APPENDIX Y
Cumulative Impact Analysis

INGLEWOOD TRANSIT CONNECTOR

Cumulative Impact Analysis

Prepared for:
CITY OF INGLEWOOD
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July 2022

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ACRONYMS

ATS	Automated Transit System
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Inglewood
EIR	Environmental Impact Report
EJ	Environmental Justice
HPSP	Hollywood Park Specific Plan
IBEC	Inglewood Basketball and Entertainment Center
ITC	Inglewood Transit Connector Project
LACMTA	Los Angeles County Metropolitan Transportation Authority
LASED	Los Angeles Stadium and Entertainment District
MSF	Maintenance and Storage Facility
NEPA	National Environmental Policy Act
PDS	Power Distribution System
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

The City of Inglewood (City) proposes the Inglewood Transit Connector Project (ITC or 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.

1.1 PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this Cumulative Impact Analysis Report is to document potential cumulative impacts caused by the proposed Project in combination with other development and occurring within the City. 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 Code of Federal Regulations (CFR) Part 1508.7). Cumulative impacts are assessed by identifying past, present, and reasonably foreseeable future projects producing related or cumulative impacts. Together, these related projects and their associated environmental effects, form the basis for assessing the proposed Project's contribution to cumulative impacts in the City.

This report provides an overview of known past, present, and reasonably foreseeable projects within the City, their location relative to the proposed Project, and an assessment of potential cumulative impacts resulting from the incremental contribution of the Project's environmental effects to cumulative impacts.

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2.0 DESCRIPTION OF ALTERNATIVES

The Cumulative Impact Analysis assesses two alternatives; the No Build Alternative and the Build Alternative (proposed Project). Environmental review under the National Environmental Policy Act (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.

2.1 NO BUILD ALTERNATIVE

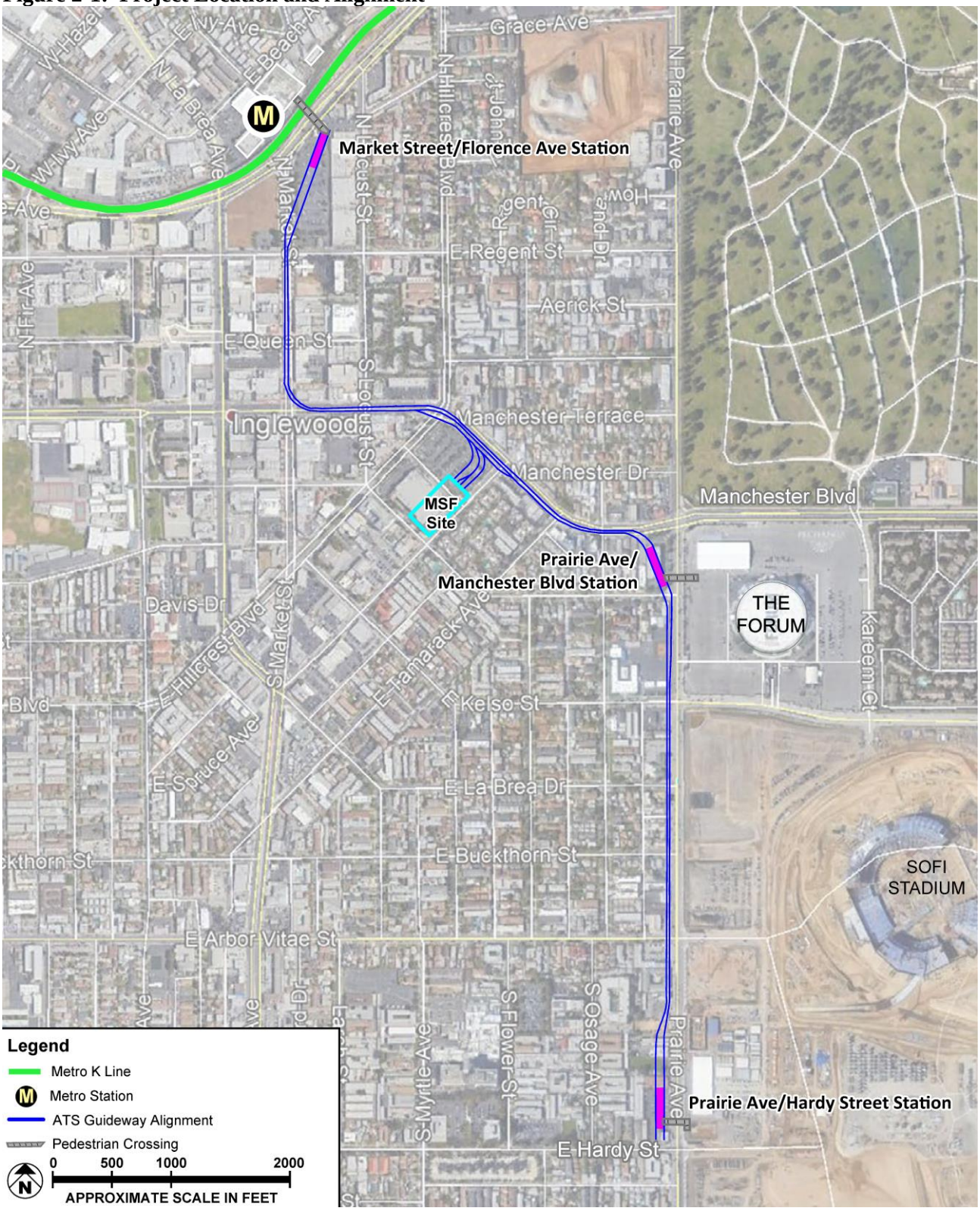
The No Build Alternative provides the background transportation network, against which the Build Alternative's impacts are identified and evaluated under NEPA. The No Build Alternative does not include the proposed Project. Specifically, the No Build Alternative reflects the reasonably foreseeable transportation 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 Los Angeles County Metropolitan Transportation Authority (LACMTA) Long Range Transportation Plan and the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, 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 developed by the City in 2020 to address future traffic demands that may result from events at SoFi Stadium. The Inglewood Stadium Events Transportation Management and Operations Plan 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 National Football League game days and during large special events. 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 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 LACMTA and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations through more frequent headways, additional route options, and other improvements.

2.2 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 (**Figure 2-1**). 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 2-1**.

Figure 2-1: Project Location and Alignment



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

TABLE 2-1: ITC PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)		
Project Component	**General Location**	**Approximate Size**
Guideway	• Located predominantly within the existing public right-of-way of Market St., Manchester Blvd., and Prairie Ave.	• Approximately 1.6 miles dual lane • The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck • The dual-lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations.
Market Street/Florence Avenue Station	• Located on private property (to be acquired by the City) at the southeast corner of Market St./Florence Ave.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~200-foot long platform for train berthing
Prairie Avenue/Manchester Boulevard Station	• Located on private property (to be acquired by the City) at the southwest corner of Prairie Ave./Manchester Blvd.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~200-foot long platform for train berthing
Prairie Avenue/Hardy Street Station	• Located on private property (to be acquired by the City) at the northwest corner of Prairie Ave./Hardy St.	• Up to ~80 feet in height measured from existing grade to top of station canopy • ~75-foot wide (station structure and guideway only, not including vertical circulation) • ~200-foot long platform for train berthing
Vertical Circulation Elements	• Located at each station within the public right-of-way, easements, or private property to be acquired • Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways.	• Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level
Pedestrian Bridges	• 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 will require an easement. • Location 2: above Prairie Ave from Prairie/Manchester Station to the Forum site. The landing on The Forum property will require an easement. • Location 3: above Prairie Ave from Prairie/Hardy Station to the Hollywood Park site. The landing on the Hollywood Park property will require an easement.	• Height will be up to ~65 feet measured from existing grade to top of structure • ~30 feet wide maximum for passenger walkway • ~280 feet long for location 1 and ~160 feet long for locations 2 and 3 • Minimum vertical clearance of 10 feet within the walkway interior

TABLE 2-1: ITC PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)

Project Component	General Location	Approximate Size
Maintenance and Storage Facility (MSF)	• Primarily 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.	• ~75,000 sf building area • Up to ~75 feet in height measured from existing grade to top of roof • Surface parking area under building containing approximately 50 spaces for employees and visitors
Power Distribution System Substation (PDS)	• Two PDS substations; one located at the MSF site and the second at the Prairie/Hardy Station site. • Specific locations within each site will be determined during the design phase	• ~30 feet wide x ~100 feet long • Up to ~20 feet clearance height measured from floor to ceiling • If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation • ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary
Roadway Improvements	• Market St., Manchester Blvd. and Prairie Ave will be reconstructed to accommodate the ITC guideway, the existing number of traffic lanes will be maintained. Prairie Avenue will be shifted eastward up to ~28 feet	• New roadway striping, lane reconfigurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	• Market St./Florence Ave. Station site • 150 S. Market St. • Prairie/Hardy Station site	• Surface level parking at each site: ~650 spaces at Market St./Florence Ave. Station ~50 spaces at 150 S. Market St. ~50 spaces at Prairie/Hardy Station Pick-Up/Drop-Off Area • Market St./Florence Ave. Station site on Locust St. south of Florence Ave., and Regent St. between Locust St. and Market St. • Prairie/Hardy St. Station within the Station site

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

The Project Description and Cumulative Impact Analysis are based on Conceptual Plans. The Conceptual Plans identify the proposed alignment for the Automated Transit System (ATS), 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 proposed Project progresses; however, for Cumulative Impact Analysis purposes, the Conceptual Plans, including, among other things, the ATS guideway, columns, and other components 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, traction power 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. Engineering and design-level details of the proposed Project will be refined as it moves through the environmental review, approval, procurement, and design phases.

Operating 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. They include:

- **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.

- **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.

- **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.

- **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 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 maintenance and storage facility (MSF).

Transit 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, local businesses and residents, and the Los Angeles Stadium and Entertainment District (LASED), including SoFi Stadium. The Prairie Avenue/Hardy Street Station would provide connections to the LASED including the SoFi Stadium, the commercial uses at Hollywood Park, well as existing and future local businesses and residences, and the Inglewood Basketball and Entertainment Center, including the Intuit Dome. 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 station will 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.

Power Distribution System (PDS). 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 be located at the MSF and Prairie Avenue/Hardy Street Station sites. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor.

Maintenance and Storage Facility (MSF). 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. The MSF is proposed on the eastern portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF would be elevated from ground level, with double-height clearance over the maintenance tracks, and a largely unenclosed ground floor. 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. 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 the Vons would be rebuilt. A PDS substation is proposed within this site, likely below the MSF or spur tracks.

3.0 REGULATORY FRAMEWORK

The Council on Environmental Quality's (CEQ) regulations (40 CFR 1500 – 1508) implementing the procedural provisions of the NEPA of 1969, as amended (42 United States Code 4321 et seq.), define cumulative effects as an impact on the environment that 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 non-federal) or person undertakes such other actions, [where] cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7).

The CEQ's "Considering Cumulative Effects Under the National Environmental Policy Act" provides a framework for advancing environmental impact analysis by addressing cumulative effects in either an environmental assessment or environmental impact statement. According to the CEQ handbook, the process of analyzing cumulative effects can be thought of as enhancing the traditional components of an environmental document by (1) scoping, (2) describing the affected environment, and (3) determining the environmental consequences. Scoping allows NEPA practitioners to evaluate resource impact zones and the life cycle of effects rather than projects, properly bounding the cumulative effects analysis. Describing the affected environment provides a baseline and thresholds of environmental change that are important for analyzing cumulative effects. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern. The significance of cumulative effects depends on how they compare with the environmental baseline and relevant resource thresholds (such as regulatory standards).

The CEQ handbook does not establish requirements for such analyses. It does not contain official guidance nor is it intended to be legally binding. Certain federal agencies have independently developed procedures and methods to analyze the cumulative effects of their actions on environmental resources.

4.0 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. During the California Environmental Quality Act process, the City of Inglewood prepared a cumulative impact analysis which was included in the Environmental Impact Report (EIR) circulated in November 2021 and certified in April 2022. To conduct this analysis, the City compiled a list of cumulative projects that were proposed as of August 2020. This list included over 395 individual projects located within the City as well as surrounding jurisdictions including the Cities of Los Angeles, Culver City, El Segundo, Lawndale, Hawthorne, and Gardena.

In an effort to focus the analysis on potential cumulative effects particularly associated with construction activities of the proposed Project, the study area for this analysis has been limited to the City of Inglewood as the proposed Project is centrally located within the City's boundary. This boundary encompasses all past, present, and reasonably foreseeable projects (with impacts related to the proposed Project) near the proposed Project and alignment. Related projects located within the general study area are listed in Table 4-1 and depicted in Figure 4-1. Of the 59 related projects listed in Table 4-1, the most notable include the Inglewood Basketball and Entertainment Center (IBEC) (Project #27) and Hollywood Park Specific Plan (HPSP) (Project #18). The City has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the IBEC 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.

Detailed descriptions of the affected environment/existing conditions for each of the resource areas (visual and aesthetics; air quality; cultural resources; ecology and biology; etc.) can be found in the individual technical studies prepared for each resource area.

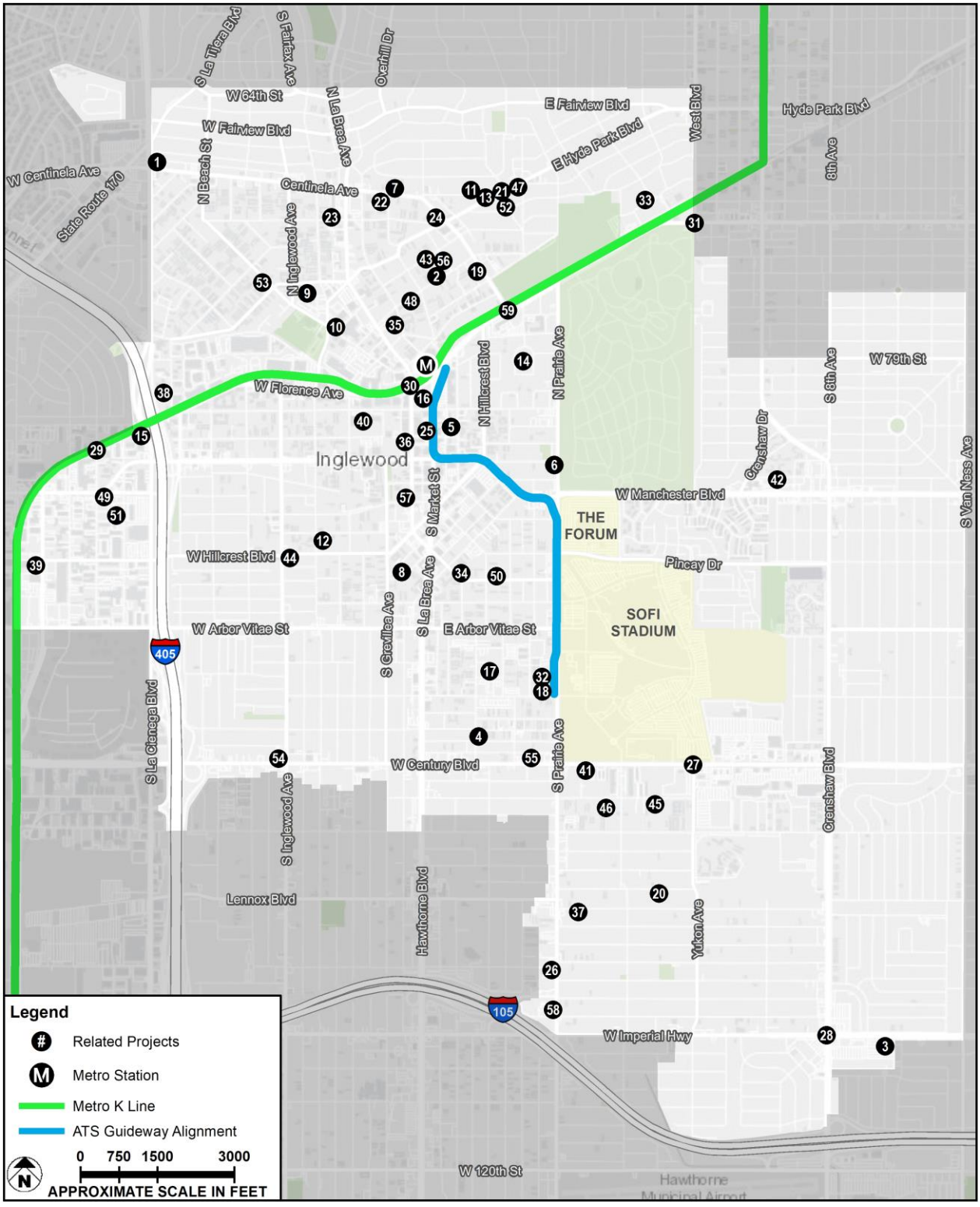
TABLE 4-1: CUMULATIVE PROJECTS				
No.	**Project**	**Address**	**Project Description**	**Status**
1	Starbucks Drive-Thru Kiosk	1740 Centinela Ave.	Construct 900 square feet Starbucks drive-thru kiosk	Complete
2	Condominiums	329 E. Hazel St.	Development of 4-unit condo with 10 parking spaces per SP-1229	Complete
3	Parking Lot Improvement	2616-2878 W. Imperial Hwy.	Renovation and adding 13,000 square feet, façade and parking lot improvement of an existing shopping center	Complete
4	Condominiums	501 E. 99th St.	12 new condominiums	Complete
5	Senior Center	111 N. Locust St.	New Senior Center	Complete
6	Condominiums	664 E. Manchester Terrace	Four new residential condominiums	Permitting/ Pre-Construction
7	Apartments	844 N. Centinela Ave.	Four new residential apartment units	Complete
8	Apartments	125 E. Spruce Ave.	Seven new apartment units with semi-subterranean parking	Complete
9	Manufacturing/Warehouse w/Office	234 W. Hyde Park Blvd.	Construct new 140,185 square feet manufacturing/warehouse building including 7,500 square feet of office space	Permitting/ Pre-Construction
10	Parking Lot	279 W. Beach Ave.	Development of 190 parking spaces	Permitting/ Pre-Construction
11	Townhomes	573 1/2 E. Hyde Park Place	Construct three townhomes with six enclosed parking spaces	Complete
12	Senior Housing	508 S. Eucalyptus Ave.	40-unit senior affordable housing development	Complete
13	Residential Project	575 E. Hyde Park Blvd.	Three-unit two-story residential building	Complete
14	Townhomes	333 N. Prairie Ave.	310 townhome units at the former Daniel Freeman site	Complete
15	Gas Station w/Mini-Mart	8307 S. La Cienega Blvd.	Construct a new 3,636 square feet structure (mini market and retail space) at an existing gas station operation	Complete
16	Mixed-Use Project	D3 SITE (La Brea Ave./Florence Ave.)	243 units; 40,000 square feet retail	Under Construction
17	Centinela Hospital	555 Hardy St.	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with Senate Bill 1953. 2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 square feet repair shop building and 4,200 square feet electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower St. 3. Emergency Department: A new 2,400 square feet addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds) 4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 square feet), the partial demolition of a 4,670 square feet building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus	Complete

TABLE 4-1: CUMULATIVE PROJECTS				
No.	**Project**	**Address**	**Project Description**	**Status**
18	Hollywood Park Project	1050 S. Prairie Ave.	70,240-seat sport stadium; 6,000-seat performance venue; 2,500 dwelling unit residential; 890,000 square feet retail; 780,000 square feet office; 300-room hotel; 24.95 acres open space; 4 acres civic site	Under Construction
19	Apartments	417-433 Centinela Ave.	116-unit apartment	Complete
20	Residential	3660 W. 107th St.	New three dwelling unit with 6 car garage	Complete
21	Congregate Care	614 E. Hyde Park Blvd.	18-bed congregate living facility	Permitting/ Pre-Construction
22	Apartments	921 N. Edgewood St.	38-unit apartment	Permitting/ Pre-Construction
23	Townhomes	113-133 Plymouth St.	20-unit townhome development	Permitting/ Pre-Construction
24	Self-Storage Project	705-715 N. Centinela Ave.	81,613 square feet, approximately 400-unit, five-story self-storage	Complete
25	Retail	101,125,139,140,150 Market St.	40,000 square feet retail and 150 parking spaces	Permitting/ Pre-Construction
26	Hotel Project	11111 S. Prairie Ave.	120-room hotel	Permitting/ Pre-Construction
27	Inglewood Basketball and Entertainment Center (Clippers Arena)	Yukon Ave./Century Blvd.	18,500-seat venue with associated ancillary uses	Under Construction
28	Imperial/Crenshaw TOD	Imperial Hwy./Crenshaw Blvd.	Transit oriented development plan	Complete
29	Westchester/Veterans TOD	Florence Ave./Hindry Ave.	Transit oriented development plan	Complete
30	Downtown (Florence/La Brea) TOD	Florence Ave./La Brea Ave.	Transit oriented development plan	Complete
31	Fairview Heights (Florence/West) TOD	Florence Ave./West Blvd.	Transit oriented development plan	Plan Adopted
32	Hollywood Park Phase II	1050 S. Prairie Ave.	Approximately 5,250,000 square feet of office	Permitting/ Pre-Construction
33	Condominium Development	961 E. 68th St.	3-unit detached condominium	Permitting/ Pre-Construction
34	Multi-family	819 E. La Palma Dr.	5-unit multi-family building	Under Construction
35	Condominium Development	417 N. Market St.	Two 6-unit condominium buildings	Complete

TABLE 4-1: CUMULATIVE PROJECTS				
No.	**Project**	**Address**	**Project Description**	**Status**
36	Los Angeles Philharmonic Association -Youth Orchestra Program (YOLA)	101 S. La Brea Ave.	Los Angeles Philharmonic Association - Youth Orchestra Program that would serve students 6 - 18 years. Expand the existing structure to a venue that is approximately 25,500 square feet. The venue would serve as the home for YOLA performances, special events showcasing guest artists and LA Phil's national education programs, and some other performances. There would be 350-500 students from Monday to Saturday and around 150 on Sundays	Complete
37	Apartment Building	3920 W. 108th St.	3-unit apartment building	Complete
38	Self-Storage Facility	943-959 W. Hyde Park Blvd.	5-story self-storage facility (159,498 square feet)	Complete
39	General Plan Amendment for Rental Car Facility	8911 Aviation Blvd.	General Plan Amendment for rental car facility (173,804 square feet)	Complete
40	General Plan Amendment to Incorporate EJ Element	Citywide	General Plan Amendment to incorporate EJ Element	Complete
41	Hotel	3900 W. Century Blvd.	Hotel renovation 4 units	Complete
42	Senior Housing and Pre-school	3320 W. 85th St.	65-unit senior housing and a 4,313 square feet pre-school to replace existing church, pre-school (serving 70 students)	Permitting/ Pre-Construction
43	Multi-family	332 Stepney St.	8-unit multi-family building with three affordable housing units	Permitting/ Pre-Construction
44	Mixed-Use	336 W. Hillcrest Blvd.	62-unit mixed use development	Permitting/ Pre-Construction
45	Self-Storage Facility	3700 102nd St.	5-story 79,415 square feet self-storage facility	Permitting/ Pre-Construction
46	Hotel	3820 W. 102nd St.	300 room, 14-story hotel with 349 parking spaces	Permitting/ Pre-Construction
47	Multi-family	715 N. Marlborough Ave.	Conversion of three offices into residential units with affordable unit	Complete
48	Apartments	220 E. Hazel St.	7,161 square feet, 4-unit apartment building with subterranean parking	Permitting/ Pre-Construction
49	Commercial Building	970 W. Manchester Blvd.	1,800 square feet car/bus wash and above ground fueling station within a car rental site	Complete
50	Apartments	1013 E. La Palma Drive	Three-story apartment unit, three unit	Under Construction
51	Commercial Building	335 Glasgow Ave.	Auto rental facility	Complete
52	Apartments	1001 N. Welton Way	New 11-unit apartment building	Permitting/ Pre-Construction
53	Multi-family	716 W. Beach Ave.	42,745 square feet, 42-unit multi-family apartment (41 affordable units)	Under Construction
54	Starbucks	4801 Century Blvd.	185 square feet addition for drive-thru only Starbucks coffee shop	Complete
55	Hotel	4049 Century Blvd.	145-room hotel	Permitting/ Pre-Construction

TABLE 4-1: CUMULATIVE PROJECTS				
No.	**Project**	**Address**	**Project Description**	**Status**
56	Multi-family	334 Stepney St.	4-unit condo subdivision	Permitting/ Pre-Construction
57	Mixed-Use Project	317 S. La Brea Ave.	311 units (32 affordable and 5 live-work units); 22,000 square feet commercial/retail; 361 parking spaces	Under Construction
58	Multi-family	11227 S. Prairie Ave.	400 units	Permitting/ Pre-Construction
59	Centinela Grade Separation Project	Centinela Ave./Florence Ave. Intersection	Conversion of at-grade LACMTA K Line crossing to above-grade crossing	Permitting/ Pre-Construction

Figure 4-1: Cumulative Project Map



5.0 ENVIRONMENTAL CONSEQUENCES

This section discusses whether the impacts that could occur under the No Build Alternative or the proposed Project, when combined with impacts that would result due to the implementation of the related projects (see Table 4-1) or projected growth and development would be cumulatively considerable or significant.

5.1 NO BUILD ALTERNATIVE

Under the No-Build Alternative, none of the improvements or facilities that are proposed under the Build Alternatives would occur. Because the No-Build Alternative proposes no new construction or facilities, it would not result in new construction or operational impacts; therefore, it would not contribute to any cumulative impacts that would occur due to the related projects or projected growth and development in the study area.

5.2 BUILD ALTERNATIVE

5.2.1 TRANSPORTATION

Of the related projects listed in Table 4-1, only the Centinela Grade Separation project (Project #59) would result in direct impacts to the City's transportation facilities. The Centinela Grade Separation Project would result in an improvement to transportation as it is a safety improvement intended to improve traffic flow along Centinela Avenue by eliminating an at-grade crossing with the LACMTA K Line. Other related projects include residential and commercial projects as well as sports and entertainment venues, all of which would result in cumulative increases in traffic within the City.

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. 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 permanent cumulative effect.

Regarding construction activities, a majority of the projects identified in Table 4-1 have completed construction and most are anticipated to be complete prior to commencement of construction for the Build Alternative. These include major developments located along the Project alignment such as IBEC (anticipated completion in 2024) and development of the Hollywood Park Specific Plan (Phase 1 anticipated completion in 2023). 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. It is reasonable to assume that impacts during construction would be minimized, if not eliminated, through the implementation of mitigation measures and best management practices that have been incorporated into each of the related projects to address their project-specific impacts. Regarding the proposed Project, construction would require temporary lane closures resulting in periodic increases in congestion on the roadway network. The City is requiring a Construction Traffic Management Plan, which is designed to minimize traffic impacts from construction activities with, among other things, minimum lane requirements and coordination with other

developments and special events. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse short-term cumulative effect.

5.2.2 AESTHETICS AND VISUAL QUALITY

Visual impacts associated with related projects listed in Table 4-1 include permanent changes to the character of the City of Inglewood, particularly in downtown Inglewood where multiple sports and entertainment venues and associated development have been constructed or are in development. 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. Construction of the proposed Project would result in temporary visual disruptions such as the presence of construction equipment, staging and materials as well as temporary lighting. Cumulative projects would have similar temporary visual effects during construction. However, except for some potential development along Prairie Avenue in Hollywood Park, none of the cumulative projects identified in Table 4-1 that are anticipated to be under construction at the same time as the Build Alternative are located within a shared viewshed. It is not anticipated that a cumulative visual effect would occur during construction. No visual resources or scenic vistas would be adversely affected by the Build Alternative and it is not anticipated that cumulative projects would have any adverse effects on visual resources or scenic vistas which are limited within the City of Inglewood. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.3 AIR QUALITY

Related projects listed in Table 4-1 would likely result in a cumulative increase in air pollutants. The Build Alternative is anticipated to reduce regional vehicle miles traveled (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. Regarding construction, the South Coast Air Quality Management District has promulgated guidance that if daily emissions generated by construction of a project remain below the regional mass daily thresholds, those emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Conversely, if construction or operation of the project would generate emissions exceeding the project-level mass daily thresholds, and would remain above the thresholds with mitigation, those emissions would be considered cumulatively significant in addition to being significant at the project level. Regarding construction, the proposed Project would not generate emissions that would exceed South Coast Air Quality Management District localized or regional significance thresholds. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.4 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 to 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. Construction of the Build Alternative and projected future projects would involve temporary construction activities that could disrupt communities. Construction activities including sidewalk, lane, and roadway closures have the potential to affect access to businesses and community facilities. Similarly, cumulative projects would result in temporary construction activities that could result in temporary adverse effects to the surrounding community and may require mitigation measures to minimize potential effects. The Construction Commitment Program adopted by the City for the Project 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. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.5 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. Construction would have beneficial economic and fiscal impacts related to direct and indirect effects from construction spending. Similarly, cumulative projects would bring short-term beneficial economic and fiscal effects to the City. Construction effects on businesses and residences near the construction area would be temporary. The Construction Commitment Program adopted by the City for the proposed Project 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. 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.

5.2.6 ECOSYSTEMS AND 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 operational or construction 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.

5.2.7 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. Similar to the proposed Project, the construction of cumulative projects would result in direct energy consumption from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, construction workers, electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling), exterior uses such as lights, conveyance of water for dust control, and any electrically-driven construction equipment. The proposed Project has no potential to contribute to a cumulative effect as the increased fuel use and electricity consumption needed to construct the proposed Project 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. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.8 ENVIRONMENTAL JUSTICE

The proposed Project is located in an area with environmental justice (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. 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. Regarding construction, as the communities in the EJ Affected Area are all EJ communities, environmental effects of the Build Alternative and cumulative projects would be predominantly borne by EJ communities. The proposed Project would not contribute to a disproportionately high and adverse cumulative effect.

Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.9 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 greenhouse gas emissions associated with automobiles, which would be a community benefit. Construction activities would result in approximately 8,820 metric tons of greenhouse gas emissions. Regardless of cumulative project emissions, construction emissions associated with the proposed Project are necessary to construction the transit system which will permanently reduce VMT and associated emissions. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.10 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. Construction impacts associated with hazards and hazardous materials are site-specific and adverse effects are largely localized. The Build Alternative would not result in adverse effects related to hazards and hazardous materials. The proposed Project would comply with all regulatory requirements and hazardous wastes would be properly handled. In addition, implementation of a Hazardous Materials Contingency Plan and Health and Safety Plan would minimize potential effects related to underground storage tanks by providing guidance on the decommissioning and subsequent removal. Similarly, projected future projects would be required to comply with all prescribed standards, requirements, and guidance related to hazards and hazardous materials and implement project measures and mitigation measures to minimize potential hazards and hazardous materials impacts. Therefore, the Build Alternative in combination with projected future projects would not result in significant cumulative hazard and hazardous materials effects during construction. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.11 CULTURAL RESOURCES

The Build Alternative would not destroy a known cultural resource. Past urbanization, in-fill developments, and renovation has contributed to gradual diminishing of historic properties over time. While no adverse effects to historic properties would result from the Build Alternative, 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. A majority of the City is underlain by Pleistocene alluvium with low potential for buried prehistoric archaeological deposits while a small portion of the City is underlain by Holocene alluvium, which has moderate potential for buried prehistoric archaeological deposits. Given the highly developed nature of the City, it is unlikely that any of the cumulative projects would unearth previously undiscovered archaeological deposits. Nonetheless, 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. Cumulative projects would be expected to comply with all applicable federal, state, and local regulations to protect those resources. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.12 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.

5.2.13 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 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. Construction activities would generally occur within the public right-of-way and adjacent properties to be acquired to accommodate the three proposed stations. The Construction Commitment Program 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. It is reasonable to assume that cumulative projects would be consistent with all applicable City regulations and guidelines to 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. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

5.2.14 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 detailed noise analysis prepared for each of the possible technologies did not identify moderate or severe impacts from transit movements along the alignment. In addition, the City would require performance standards to ensure that noise generated by train movements and maintenance and storage activities would not result in adverse effects. Importantly, the noise analysis accounts for the cumulative existing noise condition.

The geographic scope for the cumulative noise analysis is the immediate vicinity (within 350 feet of tracks) of the Build Alternative where proposed Project noise could be heard concurrently with noise from other sources. The noise environment in the vicinity of the Build Alternative alignment can be primarily defined by traffic on adjacent roadways. Cumulative growth and development in the vicinity of the Build Alternative could result in increases in roadway traffic volumes over time that would concurrently increase ambient noise levels in the vicinity of the Build Alternative. However, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Therefore, it is unlikely for the Build Alternative to combine with cumulative development to produce a significant cumulative adverse noise effect The proposed Project in combination with cumulative projects would not result in an adverse cumulative effect related to operational noise.

Permanent vibration effects are typically localized and instantaneous events. The geographic scope for the cumulative vibration analysis is the immediate vicinity (within 25 feet) of the Build Alternative where project-generated vibrations could occur concurrently with vibrations from other sources. No significant sources of vibration have been identified or are expected to be constructed within 25 feet of the proposed Project. Rubber-tired vehicles on local roadways do not typically produce perceptible vibration levels outside of the public right-of-way. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect related to operational vibration.

Regarding cumulative noise effects from construction, the geographic scope for analysis is the immediate vicinity (within 500 feet) of the Build Alternative where project construction-generated noise could be heard concurrently with noise from other sources. Construction of the Build Alternative would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. Construction noise levels could exceed FTA and local noise standards due to the intensive nature of construction activities and the proximity of sensitive land uses to the corridor. The City would require a Construction Noise Control Plan to reduce construction noise levels below the FTA construction noise criteria. 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. Cumulative projects would be required to comply with City Municipal Code Chapter 5 (Offenses, Miscellaneous), Article 2 (Noise Regulations) which establishes "criteria and standards for the regulation of noise levels within the community." Rather than being adopted to assist the City in guiding land use decisions, like the Noise Element of the General Plan, the City's Noise Regulations are intended to protect "the comfort, repose, health, or peace of residents in the area," and define noise levels that are considered public nuisances and are subject to abatement through the City's exercise of its enforcement authority. Section 5-27 establishes base ambient noise levels within respective times and zones. Although preliminary research has not identified cumulative projects than 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. However, implementation of the proposed Project Construction Noise Control Plan and similar measures for cumulative projects would minimize, if not eliminate, cumulative noise effects. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect related to construction noise.

Regarding cumulative vibration effects from construction, the geographic scope for analysis is the immediate vicinity (within 75 feet) of the Build Alternative where proposed Project vibrations could occur concurrently with vibrations from other sources. Vibration-generating activities associated with construction of the Build Alternative could result in noticeable levels of vibration, but would largely occur within the public right-of-way and would attenuate quickly with distance. The Build Alternative would implement a Vibration Control Plan) to avoid construction vibration levels that would exceed the FTA construction impact criteria and no adverse effect would occur. The Build Alternative in combination with projected future projects are not considered likely to result in the exposure of sensitive receivers to excessive vibration due to the localized nature of vibration impacts and the fact that not all construction would occur at the same time and at the same location. Only sensitive receivers located near each construction site could be affected by each activity. For the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously within 75 feet of any sensitive receiver. It is not anticipated that vibration-generating equipment from related projects would operate at the same time and at the same location as equipment related to the Build Alternative. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect related to construction vibration.

5.2.15 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. Regarding construction, safety and security impacts are generally site-specific and localized. Project construction activities could temporarily affect the pedestrian and bicycle environment, motorist safety, emergency response services, and crime and terrorism activities. Temporary street closures may also result in impacts to emergency response services. The proposed Project would coordinate with police, medical, and fire services; develop construction staging plans; and comply with applicable regulations. Similarly, projected future projects would be required to comply with all applicable regulations and implement mitigation measures and/or best management practices to reduce safety and security impacts. The Inglewood

Police Department and Los Angeles County Fire Department 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 City would require a Construction Staging and Traffic Control Program to minimize potential adverse effects by requiring early notification of construction activities to emergency service providers, allowing first responders to access properties via alternate routes. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.