, and Prairie Avenue. Changes to lane configurations would occur at the intersections of Market Street/Regent Street, Market Street/Queen Street, and Manchester Boulevard/Prairie Avenue, however no changes to intersection traffic control are proposed at these intersections. Consequently, risks related to vehicle and bicycle safety are not anticipated to increase under the proposed Project.

Regarding pedestrian safety, Downtown Inglewood is a controlled street system with traffic signals and crosswalks at intersections. The existing streetscape design would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. Sidewalks on both sides of the street segments along the alignment would be provided by the proposed Project consistent with the requirements of the ADA. Each station would have three levels including the ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation (stairs/escalators/elevators) from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the LACMTA K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Consequently, risks related to pedestrian safety are not anticipated to increase under the proposed Project.

Similar to all above-grade facilities, the proposed Project would be designed to include barriers preventing people from accessing elevated areas that may be fall hazards. The specific design has not been determined at this stage, although barriers would be required to meet height standards approved by regulatory agencies to

promote safety. In addition, transit vehicles will be designed to prevent riders from opening doors during operations, except in emergency conditions and never while a train is in motion. Safety risks would be minimized to the greatest extent feasible similar to other elevated transit systems throughout the United States.

Regarding accessibility, each station would have three levels including the ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation (stairs/escalators/elevators) from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. Platform elevations would match the floor height of the ATS trains. Lateral gaps between the platform and the vehicles would be small to allow those with wheelchairs and other mobility devices to board without difficulty. Vehicles would be designed to be fully compliant with the ADA and associated regulations and guidance. Therefore, operational activities would not result in an adverse effect related to accessibility.

Emergency services would be provided by the IPD and LACFD. The Project has been designed to add the ATS system in the public right-of-way on Market Street, Manchester Boulevard, and Prairie Avenue while maintaining the existing number of travel lanes on these streets. As discussed previously, the Project would reduce traffic volumes on streets throughout Inglewood and reduce roadway congestion. The proposed Project would not affect existing roadway lane capacities or speed limits. Proposed improvements related to roadway configuration and striping would be designed consistent with standards established in the City's Circulation Element. The City's Department of Public Works, Transportation Division would review and approve the final roadway configuration and restriping improvements. For these reasons, the proposed Project would not result in inadequate emergency access or impede existing emergency response. Therefore, operational activities would not result in an adverse effect related to emergency response.

Regarding security, there would be few changes in the operational characteristics of the transportation right-of-way and adjacent areas as a result of the proposed Project. Personnel from IPD would respond in the event of a security-related emergency. The MSF facilities and power distribution system substations would all be secured to prevent trespassing and tampering. In addition, security and safety lighting would also be provided as necessary in parking areas, service passages, and common areas. Therefore, operational activities would not result in an adverse effect related to security. The Project would operate in highly urbanized area of downtown Inglewood. The Project is not expected to contribute to any increase in crime.

## **4.17 SECTION 4(F) EVALUATION**

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A Draft Individual Section 4(f) Evaluation was completed to evaluate potential project-related effects on Section 4(f) resources and is contained in Appendix V.

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303), as amended, requires consideration of parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public. It also requires consideration of publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge. Additionally, historic sites of national, state, or local significance in public or private ownership are considered regardless of whether they are open to the public (23 U.S.C. §138(a) and 49 U.S.C. §303(a)).

### **4.17.1 AFFECTED ENVIRONMENT**

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of the above listed lands only if there is no prudent and feasible alternative to using that land and the Program or Project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.



As defined in Section 4(f), use can occur under the following three circumstances:

- **Permanent Incorporation:** when a Section 4(f) property is permanently acquired for a transportation project.
- **Temporary Occupancy:** when there is temporary use of a property that is adverse to the terms of Section 4(f)'s preservationist purpose.
- **Constructive Use:** when the proximity impacts of a transportation project on a Section 4(f) property, even without acquisition of the property, are so great that the activities, features, and attributes of the property are substantially impaired.

### **Section 4(f) Resources**

**Publicly Owned Parks, Recreation Areas, Wildlife or Waterfowl Refuges.** There is one publicly owned park near the proposed Project. Queen Park is located at 625 East Queen Street, approximately 700 feet north of the Project alignment along Manchester Boulevard. The proposed Project would not result in direct or temporary use of Queen Park, nor would proximity impacts (i.e., noise) affect features, attributes, activities, or close access to Queen Park. The Project would therefore not result in a use of Queen Park.

**Historic Sites.** Within the APE there are four historic sites that qualify for protection under Section 4(f). These include Holy Faith Episcopal Church (260 North Locust Street), the Former Fox Theater (115 North Market Street), Inglewood Park Cemetery (720 East Florence Avenue), and The Forum (3900 West Manchester Boulevard). Both The Forum and the Former Fox Theater are already listed in the NRHP while the Holy Faith Episcopal Church and Inglewood Park Cemetery have been evaluated and appear eligible for listing in the NRHP.

## **4.17.2 SECTION 4(F) USE DETERMINATION**

### **Holy Faith Episcopal Church**

**No Use.** The Build Alternative would not result in direct impacts or temporary use of the Holy Faith Episcopal Church during construction. No proximity impacts to the church are anticipated such that any aspect of its historic integrity –including location, design, materials, workmanship, feeling or association –would be adversely affected. Therefore, no permanent use, temporary occupancy, or constructive use would occur.

### **Former Fox Theater**

**No Use.** The Build Alternative would not result in direct impacts to the Former Fox Theater building or property, nor would it result in temporary use during construction. As discussed in Section 4.12, Cultural Resources, indirect impacts to the Former Fox Theater would be related to the presence of new structures associated with the ATS guideway situated in front of the Fox Theater Property. As discussed, support columns would be located in front of the Former Fox Theater, the distance of the support columns from the façade and height of the ATS guideway would allow the property to retain its historic integrity despite permanent alterations to the property's setting. Therefore, no permanent use, temporary occupancy, or constructive use would occur.

### **Inglewood Park Cemetery**

**No Use.** The Build Alternative would not result in direct impacts to the Inglewood Park Cemetery property, nor would it result in temporary use during construction. There would be substantial physical separation between the cemetery property and the proposed Project components such that there would be no potential proximity impacts to the cemetery's setting and integrity. Therefore, no permanent use, temporary occupancy, or constructive use would occur.

## The Forum

**De Minimis Impact.** A portion of the parking lot on The Forum property would be used and reconfigured to accommodate proposed relocation of traffic lanes along Prairie Avenue, straddle bent support columns, and the proposed pedestrian bridge from the Manchester Boulevard/Prairie Avenue Station. Proposed encroachment into the parking lot associated with the relocated traffic lanes, straddle bent support columns, and pedestrian bridge is anticipated to use no more than a 30-foot-wide sliver of the existing property for the length of the property's western boundary, or approximately 0.7 acres of the approximately 29-acre property.

No alterations or other effects to The Forum building would occur. While the parking lot is defined in the NRHP nomination as one of The Forum's character-defining features, alterations posed by the Build Alternative would not affect the parking lot's overall character, namely, an expansive, on-grade, asphalt-paved parking area surrounding The Forum building on all sides. Additionally, the proposed Project vertical circulation elements for the station pedestrian bridge, would land on what is currently The Forum property. These elements would be constructed within the public right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. They would be situated along the property's western edge, and thus there would remain a substantial physical distance between the proposed Project components and The Forum building itself (more than 300 feet). Thus, the proposed Project would not alter the relationship between The Forum building and its immediate surroundings in any meaningful way. Views of The Forum from Prairie Avenue (both the sidewalk and the roadway) would remain largely unobstructed with minimal impairment.

Despite the direct use of approximately 0.7 acre of The Forum property and alterations to the parking lot, The Forum property would retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. Important features of The Forum's setting are limited mainly to the property itself, the most important of which is the expansive surface parking area surrounding the building on all sides. Because the proposed Project would not physically alter The Forum building, would not block or obscure important views of The Forum building, and would only alter a small portion of The Forum parking lot, the proposed Project would not result in a substantial adverse change in the significance of the historical resource and effects on The Forum would not be adverse. On-going design of the Build Alternative would be governed, in part, by Design Standards and Guidelines (Appendix H) which among other requirements includes contextual design considerations for the placement of proposed straddle bent support columns near historic resources such as The Forum, massing considerations for proposed elevated walkways, and sidewalk/streetscape design requirements. In addition, Mitigation Measure CUL-1 requires that the final design consider design variables related to Proposed Project components and their interface with historic buildings, including The Forum. Mitigation Measure CUL-1 would ensure minimal impacts to the setting of The Forum, and little or no visual obstruction of the resource's street-facing façades. Given that no adverse effect to The Forum property is anticipated, the relatively minor use of The Forum parking lot, and application of proposed Design Standards and Guidelines, the Build Alternative would involve a *de minimis* impact to The Forum.

The draft *De Minimis* Impact finding was transmitted to the SHPO, the official with jurisdiction over The Forum as a historic resource, through the Section 106 consultation.

## 4.18 CONSTRUCTION ACTIVITIES

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Construction would occur in multiple phases over approximately 46 months between January 2024 and November 2027. Construction of the new replacement Vons grocery by ownership of that business would occur prior to construction of the ATS System. The following is a summary of the planned construction phases. For additional details, refer to the Inglewood Transit Connector Project Baseline Construction Phasing Narrative (June 2021) provided in Appendix W.

## **CONSTRUCTION PHASING**

The construction phasing represents a reasonable set of assumptions to inform the environmental analysis. Prior to Phase 1 construction activities being initiated on the MSF site, the Vons supermarket and gas station currently located on this site would be demolished for a new Vons store to be built on the corner of Manchester Boulevard and Hillcrest Boulevard. This construction would occur over an approximate 10-month period prior to Phase 1 of the ITC construction. The eight construction phases are described below and would include various surface and aerial construction activities with various activities overlapping in location and time.

- Phase 1 would include demolition of buildings and site improvements on properties acquired for construction of the proposed Project, the beginning of construction of the MSF, trenching and installation of primary power duct bank, and preparatory work on the east side of Prairie Avenue to allow for the roadway shift. After demolition, the remaining asphalt flatwork areas would provide space for construction staging, including but not limited to, space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff.
- Phase 2 would include activities to enable the construction sequence of the guideway along Prairie Avenue from Hardy Street to Manchester Boulevard, and work at the MSF site.
- Phase 3 would include foundation work for the ATS guideway, foundation work for the Market Street/Florence Avenue Station, and construction for the MSF support structure. Phase 3 work would include utility relocation (if necessary), foundations, columns, and setting of the PDS substations.
- Phase 4 would include foundation work for the ATS guideway, guideway column caps along Market Street, and the MSF building deck and shell. Activities would include utility relocation (if necessary), foundations, CIP columns, guideway column caps, and PSD equipment.
- Phase 5 would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Phase 5 activities would include guideway girders, guideway straddle caps, and installation of equipment at the PDS substation.
- Phase 6 would include completion of the Prairie Avenue/Manchester Boulevard Station, completion of the Prairie Avenue/Hardy Street Station, and completion of the MSF building, and the elevated passenger walkway to the LACMTA K Line Downtown Inglewood Station.
- Phase 7 would include final site work and completion of the stations.
- Phase 8 would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems and testing and commissioning of the ATS trains.

## **CONSTRUCTION HOURS**

Construction activity would occur 24-hours a day seven days a week with the majority of heavy construction activities (those involving large equipment use on site) primarily occurring over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts.

Due to site constraints, particularly along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and/or night hours. Additionally, construction of the elevated guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic. Delivery of construction materials would occur during the night shift, as would most temporary lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or material disruption to daily commuter

traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, it can be anticipated that some minor activity would occur during periods in between construction shifts for logistics, moving equipment, etc. Pursuant to the IMC, any construction between the hours of 8:00 PM and 7:00 AM would require the approval of a permit from the Permits and License Committee of the City.

## **UTILITIES**

A Utility Report prepared for the proposed Project evaluated potential conflicts with the proposed Project columns and the existing utility lines along the alignment (Appendix G). There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. Utility lines identified within the Manchester Boulevard segment include water, sewer, wastewater, stormwater, and gas lines. Utility lines within the Prairie Avenue segment include water, sewer, wastewater, stormwater, electrical, telecommunications and gas lines. Based upon the Utility Report, it appears that several utility lines within these segments would conflict with proposed Project columns. The location of utilities is based on a review of existing documentation and the exact locations have not been field verified. Several storm drains have been identified along these segments which may require relocation due to column placement. In addition, SCE has determined that the proposed Project would likely utilize a new 16 kV circuit constructed in an underground duct bank from the SCE Inglewood substation near Florence Avenue and Fir Avenue to the proposed MSF site.

## **CONSTRUCTION EQUIPMENT**

Off-road construction equipment would include auger drill rigs and/or pile drivers, excavators, backhoes, loaders, cranes, drill rig trucks, compactors, and other heavy-duty construction equipment that is not licensed for travel on public highways. Off-road equipment is inventoried based on equipment type, model, and horsepower rating. On-road on-site equipment would include shuttle vans transporting construction employees to and from the site(s), on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks, street sweepers, and other on-road vehicles licensed to travel on public roadways.

## **WORKFORCE ESTIMATES**

The proposed workforce estimate is based on the phases of construction, which may overlap in any calendar year. Including all contractor staff and specialty on-site professionals, the approximate maximum daily workforce would be approximately 100 for Phase 1, 140 for Phase 2, 200 for Phase 3, 240 for Phase 4, 240 for Phase 5, 200 for Phase 6, 125 for Phase 7, and 100 for Phase 8.

## **CONSTRUCTION STAGING AREAS AND EMPLOYEE CONTRACTOR PARKING**

To the extent possible, construction laydown, staging areas, and employee contractor parking for the proposed Project would be located within the alignment for the proposed facilities. The potential staging areas include the sites for all three stations, the MSF site, and the properties at 150 South Market Street Market Street. Further, City-owned lots near the northeast corner of Market Street and Manchester Boulevard, and others near the proposed Project could be used for construction employee parking. For the MSF site, a portion of the site outside the active construction footprints of the MSF and PDS substation would be used for minor construction staging, such as materials storage. Most of the site is proposed to be occupied by the reconstructed Vons and associated parking. Additionally, equipment and materials storage would also take place in the linear staging areas in the form of one lane of roadway along the length of alignment separated by K-rail. At each construction staging area, the contractor would implement, as necessary, security and screen fencing, surveillance cameras, security personnel, and the locking and securing of equipment. Additionally, the proposed Project would incorporate various temporary construction fencing features to screen much of the construction activities along major public approaches and perimeter roadways. If necessary, contractor employees would be shuttled between construction sites and contractor employee parking areas within one mile of the proposed Project, as needed.

## **HAUL ROUTES**

The delivery and haul routes proposed during construction are Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard, which have been designated by the City as appropriate for heavy truck use. Delivery and haul routes would convey materials to and from regional routes, including the I-105 and I-405 Freeways. It is anticipated that the haul routes closest to the respective work and staging areas of the Project alignment would be used. Excavated dirt materials may be hauled at night, where possible, due to the busier freeways and surface streets around or near the excavation site during daytime hours.

## **CONSTRUCTION COMMITMENT PROGRAM**

As part of the Project, the City developed a CCP (Appendix I) to pro-actively address the effects of the construction of the ATS project on the community. This program includes a Business Community and Support Program, Business Assistance Program, Transit Access and Circulation Program, Construction Staging and Traffic Control Program, Parking Management Plan, Air Quality Program, Visual Resources Program, Hazardous Materials Program, Noise and Vibration Program, and Tree Removal and Replacement Plan.

The Construction Staging and Traffic Control Plan addresses:

- Coordination with other public infrastructure projects within the City's boundaries;
- Coordination with major private development projects that may be constructed concurrently with the proposed Project, including HPSP and IBEC.
- Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow;
- Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the LASED at Hollywood Park, The Forum, and the IBEC including the Intuit Dome;
- Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times;
- Monitoring and coordination of construction materials deliveries; and
- Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with Project construction information, signage, and web-based media.

All haul routes and activities would need to be reviewed and approved with truck deliveries of bulk materials and hauling of soil scheduled during off-peak hours to the extent feasible and on designated routes including freeways and nonresidential streets. Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, would be prohibited on City streets at all times except in defined workspace areas defined in the Construction Staging and Traffic Control Program. Construction noise reduction measures would minimize noise through the use of temporary noise barriers, and restrictions on the use of heavy equipment that create vibration near sensitive uses and buildings, and other measures. Contact information for a Community Affairs Liaison would be posted throughout the construction area. This liaison would respond to any noise complaints within 24 hours. The air emissions reduction measures require use of the best commercially available equipment meeting the highest standard for minimizing air emissions and the use of electric powered equipment or equipment not powered by diesel engines, where possible. To ensure that any hazardous materials encountered during construction are appropriately addressed, building demolition, hazardous materials contingency, soils management, and health and safety plans would be prepared and implemented during construction. All lighting needed to support construction activities would be required to meet defined standards to avoid impacts to adjacent uses and all stockpile area would be Removal of trees and other landscaping would be minimized and any trees removed would be replaced within six months of work being completed in affected areas.

The City would create a \$5,000,000 Business Assistance Fund to provide financial assistance through grants to eligible businesses affected by construction. In addition, the CCP includes business and community support programs to address businesses financially affected by construction addressing:

- Advertising support for local businesses in local or regional newspapers and social media.
- Notice of plans to all affected property owners of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.
- Notice of plans to all affected property owners if utilities would be disrupted for short periods of time and ensuring major utility shut-offs are scheduled during low-use periods of the day.
- Methods by which business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effect.
- Access plans that ensure that all businesses, service providers, and residents are provided with adequate access during construction. Where there is a significant limited English population, signage shall be provided in various languages (as appropriate).
- Funding for temporary signage during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

The City will develop Administrative Guidelines to establish program eligibility requirements targeted to businesses that are directly impacted by construction, are located within the eligible geographic area in proximity to the proposed Project, and that meet the definition of small “mom and pop” businesses. Anticipated requirements to participate in the program, include:

- Businesses must be in continuous operation for at least two years within the eligible geographic area;
- Businesses must provide financial records (e.g., gross receipts, payroll taxes, bank statements or other financial information as requested) to demonstrate the business revenue losses or increased expenses are directly attributable to the construction activities during the period of disruption;
- Businesses must be financially solvent and have a good faith plan and commitment to remain in business within the eligible geographical area; and
- Businesses must be in good standing with all local, State and federal taxing and licensing authorities.

## ENVIRONMENTAL CONSEQUENCES

### Effect CON-1: Transit Facilities

**Not Adverse with Mitigation Measure.** Construction activities would not occur at LACMTA K Line tracks or stations platforms and would not interfere with operations of that system. Existing bus stops may need to be temporarily relocated during construction activities, which could result in service delays or require users to walk further to their bus stop or destination due to the relocation. The bus stop on the west side of Locust Street serving LACMTA Bus Lines 211 and 607 and the bus stop on the south side of Florence Avenue serving LACMTA Bus Lines 40 and 111 may need to be temporarily relocated during certain Market Street/Florence Avenue station construction activities. Rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closures would occur mostly during off-peak late-night hours. Additionally, rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue and Manchester Boulevard. It is not currently known if these bus lines would continue to operate along the same routes when the LACMTA K Line commences operation. If these bus lines are shortened, terminated, or rerouted when the LACMTA K Line commences operations, then no transit circulation/access would be affected. Mitigation Measure **TRANS-1** would minimize potential adverse effects by requiring temporary relocation of bus stops to be coordinated with the LACMTA and other transit providers. Mitigation Measure **TRANS-1** also ensures that access to bus transit stops and bus circulation would be maintained, unless infeasible and closure is approved by the City, and coordination with the LACMTA and any other transit service providers.

## Effect CON-2: Vehicle Circulation and On-Street Parking

**Not Adverse with Mitigation Measures.** Construction activities would primarily occur within the public right-of-way requiring temporary lane closures and parking loss. Lane and/or street closures would temporarily and periodically increase congestion on the roadway network. Street parking restrictions and temporary closures would inhibit business access. These adverse effects would be minimized by Mitigation Measures **TRANS-2** and **TRANS-3**. Mitigation Measure **TRANS-2** requires a Traffic Management Plan, which was designed to minimize traffic impacts from construction activities. This measure requires the City to establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City. Mitigation Measure **TRANS-3** requires a Parking Management Plan, which includes replacing loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. Additional details related to potential effects are discussed below by dividing the alignment into three segments.

*Market Street, Market Street/Florence Avenue Station, and Public Parking Lot Construction.* Construction along Market Street would include drilling foundations for the ATS guideway, construction of the guideway columns and column caps. Construction procedures/plans include the installation of two rows of K-Rail systems along Market Street to delineate the construction area, which includes approximately 25 feet of public right-of-way along the centerline of Market Street between Manchester Boulevard and Florence Avenue. On-street (metered) parking would not be accessible within staging sections of the construction area and existing direct parking access could be prohibited to business located on Market Street. Mitigation Measure **TRANS-3** would minimize potential adverse parking effects through a variety of requirements including replacing loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking.

The City anticipates that one travel lane in each direction would be open on Market Street between Manchester Boulevard and Florence Avenue for the majority of the construction period. However, a temporary full street closure along Market Street within the construction area would occur during construction of the guideway. During this formwork phase, traffic would not be allowed to pass underneath the structure. In the vicinity of the construction area, traffic flow along Florence Avenue, Market Street, Regent Street and Locust Street are generally not constrained and would continue to operate as it does in the existing condition. In addition, parallel alleys to the east and west of Market Street would remain unaffected by formwork construction activities thereby providing vehicle access to businesses fronting Market Street during periods when the street is closed. Alternatively, a full closure of Market Street to vehicle traffic may be implemented for a longer period of construction to facilitate improved pedestrian access to businesses and reduce the overall period that Market Street is affected by construction activities. Such a closure would be developed in coordination with businesses and property owners along Market Street to ensure the viability of such an option. Also, the construction of the elevated passenger walkway to the LACMTA K Line Downtown Inglewood Station may require temporary closure of Florence Avenue. The staging and holding area for the delivery of precast segments, girders, and beams would be located in the Market Street staging area. Deliveries to the construction area may require temporary street closures. Vehicular access to alleys and driveways along Florence Avenue, Regent Street and Locust Street within the construction area would be maintained at all times during construction. These closures could increase roadway congestion and inhibit business access for workers, patrons, and deliveries. These effects would be minimized by Mitigation Measures **TRANS-2** and **TRANS-3**. For example, Mitigation Measure **TRANS-2** requires the City to maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities, including roadway closures. Mitigation Measure **TRANS-2** also requires detour routes, which would be designed to focus traffic on commercial corridors as opposed to routing detoured traffic onto the adjacent residential street network.

*Manchester Boulevard, MSF Structure Site, and Prairie Avenue/Manchester Boulevard Station.* The construction area along the south side of Manchester Boulevard would include approximately 22 feet of public right-of-way from southerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street, and would be delineated with K-rails. The 22-foot construction area on the south side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would result in the loss of two travel lanes in the eastbound direction. An additional eastbound lane can be provided by removal of the raised medians and on-street parking within the construction area during this phase of construction. Therefore, within this stretch, two lanes along Manchester Boulevard in each direction would be maintained during construction at most times. As defined in Mitigation Measure **TRANS-2**, lane reversals (or contra flow) and restriction of turns may be implemented to facilitate the peak hour traffic flow to minimize traffic effects in the event that partial lane closures are necessary for a longer duration. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times.

Once the work on the south side of the street is completed, the contractor would then switch to the north side of Manchester Boulevard and install a K-rail system to delineate the construction area. This construction area would potentially include up to 22 feet of public right-of-way starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. The 22-foot construction area on the north side of Manchester Boulevard between Market Street and Locust Street would remove on-street parking and one travel lane in the westbound direction. This would result in four travel lanes with no left-turn lanes within the construction area section. Two lanes per direction along Manchester Boulevard would be maintained with removal of left-turn lanes during construction at most times. However, temporary full street closure along Manchester Boulevard within the construction area would occur during aerial construction of the railway formwork.

The construction area on the north side of Manchester Boulevard between Locust Street and Hillcrest Boulevard would result in the loss of on-street parking and one travel lane in the westbound direction. Two travel lanes in each direction could be maintained by utilizing the left- turn lanes and removing the on-street parking on the south side of the street. The construction area on the north side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would also result in the loss of on-street parking and one travel lane in the westbound direction. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) may be implemented to facilitate the peak hour traffic direction.

Following the work on the north side of Manchester Boulevard between Market Street and Prairie Avenue, the contractor would switch to construction along the median of Manchester Boulevard. This construction area would potentially include up to 25 feet of public right-of-way and would result in the loss of on-street parking and one travel lane in each direction. Therefore, one westbound travel lane and two eastbound travel lanes would be maintained during this construction activity along the median of Manchester Boulevard. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times.

Roadway closures on Manchester Avenue could increase roadway congestion and inhibit business access for workers, patrons, and deliveries. These effects would be minimized by Mitigation Measures **TRANS-2** and **TRANS-3**. For example, Mitigation Measure **TRANS-2** requires the City to maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities, including roadway closures. Mitigation Measure **TRANS-2** also requires detour routes, which would be designed to focus traffic on commercial corridors as opposed to routing detoured traffic onto the adjacent residential street network.

As indicated previously, construction activities would result in the temporary removal of all on-street parking spaces along Manchester Boulevard within the construction area, although not all at the same time. Access to and from all alleys at one or both ends of the alley would be maintained when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from



the alley. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Intermittent short-term curb lane closures along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue, and Nutwood potentially may occur due to construction of the MSF. The construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Spruce Avenue construction area frontage. Construction would not affect the vehicular driveways along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Construction of the Prairie Avenue/Manchester Boulevard station would not include long-term closure of travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures potentially may occur. The construction activities may also potentially result in the temporary removal of the non-metered on-street parking spaces along the Nutwood Street construction area frontage. Construction would not affect the vehicular driveways to parcels along Manchester Boulevard, Prairie Avenue, and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of the construction area.

*Prairie Avenue and Prairie Avenue/Hardy Street Station Construction.* Construction activities to allow for the realignment of Prairie Avenue include removal and disposal of existing sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks, along the east side of Prairie. Construction would then include new pavement, sidewalks, streetlights, traffic signals, and other infrastructure on Prairie Avenue, and then shifting the roadway east to its new alignment. A K-rail system delineating the construction area would be installed including approximately 22 feet of public right-of-way from the westerly face of curb, excluding sidewalks, along Prairie Avenue from Hardy Street to Manchester Boulevard. Because a new temporary roadway on the east side of Prairie Avenue is constructed prior to installing the K-rail system, the roadway lanes in the southbound direction along Prairie Avenue would be maintained. Additionally, traffic control at intersections within the construction areas would be maintained similar to existing conditions at all times.

Construction activities include drilling foundations for the ATS guideway along the west side of Prairie Avenue from Manchester Boulevard to Hardy Street. Once the work on the west side of the street is completed, work would then switch to the east side of Prairie Avenue between Manchester Boulevard and Kelso Street / Pincay Drive. This work would entail installation of a K-rail system to delineate the construction area.

Temporary full street closure along Prairie Avenue would be needed from a safety perspective, during aerial construction of the railway formwork. These closures could increase roadway congestion and inhibit business access for workers, patrons, and deliveries. These effects would be minimized by Mitigation Measures **TRANS-2** and **TRANS-3**. For example, Mitigation Measure **TRANS-2** requires the City to maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities, including roadway closures. Mitigation Measure **TRANS-2** also requires detour routes, which would be designed to focus traffic on commercial corridors as opposed to routing detoured traffic onto the adjacent residential street network. Mitigation Measure **TRANS-2** includes coordination with the City, police, and fire services department regarding maintenance of emergency access and response times and require access be maintained for public safety vehicles (e.g., police, fire, and emergency response).

Periodic temporary lane closures would be needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations, and electrical systems, and completing roadway improvements and modifications. Vehicular access to driveways to parcels along Prairie Avenue within the construction area would be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street and therefore, construction activities would not result in the temporary loss of on-street parking spaces. The off-street parking spaces on the site of The Forum within the setback area on the east side of Prairie Avenue between Manchester Boulevard and Kelso Street/Pincay Drive would be affected and reconfiguration of parking spaces would be required. A loss of approximately 95 spaces would be anticipated in this area.

Construction of the Prairie Avenue/Hardy Street station would not require long-term closure of any travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures may occur. The construction activities also may result in the temporary removal of the nonmetered on-street parking spaces along the Hardy Street construction area frontage. Construction would not affect the vehicular driveways to parcels along Prairie Avenue and Hardy Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

### **Effect CON-3: Pedestrian and Bicycle Facilities**

**Not Adverse with Mitigation.** Construction activities include removal of existing sidewalks as needed and replacement with new or temporary sidewalks. This could affect business and residential access by resulting in unsafe pedestrian and bicycle facilities. All existing crosswalks would be maintained unless it is infeasible to do so. Temporary sidewalks would be provided for the duration of the construction, in order to maintain pedestrian circulation. Temporary sidewalks would meet all applicable safety standard including a minimum sidewalk width of five feet. Common pedestrian routes to school would not be affected by the construction activities. If requested by IUSD, the contractor would coordinate with the IUSD and provide crossing guards at locations requested by the City or IUSD when crosswalks or sidewalks are closed. Further, temporary alternate routes to school would be identified working closely with IUSD and the City, and this information would be disseminated to all schools and stakeholders affected by construction. Pursuant to the Construction Staging and Traffic Control Program, there would be temporary pedestrian sidewalks for the duration of the construction, in order to maintain pedestrian circulation to the degree feasible. Mitigation Measure **TRANS-4** would minimize the effects of sidewalk closures by ensuring closures are approved and permitted by the City with appropriate detour. Special attention would be given to periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues at LASED at Hollywood Park, The Forum, and the IBEC. Pedestrian access to adjacent buildings would be maintained at all times. If a crosswalk is removed from service, temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations would be provided, unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks would be identified and controlled by wayfinding signs approved by the City. Therefore, Mitigation Measure **TRANS-4** would minimize adverse effects to pedestrian facilities.

There are currently no bicycle facilities provided along Market Street, Regent Street, Manchester Boulevard within the construction area, Hillcrest Boulevard, Spruce Avenue, Nutwood Street, Prairie Avenue, or Hardy Street. Potential temporary closure of the southbound bicycle lane along Locust Street between Florence Avenue and Regent Street may occur due to Market Street/Florence Avenue station construction activities. Pavement markings known as “sharrows” may be explored by the contractor and City to allow shared use of the travel lane by vehicles and bicycles, if necessary. Therefore, the proposed Project would not result in an adverse effect related to bicycle facilities.

### **Effect CON-4: Aesthetics and Visual Quality**

**Not Adverse with Mitigation Measure.** Anticipated effects on visual resources during construction would be like those typical of rail projects, including the presence of heavy equipment and traffic control measures. Users in buildings or on streets and sidewalks would encounter views of the construction. Residents in adjacent homes and employees in local businesses would likely perceive construction activities as visually disruptive. Staff of businesses, and commuters would likely view construction activities as visually disruptive. Also anticipated are temporary detour routes, noise, and dust that would be associated with demolition and

construction. Construction equipment and heavy machinery would be placed on-site and near adjacent streets. The presence of this equipment would be temporary and cease upon completion of construction activities. Construction would be contained within adjacent streets related to compliance with applicable zoning and other regulations governing scenic quality are not anticipated.

Nighttime construction lighting would be temporary in nature. The CCP outlines measures to be taken to limit nighttime light spillage and glare to adjacent uses. Prior to the start of construction, light plans would be drafted in accordance with the standards for the City issued Construction Permit. Temporary lighting at construction sites would be limited to the amount necessary to safely perform the required work and would be directed downwards and shielded to avoid light spillage. Placement and orientation of the portable lighting fixtures would be placed in a manner to avoid directing lights toward sensitive receptors, including vehicle drivers on the roadway. The placement, shielding, and direction of the lighting would be purposeful and reduce the illumination outside of the intended area to the extent possible. The limited time duration of lighting would also limit the amount of illumination impact on nearby uses to the extent feasible.

In the event where lighting is required near the edge of the construction area, light trespass would not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties as outlined in the CCP. This measure would ensure lighting does not extend outside of the limits of the construction site in any significant manner. To ensure safety, temporary sidewalks, and any sidewalk adjacent to construction activities would be illuminated to City standards to protect public safety. The illumination would be equivalent to those of street lighting and would not significantly contribute to visual impacts through significant light spillage or glare. In addition to minimizing light spill, the CCP would ensure sensitive receptors and motorists on public streets would not have direct views of construction light sources to limit potential effects of glare. Sound barriers and temporary construction barriers that would be built in the initial phase of project construction, and, as construction progresses, newly constructed intervening structures would also incrementally block light and obscure views of construction sites from nearby residences and local streets, further restricting the potential for spillover lighting as construction progresses.

Any nighttime construction activities would require a permit from the Permits and License Committee of the City. The proposed Project would comply with any conditions identified by the City to reduce nighttime construction lighting. In addition, Mitigation Measure **VIS-6** would minimize potential adverse effects by specifying lighting requirements (e.g., light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties).

### **Effect CON-5: Air Quality**

**Not Adverse.** Construction of the proposed Project would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from construction areas. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. There are approximately 61 sensitive receptors located within one quarter mile of proposed Project components, which are shown in Figures 4.0-3a through 4.0-3c of Appendix F.

A detailed mass emissions analysis is shown in Appendix N. The emission estimates account for implementation of Mitigation Measure **AQ-1**. Specific measures that would minimize air pollutant exposure from heavy-duty equipment to sensitive receptors include, but are not limited to, required use of USEPA Final Tier 4 emissions standards for equipment and CARB-certified Level 3 Diesel Particulate Filters. Level 3 Diesel Particulate Filters are capable of achieving at least 85 percent reduction in particulate matter emissions. The emissions analysis included in Appendix N shows that, with implementation of Mitigation Measure **AQ-1**, emissions would not exceed significance thresholds established by the SCAQMD. Projects under the purview

of the FTA are not required to utilize local significance thresholds, although the SCAQMD significance thresholds are used here as indicator for an adverse effect.

In addition to the mass emissions analysis, pollutant dispersion modeling was completed to determine if pollutant concentrations would exceed the National Ambient Air Quality Standards. The analysis of pollutant concentrations accounted for Morning/Evening and Morning/Night construction scenarios as construction activity would occur 24 hours a day, seven days a week with activities occurring over a 16-hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The analysis shows that pollutant concentrations would not exceed National Ambient Air Quality Standards. Therefore, construction activities would not result in an adverse effect related to air quality.

### **Effect CON-6: Community and Socioeconomic**

**Not Adverse.** During the construction period, it is estimated that approximately 1,090 to 1,365 new employees would be associated with construction of the proposed Project. In 2016, the SCAG region had approximately 411,000 construction jobs and the anticipated construction workforce to support the proposed Project would represent a small percentage of the regional construction workforce. Since the construction industry does not generally have a regular place of business and construction workers are highly specialized, most construction workers would most likely commute to the job site from locations within the City and throughout the surrounding region. As such, construction personnel do not normally relocate to the location of the construction project. The number of workers would not substantially change the overall composition of the working or residential population in the area as construction workers would likely commute from other parts of the region only on weekdays and on a temporary basis as each phase of construction would only require up to approximately 210 employees. Construction activities including sidewalk, lane, and roadway closures have the potential to affect access to businesses, community facilities, and other community resources such as churches. The CCP adopted by the City includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction. Therefore, construction activities would not result in an adverse effect related to land use or zoning. Refer to Effect CON-13, Land Acquisition and Displacements, below, for a discussion of business displacement and associated minimization measures. Construction activity would be short-term and intermittent and would not substantially alter community character or affect the use of public facilities such as parks and libraries. Therefore, construction activities would not result in an adverse effect related to community effects.

### **Effect CON-7: Biological Resources**

**Not Adverse with Mitigation Measure.** Demolition and clearing of existing vegetation, and construction of the guideway, stations, and support facilities would result in the removal and/or trimming of trees and other ornamental vegetation and structures suitable for nesting birds. While preservation of trees would be prioritized, in cases where removal and/or trimming of trees is unavoidable, the demolition and construction efforts could result in a take of migratory birds, nests, or eggs protected under the MBTA and would constitute a violation of the MBTA. Mitigation Measure **BIO-1** would avoid potential adverse effects by ensuring protection of nesting birds during construction. Therefore, construction activities would not result in an adverse effect related to migratory birds.

A tree inventory performed for the proposed Project by a certified arborist identified and documented 502 trees that qualify as protected under the provisions of the City's Tree Preservation Ordinance. Of these, approximately 358 occur within construction zones. In accordance with the IMC, the proposed Project would be required to plant replacement trees for every protected tree that would be removed within the areas subject to IMC provisions, after having obtained a permit to do so from the City. In accordance with the Tree Removal and Replacement Plan included as Mitigation Measure **VIS-1**, trees are required to be replaced at a minimum

1:1 ratio and with a tree of like-size and species or an equal value tree (or trees) as determined by the City. Mitigation Measure **BIO-1** and Project compliance with all local tree ordinances would avoid potential adverse effects by protecting nesting birds and ensuring replacement of removed protected trees. Therefore, construction activities would not result in an adverse effect related to trees.

### **Effect CON-8: Energy Resources**

**Not Adverse.** Direct construction energy consumption would result from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the proposed Project, electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling), and exterior uses such as lights, conveyance of water for dust control, and any electrically-driven construction equipment. Construction would occur either under a morning/evening shift scenario or a morning/night shift scenario. The proposed Project would consume a total of 163,734,871 gallons of petroleum during the morning/evening shift construction scenario, and 151,002,831 gallons of petroleum during the morning/night shift construction scenario. In addition, construction activities would require 165,115 kilowatt-hours of electricity. The increased fuel use and electricity consumption is not considered a wasteful or inefficient use of non-renewable resources as the fuel is being used to construct a mass transit system, which has been identified by the FTA as an efficient method of reducing energy use. Therefore, construction activities would not result in an adverse effect related to energy.

### **Effect CON-9: Environmental Justice**

**Not Adverse with Mitigation Measures.** Construction activities would result in adverse effects related to transportation, aesthetics and visual quality, air quality, biological resources, geology, hazardous materials, historic and cultural resources, noise and vibration, safety and security, and utilities. The adverse effects would primarily affect the EJ community within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Adverse effects to the other surrounding EJ communities in the EJ Affected Area would be reduced or minimal based on the distance from the proposed alignment and nature of construction activities related to the proposed Project within the Sports Village neighborhood. Adverse effects related to air quality and geology would affect the region and is not biased on EJ communities. Mitigation Measures **TRANS-1** through **TRANS-4**, **VIS-6**, **AQ-1**, **BIO-1**, **GEO-1** through **GEO-3**, **HAZ-1**, **TCR-1** through **TCR-5**, **NV-3** and **NV-4**, and **UTL-1** and **UTL-2** would be implemented equally throughout the corridor as necessary and would minimize or avoid the adverse effects related to these resources. Refer to each resource analysis for clarity if the mitigation measures would minimize or avoid potential adverse effects. As the communities in the EJ Affected Area are all EJ communities, environmental effects of the Build Alternative would be predominantly borne by EJ communities. With the implementation of mitigation measures, a disproportionately high and adverse effect related to transportation, aesthetics and visual quality, air quality, biological resources, geology, hazardous materials, historic and cultural resources, noise and vibration, safety and security, and utilities would not occur in EJ communities in the EJ Affected Area.

### **Effect CON-10: Geology**

**Not Adverse with Mitigation Measures.** The State of California, under the guidelines of the Alquist-Priolo Earthquake Fault Zoning Act, classifies faults as active, potentially active, and not active. This Act requires that geologic investigations be prepared for development sites within Alquist-Priolo Earthquake Fault Zones (APEFZ) to demonstrate that the sites are not threatened by surface rupture from future faulting. In addition, if an active fault is found, all structures for human occupancy must be set back a minimum of 50 feet, or a distance demonstrated to be appropriate by the geologic investigation, from the fault.

The alignment does not lie within the boundaries of an APEFZ (Appendix X). The nearest APEFZs are two segments of the Newport-Inglewood fault zone located approximately 280 feet west of the alignment along Market Street (the Inglewood Fault), and approximately 2,750-feet east of the proposed Project from the intersection of Manchester Boulevard and Prairie Avenue (the Potrero Fault). The proposed Project, however, is close to several potentially active faults, including the Townsite Fault, Centinela Creek Fault, Inglewood

Park Cemetery Fault, and Manchester Fault. The Townsite Fault, in particular, may traverse the alignment. Although the Townsite, Centinela Creek, Inglewood Park Cemetery, and Manchester faults are not APEFZ faults, their locations near the Inglewood Fault and Potrero Fault, which are active and local components of the Newport-Inglewood Fault Zone, suggest that these faults should be considered active with the potential for fault rupture.

The proposed Project design would comply with the provisions of the applicable portion of the California Building Code (CBC), which would address the potential effects of seismic activity. Elevated structures that may cross a fault segment, including the guideway and elevated passenger walkways would be designed in conformance with Caltrans Memorandum to Designers (MTD) 20-8 and 20-10. Consistent with Caltrans MTD 20-8 and 20-10, columns and abutments, as well as other structural components would be located to avoid or minimize fault rupture zones or designed to take into account potential displacement from a fault offset, dynamic response due to ground shaking, and any other fault-induced hazards, such as creep. Portions of the proposed Project, including the PDS substations, would be subject to review by City building officials.

Implementation of Mitigation Measure **GEO-1** would avoid potential adverse effects by locating structural improvements to avoid active faults where feasible and designing the guideway, columns, and elevated passenger walkways to account for the effects that may result from fault displacement. With implementation of Mitigation Measure **GEO-2**, the trend of the Townsite Fault would be determined through an investigation prior to final design of the proposed Project with the findings dictating the placement of structural improvements to ensure potential adverse effects related to fault rupture would be avoided. Implementation of Mitigation Measure **GEO-3** would minimize potential adverse effects by ensuring that the design of the proposed improvements adhere to specific seismic and structural design criteria. Therefore, construction activities would not result in an adverse effect related to geology.

#### **Effect CON-11: Greenhouse Gas Emissions**

**Not Adverse.** Construction would result in the short-term generation of GHG emissions from combustion exhaust. A detailed mass emissions analysis is shown in Appendix N. The emission estimates account for implementation of Mitigation Measure **AQ-1**, which minimizes potential adverse effects by requiring cleaner-burning off-road construction equipment. The proposed Project would result in 8,820 metric tons of GHG emissions. The GHG analysis follows local guidance recommended by the SCAQMD, which suggests amortizing construction emissions over the “typical project” useful life span of 30 years and assessing construction emissions together with operational emissions. As such, refer to Section 4.10, Greenhouse Gas Emissions, for a comprehensive GHG and climate change discussion. Therefore, construction activities would not result in an adverse effect related to GHG emissions.

#### **Effect CON-12: Hazardous Materials**

**Not Adverse with Mitigation Measures.** There are several hazardous materials sites within the proposed Project right-of-way and within 500 feet of the proposed Project footprint, as shown in **Tables 4-6** and **4-7** in Section 4.11, Hazardous Materials. Regarding soils, construction activities would include excavation and grading. There is potential for contaminated soils to be disturbed during these activities, especially at the MSF site as it would be constructed within a site that includes a gas station. The site is associated with a previous LUST case (granted closure by the LARWQCB on July 19, 1996) and currently operates at least one UST. Thus, the site has presumably been remediated to the satisfaction of the LARWQCB and there are no indications that residual contamination exists. However, gas station operations may have caused an environmental impact and identified issues would be further evaluated prior to the start of construction activities. All underground storage tanks (USTs) on the 500 and 510 East Manchester Boulevard site would be decommissioned and removed as part of the proposed Project. Implementation of a Hazardous Materials Contingency Plan and Health and Safety Plan, including Mitigation Measure **HAZ-1**, would minimize potential effects by providing guidance on the decommissioning and subsequent removal. In addition, closure of the gas station and removal of the UST and associated infrastructure would be subject to the requirements

of LACFD and LARWQCB. Potential residual contamination associated with these features, if any, would be remediated in accordance with the appropriate regulatory requirements. Closure of the facilities would adhere to the requirements of California Health and Safety Code Section 25298, Underground Storage of Hazardous Substances, California Code of Regulations Title 23, Sections 2670 through 2672, Underground Storage Tank Closure Requirements, and the Los Angeles County Department of Public Works, Environmental Programs Division, Underground Storage Tank Program. Implementation of a Soil Management Plan would assist in determining whether there are previously unidentified impacted soils on the site.

Mitigation Measure **HAZ-1** requires impacted soils to be identified, a Contaminated Soil Contingency Plan to be developed and implemented and requires guidance for segregation, sampling, and chemical analysis. Contaminated soil would be profiled and disposed of at an appropriate waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. In addition, the SCAQMD regulates emissions from soil remediation activities through Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. This rule requires development and approval of a mitigation plan, monitoring of VOC concentrations, and implementation of the mitigation plan if VOC-contaminated soil is detected.

Many of the structures planned for demolition were constructed from the 1920s through the 1980s and based on their age, these structures could contain hazardous building materials. Encountering hazardous building materials during construction would create an exposure risk to construction personnel and the surrounding environment. Mitigation Measure **HAZ-1** would minimize potential adverse effects by requiring a Building Demolition Plan evaluating buildings to be demolished for the proposed Project. The Building Demolition Plan would identify possible ACMs, LBP, PCBs, and other hazardous materials that could be encountered during these activities and would provide proper handling and disposal guidance. The Building Demolition Plan would adhere to applicable rules and regulations, including SCAQMD Rule 1403 and Cal/OSHA regulations related to the handling of LBP, ACMs, PCBs, mercury, or chlorofluorocarbons. 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.

Regarding the use of hazardous materials, construction activities would involve the use of solvents, paints, oils, fuels and grease, all materials that are typically used in construction projects. Applicable regulations cover hazardous materials-related topics such as proper personal protective equipment, transport, handling, and disposal, among others. Although solvents, paints, oils, grease, fuel, and other materials would be used during the construction phase, these materials would not represent the use of acutely hazardous materials. Releases involving common construction hazardous materials would be localized and spills that may occur would be contained and cleaned according to the material's Safety Data Sheet in the appropriate manner as they occur. A hazardous material Safety Data Sheet would include accidental release clean up measures such as appropriate techniques for neutralization, decontamination, cleaning or vacuuming, and adsorbent materials.

Compliance with Mitigation Measure **HAZ-1** would address potential adverse conditions to construction workers and the public and ensure that contaminated media removal is consistent with existing regulations. Therefore, construction activities would not result in an adverse effect related to hazardous materials.

### **Effect CON-13: Historic, Archaeological, and Paleontological Resources**

**Not Adverse with Mitigation Measures.** Construction would require excavation, grading, drilling, and other related construction activities that involve extensive ground disturbance that could expose undiscovered archaeological artifacts. As much of the area has experienced prior development, the potential for such discoveries is considered low. Deeper ground disturbing activities, such as drilling for columns, would involve techniques that would not provide for successful recovery of any artifacts as they would be destroyed during drilling. Therefore, there is a potential significant impact for unearthing or destroying previously unknown archaeological resources during construction. Implementation of Mitigation Measure **TCR-1** would minimize potential adverse effects by requiring retention of a tribal cultural resource monitor to monitor construction activities when ground disturbing activities occur to ensure that previously unknown tribal cultural artifacts

are not destroyed during the construction process. Mitigation Measure **TCR-2** would minimize potential adverse effects by requiring that a program is implemented to define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. Mitigation Measure **TCR-3** would minimize potential adverse effects by requiring construction personnel to be trained in properly to implement the Monitoring and Mitigation Program outlined as part of Mitigation Measure **TCR-2**. Mitigation Measure **TCR-4** would minimize potential adverse effects by ensuring that archaeological monitors, in a supplementary role to tribal cultural resource monitors are present to monitor and oversee ground disturbing activities. Finally, Mitigation Measure **TCR-5** would minimize potential adverse effects by describing the process and measures to be implemented in the event that construction activities inadvertently unearth human remains. Mitigation Measure **NV-4** would minimize potential adverse construction effects by requiring a detailed Construction Vibration Reduction Plan that includes performance standards for historic resources. This Plan requires that in the event the regulatory vibration level is triggered, construction activities would be halted and buildings visually inspected for damage. The source of vibration is required to be identified and the vibration level reduced to below the performance standards.

### **Effect CON-14: Land Acquisitions and Displacements**

**Not Adverse.** Construction laydown, staging areas, and contractor employee parking for the proposed Project are envisioned to be primarily located within the alignment and where permanent acquisitions are already required for the proposed Project facilities. These proposed staging areas include the Market Street/Florence Avenue Station site, the property at 150 South Market Street, the MSF site, the proposed Prairie Avenue/Manchester Boulevard Station site, and the proposed Prairie Avenue/Hardy Street Station site. In these locations, demolition of existing buildings would be required, which would result in the relocation of existing businesses. There are also certain properties (all located on the western side of Prairie Avenue, north of the Hardy Street Station) where permanent easements would be required to site portions of the elevated guideway and support columns for the Project. In these locations, referenced as the North Hardy Parcels, demolition of existing buildings would be required, which would result in the relocation of existing businesses. These relocations are discussed and analyzed in Section 4.13, Land Acquisitions and Displacement.

Certain supplemental areas have been identified for construction staging, laydown, and support areas which would be located on the remaining vacant portions of the North Hardy Parcels. There would not be any additional demolition required in order to use these additional areas, which is why they were selected for supplemental construction staging areas. As a result, there are no additional displacements or relocations associated with this third category of construction space needs.

There are various other properties over which temporary construction easements, temporary access easements, and rights of entry would be needed for short periods of time to accommodate roadway reconstruction, sidewalk reconstruction, column and footing placement, and similar activities. These temporary easement needs have been analyzed and it was determined that the nature of the easements would not impact existing buildings or properties, change the primary function of the existing use, or require the relocation of any existing businesses. The rights being acquired would be temporary, and the sites would be returned to pre-construction conditions once construction is completed.

Construction activities would impact 31 owners that collectively own 46 parcels. Of these owners and parcels, 19 of the owners and 22 of the parcels overlap with those impacted by permanent property acquisitions detailed in Section 4.13 (e.g., a single parcel is affected by both a permanent sidewalk easement to rebuild and maintain new sidewalk and a temporary construction easement for related construction activities). No additional full or partial acquisitions are required, and all of these additional impacts consist of temporary easements and rights of entries.



The City would provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Furthermore, where temporary easements are to be acquired for construction-related activities, these property rights would be appraised and just compensation not less than the approved appraisal would be made to each property owner.

### **Effect CON-15: Noise and Vibration**

**Not Adverse with Mitigation Measure.** A detailed construction noise analysis was completed based on anticipated equipment use and truck trips. Noise levels were adjusted for the anticipated construction intensity during the various construction shifts (daytime, evening, nighttime). Distances between construction activities for each of the phases and staging area locations (noise source), and surrounding noise-sensitive receptors were measured using concept plans for the proposed Project and aerial imagery.

With respect to construction noise, no standard criteria apply at the federal level. However, the FTA guidelines offer suggested threshold values for two levels of analysis (general and detailed) that can help identify potential noise impacts from construction equipment. Those criteria include daytime  $L_{eq}$  of 90 dBA for residential land use and 100 dBA for commercial land uses. The nighttime criteria include an  $L_{eq}$  of 80 dBA for residential land use and 100 dBA for commercial land uses. The analysis accounted for Mitigation Measure **NV-3**, which is a Construction Noise Control Plan that would proactively minimize potential adverse effects by requiring a monitoring plan during demolition and construction activities to ensure noise levels are below the specified noise limits.

The detailed analysis shown in Appendix U demonstrates that construction noise levels would not exceed the impact criteria. During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA  $L_{eq}$ . The highest daytime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the daytime  $L_{eq}$  of 90 dBA for residential land uses. Certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts. For example, construction of the elevated guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic. During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA  $L_{eq}$ . The highest nighttime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the nighttime  $L_{eq}$  of 80 dBA for residential land uses. Therefore, construction activities would not result in an adverse effect related to noise.

With respect to potential nighttime disturbance from construction noise, according to the Acoustical Society of America, receivers that would experience an indoor single event level of 50 dBA or lower would have an awakening probability of zero. Based on the assumption that standard building construction in a warm climate area such as southern California offers an exterior-to-interior attenuation rate of 12 dB, it is assumed that indoor noise level would be 12 dB lower than exterior construction noise levels. The area surrounding the proposed Project that would experience an indoor noise level of greater than 50 dBA (exterior construction noise level of greater than 62 dBA  $L_{eq}$ ) during a worst-case or loudest maximum nighttime construction noise level event was identified. This does not take into account the existing indoor noise level currently experienced due to aircraft flyovers from LAX and/or other existing noise sources in the area such as traffic and industrial operations. Based on the preceding impact analysis, exterior noise levels at all analyzed locations would be above 62 dBA  $L_{eq}$  prior to the addition of construction noise. Due to the high variability of each individual's sensitivity to nighttime noise, uncertain factors related to nighttime construction activity such as number of peak noise level occurrences, and lack of an established or adopted threshold designating acceptable occurrences of awakenings, the estimated area for awakenings presented in this analysis represents the City's best effort to disclose the potential sleep disturbance effects of nighttime construction, but do not represent predictions of sleep awakenings for any specific location or population. While exposure to high levels of noise during sleep can result in physiological responses, it is not possible to predict such effects in any particular

population. It is not anticipated that construction activities would result in adverse health effects related to pain and hearing loss as noise levels would not exceed the threshold 62 dBA<sub>Leq</sub>.

A groundborne vibration analysis was completed for onsite (dozers, loaders, etc.) and on-road (water trucks, dump trucks, etc.) construction equipment. With respect to potential building damage, vibration levels were evaluated at the nearest off-site buildings to areas of disturbance, whereas the potential for human annoyance associated with construction-related vibration were evaluated at sensitive land uses. Vibration impacts are evaluated based on the maximum vibration levels generated by each type of construction equipment. The analysis shows that vibration levels associated with impact pile drivers would exceed the building damage criterion at multiple buildings located within 55 feet of activities.

As required by the CCP, a Community Affairs Liaison would be identified who would be responsible for responding within 24 hours to any local complaints about construction activities related to noise and vibration. Additionally, implementation of Mitigation Measure NV-4 would minimize potential adverse effects by requiring a Construction Vibration Reduction Plan to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Construction Vibration Reduction Plan would require continuous monitoring and collection of vibration data to verify vibration levels are below the warning level PPV. In the event the regulatory levels of PPV are triggered, construction activities would halt to visually inspect sensitive buildings for damage. Mitigation Measure NV-4 also requires various other vibration-minimizing techniques such as locating certain construction equipment at minimum distances from vibration-sensitive receptors. Implementation of these construction management practices would limit the potential for building damage with adjusted distance of construction equipment. Mitigation Measure NV-4 also requires repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. With implementation of the CPP and Mitigation Measure NV-4, vibration damage of buildings due to groundborne vibration from construction would be avoided or repaired. Therefore, construction activities would not result in an adverse effect related to vibration.

### **Effect CON-16: Safety and Security**

**Not Adverse with Mitigation Measure.** Construction activities would include temporary storage of equipment within the staging areas and segments of the alignment under construction. Such machinery would be fully separated from vehicular traffic by a barrier and from pedestrian traffic by a fence. Placement of physical buffers between construction activities and users of the transportation network would increase construction safety, and nighttime security lighting would be implemented to deter potential criminal activities along the alignment.

The IPD and LACFD would continue to provide emergency services to residences and businesses throughout the construction period, with at least one access point open to traffic (if the residence or business has other access points that may be closed). The City would establish a Project Task Force that would provide input into the Construction Staging and Traffic Control Program, in consultation with police and fire personnel, to ensure that emergency access and response times are maintained at all times. The Construction Staging and Traffic Control Program would demonstrate that public safety vehicles, including police, fire, and emergency response vehicles, would have access on streets affected by construction or that an appropriate detour is provided. To the extent feasible, full lane closures would take place during nighttime hours, but emergency access would be maintained. Although traffic operations at intersections adjacent to construction activities may deteriorate as a result of the reduced capacity, the Construction Staging and Traffic Control Program identified in Mitigation Measure TRANS-1 would minimize potential adverse effects by requiring early notification of construction activities to emergency service providers, allowing first responders to access properties via alternate routes.

Regarding pedestrian safety, potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school would not be affected by the construction activities. Temporary sidewalks used during construction would meet all applicable safety standards including a minimum sidewalk width of five feet. The contractor would coordinate

with the IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City.

Based on the above analysis, construction activities would not result in an adverse effect related to security and safety hazards.

### **Effect CON-17: Utilities**

**Not Adverse with Mitigation Measures.** Existing roadways and infrastructure along the alignment would require some reconfiguration to accommodate new elevated guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components. Roadway reconfiguration along Market Street, Manchester Boulevard and Prairie Avenue are necessary to ensure that the existing roadway travel capacity would not be diminished or reduced in the final as-built conditions. The columns, for the most part, would be required to be located within the public right of way, either within sidewalks or parking lanes. A Utilities Study was completed to identify potential conflicts and is included in Appendix G. Mitigation Measures **UT-1** and **UT-2** would minimize potential adverse effects by ensuring that utility relocations would be coordinated with regulatory agencies to eliminate service interruptions. Therefore, construction activities would not result in an adverse effect related to utilities.

### **Effect CON-18: Water Quality and Hydrology**

**Not Adverse.** Construction activities may expose and temporarily disturb soils, potentially resulting in erosion. In addition, exposed soils as well as common construction site contaminants have the potential to affect water quality as these materials can flow into existing storm drains during storm events. Projects disturbing one acre or greater are required to apply for a National Pollutant Discharge Elimination System (NPDES) Construction Activities Stormwater General Permit (CGP) from the Los Angeles Regional Water Quality Control Board. This permit requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that incorporates best management practices (BMPs) for erosion control. Construction activity includes clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. All potential impacts related to these activities, as well as additional pollutants including oil and grease, metals, and pH-altering materials, are expected to be reduced to acceptable levels under the CGP-required SWPPP. The BMPs detailed in the SWPPP would minimize the potential for impacts from erosion and sedimentation during construction. The SWPPP would also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or groundwaters. Therefore, the Project would not result in an adverse effect related to water quality and hydrology.

No existing surface streams or rivers pass within the proposed Project's extent. In the existing condition, stormwater runoff is collected in curbs, gutters, and inlets, and conveyed through the storm drain network. No topographic changes are proposed as part of the proposed Project. If the construction phase of the proposed Project results in increased runoff or any modifications to existing drainage patterns, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed. Any storm drain upgrades required to address increases in peak flow or runoff volumes would be made as part of the proposed Project's drainage design. BMPs as required by the SWPPP and the MS4 Permit would preclude any additional sources of polluted runoff during both construction and operations.

## 4.19 CUMULATIVE AND INDIRECT EFFECTS

A Cumulative Impact Analysis was completed for the proposed Project and is included in Appendix Y. A cumulative effect is defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions (40 CFR ~ 1508.7).

### 4.19.1 EXISTING CONDITIONS

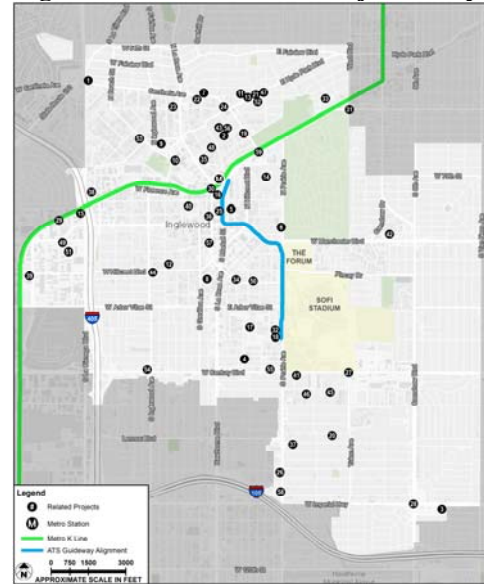
For information regarding existing conditions, refer to Sections 4.2 through 4.18. Figure 4-7: Cumulative Projects Map depicts the related projects considered in the cumulative analysis.

### 4.19.2 AFFECTED ENVIRONMENT

Cumulative effects analysis considers the potential impacts on environmental resources from the Build Alternative in combination with effects from past, present, and reasonably foreseeable projects (those actions that are likely or probable, versus actions that are merely possible) within the study area. For more information regarding the affected environment for each respective resource topic, refer to Sections 4.2 through 4.18.

All of the environmental resources analyzed in the EA were evaluated for potential impacts from the Build Alternative and potential cumulative impacts when combined with reasonably foreseeable projects, to understand if the incremental difference results in new or larger impacts. To address cumulative impacts, the City has compiled a list that includes 59 projects. **Figure 4.8** identifies the locations of these cumulative projects. The cumulative list has commercial, residential, and institutional projects within the City of Inglewood. Refer to Table 4-1 in Appendix Y for the full list of cumulative projects. Most notably, the City has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the IBEC and HPSP located immediately east of the proposed Project and stations on Prairie Avenue. These projects provide for substantial development that would occur prior to the start of construction and operation of the proposed Project as well as future planned development that may occur during construction or operation of the proposed Project. Hollywood Park Phase II is in early planning stages and while it is anticipated that development of Phase II would occur in the next 20 years, there is no indication that construction of Phase II would occur concurrent with the proposed Project construction.

**Figure 4-8: Cumulative Projects Map**



### 4.19.3 ENVIRONMENTAL CONSEQUENCES

The No Build Alternative would not contribute to any potentially negative cumulative effects and it also would not provide beneficial cumulative effects. **Table 4-10** describes the potential cumulative effects associated with the Build Alternative and potential cumulative effects based on past, present and reasonably foreseeable future development. If the Build Alternative does not result in a direct or indirect impact on a resource; the Build Alternative would not contribute to cumulative impacts on that resource. Accordingly, resources discussed in Section 4.1 have not been assessed in this cumulative and indirect effect analysis.

<b>TABLE 4-10: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
Transportation	The Build Alternative transportation analysis accounts for cumulative projects in the No Build Alternative condition that served as the baseline for assessing potential adverse effects. The Build Alternative in combination with cumulative projects and development would not result in an adverse effect and would provide transit benefits to the City as well as the region thereby supporting regional transportation goals of encouraging transit use to address growth. It is anticipated that congestion on local roadways would worsen in absence of the proposed Project and the proposed Project would result in a community benefit related to transportation. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Aesthetics and Visual Quality	The Build Alternative would be visually consistent with present surroundings and future development, including the Hollywood Park Specific Plan. The Build Alternative would be designed in accordance with the Design Guidelines, which were developed in coordination with the City and the Hollywood Park Specific Plan. No visual resources or scenic vistas would be adversely affected by the Build Alternative. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Air Quality	The Build Alternative is anticipated to reduce regional VMT, including foreseeable VMT associated with cumulative projects and other development in the region, by promoting mass transit. The proposed Project would contribute to a cumulative improvement in regional pollutant emissions associated with automobiles, which would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Community and Socioeconomic Effects	The Build Alternative supports much of the planned development in the City including major event and entertainment development occurring along Prairie Avenue. Provision of a new transit option would improve the local community's access to these developments as well as regional transit connections such as the LACMTA K Line. Though the proposed Project is intended to serve existing and planned development in the City, there is potential for additional economic development to occur, particularly surrounding stations resulting in further urbanization and increased density in the City. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Economic and Fiscal Effects	The Build Alternative could generate over 11,000 full-time equivalent jobs both directly and indirectly as a result of economic development generated from transportation investment. The proposed Project is intended to serve anticipated development in the City surrounding new event and entertainment facilities such as SoFi Stadium and the IBEC. In absence of the proposed Project, mobility constraints and vehicle congestion may slow the economic and fiscal stimulus associated with these developments. The cumulative economic effect would not be an adverse effect and would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Ecosystems/ Biological Resources	The Build Alternative is situated in an urbanized setting where there are no critical habitats or significant wildlife resources in the area. The Build Alternative would not result in an adverse effect to ecosystems or biological resources due to the absence of such resources. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Energy	The Build Alternative would consume energy to power the ATS system while also reducing gasoline consumption by offsetting automobile use with transit service. It is anticipated that the Build Alternative would result in a net decrease in annual fuel consumption and the cumulative effect would not be adverse. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Environmental Justice	The proposed Project is located in an area with EJ populations present. Cumulative effects associated with development in the City of Inglewood as well as surrounding communities may affect EJ populations, particularly related to a lack of affordable housing and displacement of local businesses and services. However, the Build Alternative would not displace any community services and economic benefits associated with the proposed Project and ongoing development in the City may provide for improved services for EJ populations in the area. In addition, the improved transit service and access associated with the proposed Project would provide a substantial benefit to EJ populations residing in the City as well as throughout the region. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

<b>TABLE 4-10: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
Greenhouse Gas Emissions	The Build Alternative is anticipated to reduce regional VMT, including foreseeable VMT associated with cumulative projects and other development in the region. Accordingly, the proposed Project would contribute to a cumulative improvement in regional GHG emissions associated with automobiles, which would be a community benefit. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Hazardous Materials	It is not anticipated that the Build Alternative would include hazardous operations or otherwise generate substantial amounts of hazardous materials. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Cultural Resources	The Build Alternative would not destroy a known cultural resource. However, the proposed Project would result in some changes to the setting of downtown Inglewood, which in combination with other development occurring in the area may cumulatively diminish the feel of the City's older neighborhoods. There are no historic districts that would be affected by the proposed Project or cumulative projects and as discussed, the Build Alternative would not result in any adverse effects to historic resources. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Land Acquisition and Displacements	The Build Alternative would result in conversion of land to transit use including the acquisition and displacement of commercial properties and associated business tenants. However, relocation assistance will be provided to displaced businesses and it is anticipated that all displaced businesses can relocate to a suitable replacement site where existing or an equivalent customer base can be maintained, and no adverse effects to businesses are anticipated. This, in combination with reasonably foreseeable future transportation and development actions, may result in further displacement of businesses as downtown Inglewood is redeveloped in accordance with the City's land use plans. However, relocation assistance would be provided and comply with the Uniform Relocation Act and displacements would not result in an adverse effect cumulative impact.
Land Use	The Build Alternative would generally remain within the existing transportation right-of-way while converting several commercial uses to transit station uses. Such changes to the land use pattern are planned and consistent with the City's General Plan and associated development. The cumulative projects are intended to change the land use pattern of the City as the City's goal is to become an entertainment destination in the region and the proposed Project supports this goal by providing a needed transit connection to this new development. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Noise and Vibration	The Build Alternative would convert some commercial land uses to transportation use and provide a new, elevated transit service through the City of Inglewood. In general, there is substantial anticipated, planned, and already active development in the City which would cumulatively increase the ambient noise levels at various land uses throughout the City. The increase in noise and vibration directly associated with the Build Alternative would not be adverse. The proposed Project is intended to serve the anticipated development in the City as well as numerous special events but is not anticipated to result in substantial new development not already planned or under construction such that new cumulative effects would occur. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Safety and Security	The Build Alternative, which would include improved safety features, in combination with other reasonably foreseeable future actions, would improve road and rail safety. Cumulative safety hazards associated with increased development such as automobile accidents may be reduced as a result of the Build Alternative as pedestrian access to stations and major land uses would be elevated above street level providing a potential safety improvement. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.
Construction	There is potential for construction associated with related projects to occur during construction of the proposed Project. Depending on the nature of concurrent construction activities there is potential for temporary cumulative effects including traffic congestion, hazards, air pollutants, noise, and community disruption. Regarding air pollutants, as per SCAQMD guidance, since construction of the Build Alternative would not generate emissions exceeding regional mass daily thresholds, construction emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Impacts during construction would be minimized through the implementation of the Construction Commitment Program adopted by the City, which includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction to address potential construction impacts associated with the

<b>TABLE 4-10: SUMMARY OF CUMULATIVE AND INDIRECT EFFECTS</b>	
<b>Resource</b>	<b>Cumulative Effects</b>
	<p>Project while also minimizing potential cumulative community disruption. Construction of the proposed Project as well as any of the cumulative projects that include ground disturbance have the potential to unearth or destroy unknown buried cultural resources. The Build Alternative includes mitigation measures that require archaeological and tribal cultural resource monitoring and sensitivity training to ensure that construction does not inadvertently affect unknown cultural resources. Cumulative projects would be required to comply with all applicable federal, state, and local regulations to protect such resources. Construction noise levels of the Build Alternative could exceed FTA and local noise standards. Similar to the Build Alternative, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Although it is not anticipated that any cumulative projects would be constructed simultaneously and within 500 feet of the proposed Project, citywide construction activities could result in a cumulative construction noise impact at sensitive receptors.</p> <p>Implementation of the proposed Project Noise Control Plan and similar measures for cumulative projects would minimize, if not eliminate, cumulative noise effects. Regarding construction-related traffic, the proposed Project would require temporary lane closures resulting in periodic increases in congestion on the roadway network. Mitigation Measure <b>TRANS-2</b> requires a Traffic Management Plan, which is designed to minimize traffic impacts from construction activities with minimum lane requirements and coordination with other developments and special events.</p>

## 5.0 PUBLIC AND AGENCY OUTREACH

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps agencies determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and Section 106, Native American consultation and public participation have been accomplished through a variety of formal and informal methods that are described below. This chapter summarizes the results of the FTA (the NEPA lead agency) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination. Importantly, the City conducted public and agency outreach activities to satisfy State CEQA laws and regulations through the EIR process. Public outreach requirements for CEQA meets or exceeds those required to satisfy NEPA public outreach requirements.

### 5.1 STAKEHOLDER DATABASE

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To properly inform the public, the City compiled a list of key individuals located throughout and adjacent to the proposed Project and public agencies that have jurisdiction in the area who should receive notifications related to the Project. In addition to key individuals and/or groups identified as part of the initial due diligence, the database includes a listing of all stakeholders who have attended public meetings, participated in a key stakeholder meeting, community events or who have otherwise asked to be added to the database. The database has been used and will continue to be used to distribute information about the Project to stakeholders and interested parties, including notification of the availability of the EA and future updates related to NEPA. The full list of stakeholders is provided in Appendix C.

### 5.2 EARLY COORDINATION AND OUTREACH

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The City initiated a comprehensive outreach program for the proposed Project in 2018, at the outset of the environmental clearance phase. The outreach program has been focused on increasing Project awareness and education, disseminating Project information, garnering public input, and supporting the technical and legal environmental processes. To learn more about the local community's needs for the proposed Project, the City held over 100 community and stakeholder outreach meetings during the planning, environmental and design processes. Stakeholders have included local Inglewood block clubs, neighborhood watch groups and homeownership associations (HOA) such as the Renaissance HOA, Carlton Square HOA, Briarwood HOA, Regent Street HOA, and the Hyde Park Village HOA. The City also engaged the National Association for the Advancement of Colored People Inglewood Chapter, Inglewood Airport Area Chamber of Commerce, Rotary Club of Inglewood, Inglewood Unified School District, local churches, and community-based nonprofits including the Social Justice Learning Center Institute, Move LA, The Enrichment Center, and the Coalition for Clean Air. The City has also worked with surrounding jurisdictions, including the City of Los Angeles and County of Los Angeles, conducted industry outreach, and worked with labor and construction trades to help develop a Project Labor Agreement and local hire program. A complete listing of stakeholders is included Appendix C.

Through the use of focus groups, workshops, tours, participation in community events, social media outlets, and webinars, stakeholders have been involved in each of the major technical milestones of the Project development process that has occurred to date. The public engagement process included compilation of a stakeholder database, development of Project-related meeting materials, and collateral materials, and an interactive Project website. Proactive outreach, public meetings, participation in community events and coordination meetings with public agencies were also components of the public outreach process.



Project informational materials were updated throughout the proposed Project’s development process and were produced in English and Spanish. The City’s Project website served as the central point where stakeholders went to obtain a variety of information about the proposed Project. The website is located at <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>. The website contains maps of the proposed Project, and other collateral materials and key documentation, planning workshops and working group presentations. The website also contains a “Contact Us” sections where people can provide their input, ask questions, and add themselves to the proposed Project database to be notified of future meetings and Project-related updates.

At the public outreach meetings, residents expressed significant interest in and support for the proposed Project. The overarching themes summarized below emerged as priority interests and needs the community would like addressed by the proposed Project, including, but not limited to, creating economic development opportunities along the corridor, specifically Downtown Inglewood; increasing transit options for local residents and visitors; connecting communities and residents to jobs and educational opportunities, services and destinations locally and regionally; reducing traffic congestion and the growing demand on the existing roadway networks on both event and nonevent days; providing a transit system that preserves existing traffic lanes along Prairie Avenue and Manchester Boulevard for vehicular traffic; reducing potential impacts to local businesses during construction; ensuring stations are designed to promote safety, and be easy to access for multiple modes including pedestrians, bicyclists, and park-and-ride users. The City has incorporated identified stakeholder feedback into the design of the proposed Project, including supporting TOD development in Downtown Inglewood, a direct transit connection to the LACMTA K Line, a fully elevated transit system that does not remove any existing vehicular travel lanes, a phased construction approach focused on helping local businesses, and updated Design Standards and Guidelines to support the ATS’s integration into its surrounding environment. The City will continue to host public workshops, design charettes and stakeholder meetings throughout the environmental process, design, procurement, construction and Project implementation process.

The City also participated in various meetings with public agencies to allow concerns to be identified and addressed early in the development process of the proposed Project. This effort was designed to present information on the proposed Project’s concept design, to discuss relevant issues related to each agency’s jurisdiction and proactively consult with these agencies prior to formal agency consultation. Agencies involved in these meetings included:

- |   |  |
|---|--|
| Los Angeles Department of Transportation          | City of Santa Monica – Big Blue Bus          |
| City of Hawthorne                                 | City of Culver City – Culver City Bus        |
| City of Lawndale                                  | City of Redondo Beach – Beach Cities Transit |
| South Bay Council of Governments                  | City of Long Beach Transit                   |
| Los Angeles County, Public Works Department       | Inglewood Unified School District            |
| Los Angeles County Metropolitan Transp. Authority | Los Angeles County Fire Department           |
| Santa Monica Big Blue Bus                         | California Department of Transportation      |
| City of Gardena – GTrans                          | South Coast Air Quality Management District  |

These agencies are included in the Project mailing list and will continue to be notified of Project developments including the circulation of this Environmental Assessment.

### **5.2.1 PUBLIC REVIEW FOR DRAFT AND RECIRCULATED DRAFT EIRS**

After circulating a Notice of Preparation, conducting a public scoping meeting, and collaborating with numerous stakeholders, the City revised the proposed Project to incorporate changes in response to feedback. The City prepared and circulated a Revised NOP and Initial Study for public review and comment from September 10, 2020 to October 12, 2020.

The Revised NOP and Revised IS reflected the following refinements and modifications made to the proposed Project:

- Changes to the proposed Project from an approximately 1.8-mile-long alignment with five stations to an approximately 1.6-mile long alignment with three stations. The revised alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.
- An elevated passenger walkway linkage was added to connect the Market Street/Florence Avenue Station with the LACMTA K Line on the north side of Florence Avenue.
- An Intermodal Transit Facility was removed from the proposed Project; the City separately analyzed and proceeded with the Intermodal Transit Facility project, which is now complete.

The City submitted both the Original and Revised NOPs and ISs to the Governor's Office of Planning and Research; applicable trustee and responsible federal, State, regional, and local agencies identified for the proposed Project, including adjacent cities and counties; the County of Los Angeles; relevant Native American tribes; and all interested parties requesting such notice to allow for comment on the IS during the 30-day comment period. The Original and Revised NOP distribution lists indicating the agencies, departments, tribes, and parties that were mailed certified copies of the Original and Revised NOPs is provided in the EIR (Appendix F). In addition, copies of the Original and Revised NOPs and ISs were made available for review at Inglewood City Hall and the Inglewood Public library, as well as on the City's website, to give the public the opportunity to comment during the respective 30-day comment periods.

The City prepared and released a Draft EIR for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period, the City continued further collaboration with key stakeholders on the design of the proposed Project. The City also conducted additional technical analysis and due diligence on potential utility conflicts, property impacts, and potential impacts to historical resources, and refined the Project to reduce the footprint, where feasible. As a result of this ongoing consultation process, the City further refined the proposed Project and updated the Draft EIR to evaluate these changes.

The configuration of the Market Street/Florence Avenue Station was further refined based on coordination with the LACMTA. The connection to the LACMTA K Line Downtown Inglewood Station and the orientation of the Market Street/Florence Avenue Station were revised to locate the pedestrian connection on the north side of Florence Avenue. The design of the guideway on Market Street in Downtown Inglewood was refined to enhance the compatibility of the proposed Project with existing and planned development along Market Street, including historic buildings, such as the historic Fox Theater.

The City also collaborated with the property and business owners along Market Street to refine the Design Standards and Guidelines to enhance harmony of the surrounding context and align with the City's efforts to help revitalize the downtown Market Street area. The design of the guideway on Manchester Boulevard was refined to reduce the need for columns on both sides of the street. In response to stakeholder concerns about the removal of the local Vons, the City collaborated with representatives of Vons to develop a refined MSF plan that would allow a new Vons to remain on this site, and worked to address the parking, operational and facility needs identified by Vons to keep this grocery store offering high quality healthy food options in the center of the City.

To address concerns raised by stakeholders, including the Inglewood Unified School District, about station locations, to improve design compatibility, to avoid potential utility conflicts, and to eliminate the need for straddle bent supports, with columns on both sides of the street to support the ATS guideway along Prairie Avenue, the City continued to refine the segment along Prairie Avenue. The locations of the two stations proposed on Prairie Avenue were updated to complement existing and planned development along Prairie Avenue. The Prairie Avenue/Hardy Street Station was relocated to the west of Prairie Avenue with an elevated passenger walkway over Prairie Avenue providing access to the LASED development site. The Prairie Avenue/Pincay Drive Station has been relocated to the west of Prairie Avenue at the intersection of Prairie

Avenue and Manchester Boulevard with an elevated passenger walkway over Prairie Avenue to The Forum. The alignment of the guideway on Prairie Avenue was revised to reflect the changes to the location of these stations to the west side of Prairie Avenue. As these stations no longer straddle Prairie Avenue, columns supporting these stations were no longer required on both sides of Prairie Avenue, allowing greater light and air along Prairie Avenue and allowing for single columns to support the ATS guideway. The columns for the guideway and stations are only located on the western side of Prairie Avenue, and both the existing sidewalk and street configuration, including the number of lanes, would continue to be maintained.

### 5.2.2 SUMMARY OF PUBLIC COMMENT RECEIVED

The Recirculated Draft EIR was published on November 12, 2021, and the public review period closed on December 27, 2021. A virtual public meeting was held on November 22, 2021. The City received written comments on the Recirculated Draft EIR from one State agency, six local public agencies, three local organizations, five businesses, and three individuals. There were also letters expressing support for the proposed Project. No comments were received that identified significant environmental issues.

## 5.3 SECTION 106 CONSULTATION

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### 5.3.1 STATE HISTORIC PRESERVATION OFFICE

On March 29, the FTA, as the federal lead agency, initiated Section 106 consultation for the proposed Project to the State Historic Preservation Office (SHPO) asking for comments on the delineation of the APE pursuant to Section 106 of the NHPA, as amended 36 CFR 800 (FTA, 2020). The following documents were also attached: a regional location map, Project Location Map, APE Map, and the methodology for identifying historic resources (ICF, 2022). On May 27, 2022, the SHPO concurred with the APE delineation and the identification of historic properties methodology. The Identification of Historic Resources report as well as FTA's Finding of Effect Report were sent to the SHPO on August 12, 2022 requesting the SHPO concurrence in the determinations of eligibility of the two properties, the NRHP listing of two properties, and the ineligibility of 108 resources for the NRHP, as well as the conclusions of the archaeological assessment. In addition, in accordance with 36 CFR § 800.5, the FTA also requested SHPO concurrence with a finding of no adverse effect on historic properties. As of September 27, the SHPO has not responded to FTA's request and Section 106 consultation is ongoing.

### 5.3.2 SECTION 106 OUTREACH

**Interested Parties.** On January 11, 2022, FTA, in coordination with the City, emailed letters to the following interested parties, inviting them to participate in the Section 106 consultation.

National Trust for Historic Preservation  
California Preservation Foundation  
California African American Museum  
Los Angeles Conservancy

Inglewood Historic Preservation Alliance  
Historical Society of Centinela Valley  
Los Angeles Historic Theatre Foundation  
City of Inglewood Department of Parks,  
Recreation and Community Services

One response was received from Inglewood Historic Preservation Alliance expressing concerns with potential effects to historic resources on Market Street. On February 17, 2022, the California African American Museum responded via telephone message and declined to participate as an interested party. Follow-up emails to all potential interested parties were sent on February 4, 2022 as well as follow-up telephone calls in early March 2022. In response to these efforts, the Inglewood Historic Preservation Alliance, Los Angeles Historic Theater Foundation and the Historical Society of Centinela Valley have expressed interest in participating as interested parties.

**Native American Consultation.** On January 11, 2022, the FTA sent correspondence to the following Native American tribes and per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties that may be affected by the proposed Project. On January 12, 2022, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be consulted by the FTA and the City.

Gabrieleno Band of Mission Indians – Kizh Nation	Gabrieleno - Tongva Tribe
Gabrieleno Tongva Indians of California Tribal Council	Santa Rosa Band of Cahuilla Indians
Gabrieleno Tongva Indians of California Tribal Council	Soboba Band of Luiseno Indians
Gabrieleno Tongva Nation	Soboba Band of Luiseno Indians
Gabrieleno Tongva San Gabriel Band of Mission Indians	

On March 17, 2022, the FTA in concert with the City held a consultation meeting with the Gabrieleno Band of Mission Indians – Kizh Nation. During the consultation meeting, the Gabrieleno Band of Mission Indians – Kizh Nation identified the Project area as within the Sa’angna/Guasonga area, a large tribal community which was used for salt mining and further declared the Sa’angna/Guasonga area as a tribal cultural resource.

## 5.4 EA PUBLIC CIRCULATION

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The EA is being circulated to the public for 30 days, between October 14 and November 12, 2022. Public notification associated with the EA includes email notifications to all email contacts included in the proposed Project stakeholder database, posting of the Notice of Availability (NOA) in the local newspaper as well as direct mailing of the NOA to all property owners and tenants within 1,000 feet of the proposed Project alignment. All Project notifications and materials will be made available in both English and Spanish. Public comments on the EA will be received during the 30-day public circulation period. In addition, the City has created a virtual meeting room to describe the proposed Project and EA contents in lieu of a public meeting. The virtual meeting room can be viewed at <https://inglewoodtransitconnector.com/>. The website includes Spanish translations and the ability to submit comments on the EA. Hardcopy versions of the EA may be viewed at the following locations:

- The Inglewood Public Works Department located in Inglewood City Hall at One West Manchester Boulevard.
- Inglewood Public Library located at 101 West Manchester Boulevard.
- Inglewood Senior Center located at 111 North Locust Street.

In addition, individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) may contact Mr. Louis Atwell at (310) 412-5333 or via email at [latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org).

If comments are received on the EA during the public availability period, the EA must be modified to reflect all substantive comments and responses to those comments. Substantive comments are those comments that are related to the facts of the project, environmental document, or studies. Comments that are an expression of support or opposition to the project without any factual substantiation may be acknowledged but generally would do not require a response. After all comments have been addressed, the FTA, in cooperation with the City, will make the final determination of the project’s effect on the environment.