

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines require an Environmental Impact Report (EIR) to include a discussion of a reasonable range of alternatives to a project that would “feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the proposed Project and evaluate the comparative merits of the alternatives” (State CEQA Guidelines Section 15126.6). An EIR is not required to consider every conceivable alternative to a proposed project. Rather, a reasonable range of potentially feasible alternatives needs to be considered that will foster informed decision-making and public participation.

Key provisions of the State CEQA Guidelines on alternatives (Section 15126.6(b) through (f)) are excerpted below to explain the foundation and legal requirements for the analysis of alternatives in this Draft EIR.

- *[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the proposed objectives, or would be more costly. (15126.6(b))*
- *The specific alternative of “no project” shall also be evaluated along with its impact. (15126.6(e)(1))*
- *The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (15126.6(e)(2))*
- *The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. (15126.6(f))*
- *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). (15126.6(f)(1))*

- *[For alternative locations,] only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. (15126.6(f)(2)(A))*
- *If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location. (15126.6(f)(2)(B))*
- *An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. (15126.6(f)(3)).*

5.2 SIGNIFICANT IMPACTS OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT

In accordance with Section 15126.6(b) of the State CEQA Guidelines, the alternatives in this section have been selected to evaluate means for avoiding or substantially reducing the significant impacts of the proposed Inglewood Transit Connector Project (proposed Project or ITC Project) identified in **Section 4.0: Environmental Impact Analysis** of this Draft EIR.

Table 5.0-1: Environmental Impact Summary presents a summary of findings for each topic analyzed in this EIR for the proposed Project. As shown, impacts related to aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise and vibration, tribal cultural resources, and utilities and service systems were determined to have significant impacts prior to mitigation.

**Table 5.0-1
Environmental Impact Summary**

Topic	Significant Impact?	Mitigated to Less than Significant?	Unavoidable Significant Impact?
Aesthetics	Yes	No	Yes
Air Quality	Yes	No	Yes
Biological Resources	Yes	Yes	No
Cultural Resources	Yes	No	Yes
Energy Resources	No	N/A	No
Geology and Soils	Yes	Yes	No
Greenhouse Gas Emissions	No	N/A	No
Hazards and Hazardous Materials	No	N/A	No
Land Use and Planning	No	N/A	No
Noise and Vibration	Yes	Yes	No
Population, Employment and Housing	No	N/A	No
Transportation	No	N/A	No
Tribal Cultural Resources	Yes	Yes	No
Utilities and Service Systems	Yes	Yes	No

Measures are identified to mitigate Project impacts to less than significant, with the exception of short term air emissions during construction of the Project and impacts to two buildings located on Market Street in Downtown Inglewood identified as historic resources. The proposed demolition of the commercial building at 150 South Market street, identified as a historic resource, would be an unavoidable significant impact of the proposed Project. The APM guideway would also limit or block views of the primary façade of the former Fox Theater building on Market Street. Because the ability of the former Fox Theater to convey its historic significance would be impaired following the implementation of the proposed Project, this indirect visual impact on the former Fox Theater is also considered an unavoidable significant cultural resource and aesthetic impact of the proposed Project.

5.3 PROJECT OBJECTIVES

As identified in the State CEQA Guidelines, the achievement of Project objectives was considered in determining potentially feasible alternatives that would avoid or substantially lessen any significant effects of the proposed Project.

The City's goals and objectives for the Inglewood Transit Connector Project are as follows:

- Provide direct and convenient connection to the Metro regional transit system for local residents and the region to access the City's new major employment, commercial, and activity centers;
- Provide sufficient transit connection capacity between the Metro regional transit system and the City's new 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;
- 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 improvement in air quality, public health, and reductions in greenhouse gas emissions from transportation sources in accordance with the City's goals under SB 375 and State policy with respect to climate change;
- Support the ongoing economic revitalization, 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 within the region by providing transit within safe and accessible walking distances; and
- Support regional efforts to become more efficient, economically strong, equitable, and sustainable.

5.4 ALTERNATIVES

Alternatives presented in this section consist of potential alternatives that were initially considered but screened-out from further consideration due to their infeasibility or inability to meet the basic objectives of the Project, and) design alternatives/ variations selected for further evaluation. As required by CEQA, the No Project alternative is also addressed in this section.

5.4.1 Alternatives Eliminated from Further Consideration

This section describes preliminary alternatives to the proposed Project initially considered early in the planning process for the ITC Project and the reasons why these alternatives are not evaluated further in this EIR.

Alternative Alignments

As part of the Envision Inglewood planning study,¹ the City evaluated several independent last-mile, fixed-guideway transit connector options in the Locally Preferred Alternative (LPA) Report,² comparing these options against key screening criteria and evaluating each option against the City's stated goals and objectives. The LPA Report evaluated the following four conceptual transit alternatives, all consisting of elevated Automated People Mover (APM) systems:

- Alternative A: Market-Manchester Street Alignment (proposed Project)
- Alternative B: Fairview Heights Alignment
- Alternative C: Arbor Vitae Alignment
- Alternative D: Century Blvd Alignment

Alternative A was selected based on the review of these alternatives as the proposed Project.

As described in detail below, Alternatives B, C, and D were eliminated from further consideration.

1 City of Inglewood, *Envision Inglewood: Connecting People, Places, and the Future (May 2018)*, accessed March 2019, <http://envisioninglewood.org/>.

2 City of Inglewood, *Envision Inglewood: Locally Preferred Alternative Report (June 2018)*, accessed March 2019, <http://envisioninglewood.org/wp-content/uploads/2018/07/Envision-Inglewood-Locally-Preferred-Alternative-Report.pdf>.

Alternative B: Fairview Heights Alignment

The City identified an independent elevated APM system alternative connecting directly to the Fairview Heights Metro Crenshaw/LAX Line station along Prairie Avenue as shown in **Figure 5.0-1: Location of Alternative Alignments in the LPA Report**. The Fairview Heights Alignment (Alternative B) would be an aerial alignment running approximately one-half mile along Florence Avenue between Prairie Avenue and West Boulevard, transitioning south and then running along Prairie Avenue for approximately one and three-quarter miles between Florence Avenue to Century Boulevard for a total length of approximately 2.2 miles providing service to the Forum, the Los Angeles Sports and Entertainment District (LASED), and the Inglewood Basketball and Entertainment Center (IBEC).

This alternative would be dual lane and include four stations. The station locations were identified based on connections to traffic generators/development. This alternative includes potential intermodal center locations to capture road-based traffic, such as buses, transportation network companies (TNCs), taxis, and private vehicles, and facilitate a convenient transfer to the ITC. These potential intermodal centers would provide an opportunity to limit the amount and type of road-based traffic into the area, especially during special events.

As outlined in the LPA Report, this alternative was eliminated from further consideration for a variety of reasons including conflicts with, and impacts to, a variety of utility facilities. 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, various utility crossings at the curve alignment transition at Florence Avenue and Prairie Avenue would need to be avoided. While Alternative B would be located primarily within the street right-of-way, limited roadway width exists on Prairie Avenue between Florence Avenue and Manchester Boulevard to accommodate the elevated APM structure. Potentially significant property impacts to the Inglewood Cemetery are anticipated because the alignment transitions from Florence Avenue, which has a wide right-of-way of 125 feet, to Prairie Avenue, which has a right-of-way of 78 feet. Furthermore, the right-of-way on Prairie Avenue decreases to less than 70 feet south of Regent Street. This would potentially further impact the Inglewood Cemetery and potentially conflict with utility infrastructure.

Alternative C: Arbor Vitae Alignment

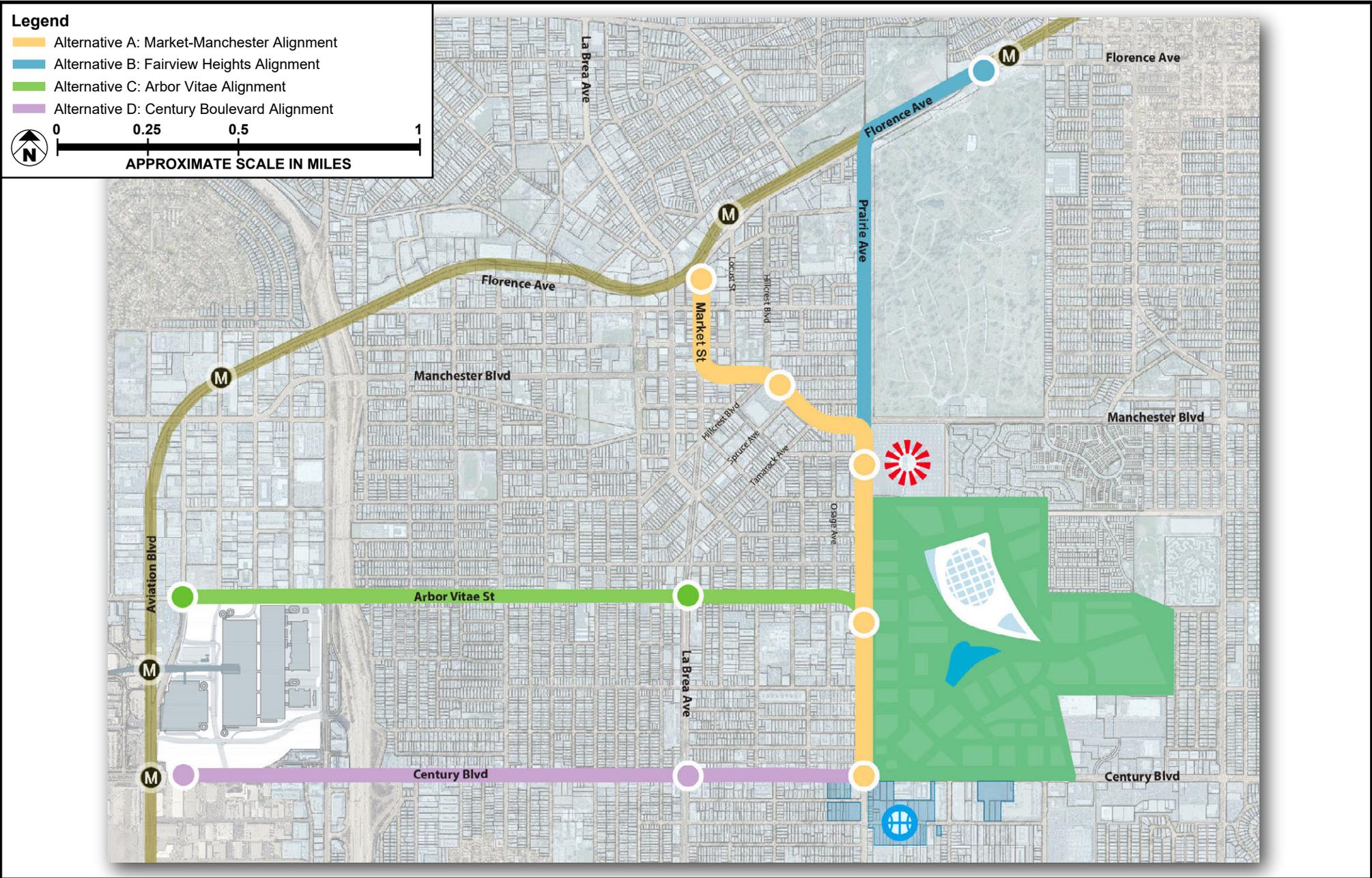
The Arbor Vitae Alignment (Alternative C) concept would be an aerial alignment running approximately 2 miles along Arbor Vitae Street from Aviation Boulevard to Prairie Avenue, where it transitions north to the Forum, and south along Prairie Avenue for approximately one-half mile to Century Boulevard as shown in **Figure 5.0-1**. This alignment would provide service to the Forum, LASED and SoFi Stadium and the IBEC. Additionally, Alternative C presents the opportunity to directly connect to the Los Angeles International

Airport (LAX) and its Landside Access Modernization Program (LAMP), which includes parking opportunities; a consolidated rental car center; and a planned regional multimodal hub served by Metro's Crenshaw/LAX and Green Lines, various Metro, and municipal bus lines, and the LAX APM system. Although this alternative connects to a planned multimodal hub, it would not provide development opportunities are limited in the downtown/commercial district of Inglewood because it will not serve the area.

As with other alternatives, Alternative C also provides opportunities for possible intermodal center locations to capture road-based traffic, such as buses, TNCs, taxis, and private vehicles, and to facilitate a convenient transfer to the ITC.

As outlined in the LPA Report, this alternative was eliminated from further consideration for the following reasons:

- Crossing over and under the I-405 would require coordination with the California Department of Transportation, Los Angeles Department of Transportation, and Los Angeles World Airports. This alignment does not present the opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in the downtown/commercial district of Inglewood.
- The right-of-way along Arbor Vitae ranges from 100 feet to 66 feet, with a narrowing of the right-of-way east of Eucalyptus Avenue. Given the narrow right-of-way, this concept would potentially require acquisition of existing small business and possibly cause residential displacement. While the proposed Project would require some small business acquisition, the scale of the acquisition for this alternative, and its impact to residential properties, would be more extensive.
- Alternative C may potentially have adverse economic and fiscal impacts to local businesses along Arbor Vitae Street due to potentially reduced visibility, potential loss of on-street parking during construction, and potential permanent removal of on-street parking spaces to accommodate the alignment. The narrow width of the right of way would further reduce visibility of with project implementation as compared to the proposed alignment. Additionally, while the proposed Project is anticipated to remove some on-street parking spaces as well, the narrow right-of-way of this alternative is anticipated to impact existing on-street parking more extensively.
- Substantial utility lines were identified as part of preliminary research for this alignment alternative in addition to overlapping footprints with the selected alignment, including an 8- to 10-inch sewer pipe along the centerline of Arbor Vitae Street between Eucalyptus Avenue and La Brea Avenue. Therefore, impacts to utilities would be more significant than the proposed alignment.
- Together, these utilities pose significant obstacles as they may require either realignment of the APM guideway or utility relocation would not be considered infeasible at this stage. Underground electrical lines, including vaults, are primarily concentrated along or adjacent to sidewalks and do not pose a major impediment. Nongravity-flow utilities, including water service lines, may be required to be relocated.



SOURCE: City of Inglewood - 2018; Meridian Consultants - 2019

FIGURE 5.0-1



Location of Alternative Alignments in the LPA Report

Alternative D: Century Boulevard Alignment

The Century Boulevard Alignment (Alternative D) would be an aerial alignment running for approximately two miles along Century Boulevard from Aviation Boulevard to Prairie Avenue, where it transitions north along Prairie Avenue for approximately 1 mile to south of Manchester Boulevard (see **Figure 5.0-1**). This alternative would provide service to the Forum, LASED, and IBEC. Alternative D provides the opportunity to directly connect to a regional multimodal hub served by Metro's Crenshaw/LAX and Green Lines, various Metro, and municipal bus lines, and the LAX APM system.

As with other alternatives, Alignment D also provides opportunities for possible intermodal center locations to capture road-based traffic, such as buses, TNCs, taxis, and private vehicles, and to facilitate a convenient transfer to the ITC.

As outlined in the LPA Report, this alternative was eliminated from further consideration for the following reasons:

- To connect to the multimodal hub, Alternative D 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 Freeway and north of Century Boulevard as part of the LAX Landside Access Modernization. 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. Additionally, a bridge crossing over I-405 onto Century Boulevard would impede over or under clearance.
- Crossing over and under the I-405 would require coordination with the California Department of Transportation, Los Angeles Department of Transportation, and Los Angeles World Airports. This alignment does not present the opportunity for integration with local economic activity, current and future transit-oriented development, and other initiatives in the downtown/ commercial district of Inglewood.

APM At-Grade Alignment

An at-grade transit system along Market Street was initially considered but determined to be 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. The at-grade system presented many engineering challenges. An at-grade transit system was considered from Florence with a trench into a tunnel at Manchester Blvd to avoid traffic impact intersections. The 700-1,000 feet transition trench from at-grade to a tunnel would bifurcate Market Street with a 20-25 feet track level change, and the direct transition from grade to an elevated guideway was deemed infeasible given the minimum ramp length required 700-1,000 feet (not including transitions).

East/west traffic from Manchester Boulevard to the 405 freeway would be significantly impacted by an at-grade system. Congestion during peak periods could create conflicts with an at-grade, fixed-guideway transit service, which would degrade transit service. Controlled crossings would be required for pedestrians across the at-grade line. An at-grade system would also bifurcate Market Street from just south of Regent Street to Manchester Avenue, 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. Construction of this tunnel would increase the construction cost for this alternative and also result in indirect land use impacts to the character of Market Street, particularly to the southern portion of Market Street in downtown. Tunneling may also adversely impact existing faults in and around the City.

An at-grade system would require a 3-car train at least 210 to 270 feet long. The capacity of this train would require headways during events that could not be achieved. Due to this constraint, this system could not meet peak capacity demands. A Driver/Operator would also be required for an at-grade system, which would further add to the cost to operate the system.

Interlined Operability (Subway) Scenario

An Interlined Operability Scenario was also initially studied by LA Metro and the City of Inglewood, and determined to be infeasible due to the cost and complexity of this type of system and extension of the Crenshaw/LAX Line. The scenario studied included a connection from the Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Crenshaw/LAX Line.

Existing and proposed operations on the Metro Crenshaw/LAX and Green Lines constrain the modification or expansion of service required to allow an interlined system. The Crenshaw/LAX Line is designed to support up to 5-minute minimum headways. This maximizes the service potential for these lines but does not allow for additional capacity to serve a new branch for the Project. For this reason, Metro concluded that any scenario involving integration with the Crenshaw/LAX Line or the Green Line would require upgrades to the entire Metro system to accommodate increased train frequency. City's activity centers at the Forum and LASED area; and was ultimately determined to be infeasible.

Alternative Technologies

The City evaluated a range of driverless transit technologies to determine the viable classes of technologies that could potentially meet the anticipated requirements for the ITC, as outlined in the LPA

Report.³ These requirements include the ability to meet projected ridership demand in terms of peak-hour demand or line capacity. The projected ridership demands vary between 500 passengers per hour per direction (pphpd) during the weekday commute hours to approximately 9,000-10,000 pphpd during special events.

Only driverless technologies were analyzed because their shorter (more frequent) headways are more likely to meet the anticipated line capacity demands, as well as fit within the geometric constraints given the short system route and the high peak ridership demands from special events and game days at the key ridership generators. The range of such technologies are considered to be a class of Automated Guideway Transit or APM Systems. Differentiation is primarily based on the size of the vehicles, guideway mounting, and propulsion and guidance systems.

The Project's transit technology is a form of light rail technology that can be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on dual rails (that may be steel rail or concrete plinths) or straddling or suspended from a single beam/rail such as in a monorail type technology that will operate within a dedicated trainway. Power distribution will be through a third rail instead of overhead catenary to avoid additional visual impacts due to the overhead catenary system wires and support structures. It will be fully automated (i.e., driverless) which is necessary to operate at the tight headways to meet the projected ridership needs. The vehicles are smaller than traditional heavy rail technology so as to successfully maneuver the tight 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 driverless technologies considered were evaluated against the following criteria to provide a preliminary assessment of viable systems suitable for further evaluation and consideration:

- Ability to fit within the site-specific constraints;
- Ability to meet anticipated ridership demand in terms of peak-hour demand or line capacity;
- Flexibility of operations in terms of different train lengths, which would be longer during peak periods and shorter during off-peak periods to maintain the appropriate frequency and service levels.
- Ability to expand the fleet size with minimal or no disruption to ongoing normal passenger service during peak operational hours;
- Technical ability to meet the intended purpose; and

3 City of Inglewood, *Envision Inglewood: Locally Preferred Alternative Report*.

- Viability/availability of technology suppliers as measured by (1) longevity of business providing new systems and continued operations and maintenance; (2) at least one technology application proven in passenger service; and (3) applications of comparable size/scale to the proposed ITC Project.

As discussed in the LPA Report and summarized below, transit technologies ruled out from further consideration included Personal Rapid Transit (PRT), Small Monorails, and Cable-propelled APMs.

Personal Rapid Transit (PRT)

PRT systems are designed to provide nonstop, origin-to-destination service to individuals or small groups of passengers via multiple cars operating in a network. Vehicles are typically 10 to 15 feet long, include a four- to six-passenger seated capacity, and have low headroom. PRT systems operate at low speeds (less than 25 miles per hour [mph]) and, to date, network size has been very limited.

To accommodate such a high-vehicle volume that would be necessary for anticipated ridership of the proposed Project, the infrastructure at the stations and bypass lanes would be substantially larger than for larger vehicle APM systems. For these reasons, this alternative technology was eliminated from further consideration.

The City's Downtown TOD Plan envisioned an aerial personal rapid transit system, noted as SKY Tran, and stated that it could travel at-grade and at slow speeds along Market Street, could detach from guideway and run on wheels on the ground, and then system could then travel above-grade or in a dedicated lane on Manchester Blvd and through the Forum and Hollywood Park parking lots. The system could then return to a low-speed, at-grade alignment through the commercial areas of Hollywood Park. Finally, the system could continue in an aerial alignment east along Century Boulevard, serving the shopping centers there, and south along Crenshaw Boulevard to the Metro Green Line Crenshaw station. Additionally, the TOD noted that a potential route would be along La Brea Avenue instead of Market Street and had a capacity of 12,000 persons per hour per direction and could cost up to \$10 million per mile.

The Sky Tran is a suspended system that uses small pods suspended from a monorail. While there are some agreements for future installations, Sky Tran does have an operational system either in the US or abroad at this time. Additionally, it is not proven that Sky Tran's capability has the capacity to carry 12,000 pphpd and the dual-mode (suspended and street modes) operations. Additionally, Sky Tran's current design does not meet ASCE APM standards and does not have any provisions for emergency evacuation from the pods, as is required by NFPA. While not the Sky Tran is not precluded from future procurement, all technology providers must demonstrate compliance with technical specifications, proven track record and demonstrate is capable of carrying about 500 pphpd to 9,000 pphpd.

It should be noted that in the last decade other innovative technologies such as autonomous vehicles (AVs) have proposed very high frequency operations, but they have not been able to meet the anticipated timeline of development and the projected performance. AVs are currently in pilot projects and have been able to demonstrate very limited operations and very low capacities (about 300- 500 pphpd). These pilot AV systems run on simple dedicated routes outside public roads and typically have speeds limited to 15 mph. For these reasons, this alternative technology was eliminated from further consideration.

Small Monorail

Small monorail technology provides line-haul-type service connecting multiple stations. These systems may be operated as a shuttle or pinched loop, with multiple trains following each other and stopping at every station before turning back at the end of the line. Small monorail systems are applied in geographically compact areas and may either operate on top of the guideway or be suspended from the guideway. Vehicles on these systems are typically 15 to 20 feet long and include capacity for 12 to 20 passengers, with operating speeds ranging from 20 to 30 mph.

As determined in the LPA Report, small monorail systems would not be able to meet peak-hour ridership demand and are not a sufficiently flexible length for train operation; thus, such a system would provide adequate capacity. For these reasons, this alternative technology was eliminated from further consideration.

Cable-Propelled System

Cable-propelled systems provide line-haul service connecting multiple stations. These systems are applied in geographically compact areas and are typically operated as a shuttle where trains operate on their track shuttling back and forth between the end-of-line stations. Trains are pulled by cables with cars attached to the cable with grips, with vehicles 35 to 55 feet long and running 25 to 30 mph. This orientation requires that station pair distances be roughly uniform to maintain synchronized operations. Given that the stations for the alignment alternatives are not roughly uniform, this system would not serve the Project's objectives.

This system technology would not be able to meet peak-hour travel demand because the system would not maintain flexibility along train length operation and system extension or expansion. For these reasons, this alternative technology was eliminated from further consideration.

Maintenance and Storage Facility (MSF) Relocation Alternative

The Maintenance and Storage Facility (MSF) Relocation Alternative was initially considered but not carried forward for further analysis because it would not avoid or substantially lessen any of the significant impacts identified for the proposed Project.

With this alternative, the MSF and traction power substation (TPSS) would be located on the 9-acre site at 250 N. Market Street adjacent to the proposed Market Street/Florence Avenue station rather than at the 5.5-acre site at 500 E. Manchester Boulevard. All other Project components would remain the same.

Under the proposed Project, the site at 500 E. Manchester Boulevard would be acquired and the existing commercial building and site improvements would be demolished to accommodate the MSF and TPSS. Under this alternative, this property would not be acquired. This would avoid the temporary construction impacts associated with these demolition activities and the construction of the MFS and TPSS at this location. However, demolition of the commercial buildings and site improvements would occur at 250 N. Market Street and the new MFS and TPSS would be built on this property. As a result, the temporary construction impacts resulting from demolition activities and construction of the MSF and TPSS would not be avoided or substantially lessened but would occur at the property as 250 N. Market Street. Additionally, the MSF and TPSS would reduce the proposed public parking in the Market Street area that is designed to support ridership and access to the ITC Project and the downtown Market Street area.

5.4.2 Alternatives Considered

Alternatives carried forward for further consideration include the following:

- Alternative 1: No Project
- Alternative 2: Bus Rapid Transit (BRT) System
- Alternative 3: Market Street Pedestrian Promenade
- Alternative 5: 4th Station Alternative
- Alternative 5: Prairie Avenue Single Station Alternative

5.4.2.1 Alternative 1: No Project

The No Project Alternative considers conditions if the proposed Project is not built. No new transportation infrastructure would be built within the Project study area, aside from transportation projects that are currently under construction or funded for construction and operation by 2026. These projects include transit projects funded by Measure R, Measure M, and specified in the Southern California Association of

Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Existing infrastructure and future planned and funded projects assumed under the No Project alternative include:

- Metro Crenshaw/LAX Line –Currently under construction (2020), operating start date (Fall 2021)
- Implementation of the Citywide Event Transportation Management and Operations Plan
- Street improvements being constructed as part of the Los Angeles International Airport Landside Access Modernization Program and the Inglewood Basketball and Entertainment Center (IBEC) projects.
- Existing Bus Service – Metro Rapid and Metro Local

Existing public transit and private transportation operators would continue to provide service. Public transit operators would likely increase service in response to the projected growth in the number of visitors and residents that would occur as result of new and proposed major activity centers being developed in the City in the Downtown and Hollywood Park areas.

The LASED at Hollywood Park includes SoFi Stadium and additional development allowed by the Hollywood Park Specific Plan. Higher density mixed-use development is also planned in the vicinity of the Metro Downtown Inglewood station near Florence Avenue and Market Street being developed within the Crenshaw/LAX TOD Plan Area. These projects and improvements would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved based on current plans.

Throughout 2020, the City of Inglewood developed a Citywide Transportation Management and Operations Plan (TMOP) focused on addressing future traffic demands that may result from events at the 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 as described below.

City of Inglewood Event Park and Ride Shuttle Program and Intermodal Transit Facility at Hollywood Park

To address the limited pre-sold on-site parking available at SoFi Stadium, the City is proactively establishing 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.

The City's Event Park and Ride Shuttle Program is structured to allow for maximum flexibility, and meet the following goals:

- Support an effective and comprehensive access, circulation, and traffic management plan for major events at the Forum, SoFi Stadium, the IBEC when this facility opens, and other entertainment venues planned as part of the HPSP project;
- Ease traffic congestion in the City and surrounding areas on NFL game and major event days;
- Offer clean, safe, secure, and reliable remote parking and shuttle operations; and
- Ensure flexibility to accommodate major events occurring at Hollywood Park venues and meet varying demand.

Event Transit Service

The City has established a partnership and received support from Metro, Big Blue Bus (Santa Monica), GTrans (Gardena), and Torrance Transit to expand transit service. Under the No Project alternative, the City would work cooperatively with Metro 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 by 2021, if possible. The TMOP addresses both Pre-Event and Post-Event conditions associated with SoFi Stadium at Hollywood Park. The Pre-Event scenario includes bus routes along Pincay Drive, Kareem Court, and Century Boulevard. The Post-Event scenario includes bus routes along Prairie Avenue, Manchester Avenue, Crenshaw Boulevard, Pincay Drive, Kareem Court, and Century Boulevard.

5.4.2.2 Alternative 2: Bus Rapid Transit (BRT) System

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

Under this alternative, the City would construct and operate a BRT system that would connect the Forum, the SoFi Stadium, the Performance Arena, the IBEC and the Hollywood Park mixed uses to the Crenshaw/LAX Line Downtown Inglewood station. The proposed route of this alternative would be a loop route starting along Florence Avenue to travel east to North Prairie Avenue where it would turn south along Prairie Avenue to the Inglewood Transit Center Facility at Prairie Avenue and Arbor Vitae adjacent to the Hollywood Park site, and then return via Prairie Avenue northbound to travel westbound along Manchester Boulevard to Market Street to traverse northbound to Florence Avenue. The BRT would be located entirely within the public right-of-way. This route is generally consistent with the route as

described in the City's New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines.⁴

Along the alignment, one eastbound travel lane along Florence Avenue between Market Street and Prairie Avenue; one southbound travel lane along Prairie Avenue between Florence Avenue and Manchester Boulevard; two lanes (one lane in each direction) along Prairie Avenue between Manchester Boulevard and the Inglewood Transit Center Facility; one westbound travel lane along Manchester Boulevard between Prairie Avenue and Market Street; and one northbound lane along Market Street between Manchester Boulevard and Florence Avenue would all be converted (from the existing mixed flow traffic lanes) to provide the Bus-only lane to accommodate the BRT alternative thereby reducing roadway lane capacities for mixed-flow traffic.

BRT systems typically include the following features:

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

⁴ City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016

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

Passenger loading areas would include stops at the following locations:

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

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

Under the BRT alternative, the proposed Project would not be built and none of the transit infrastructure, street provisions and activities would occur.

5.4.2.3 *Alternative 3: Market Street Pedestrian Promenade*

Under the Market Street Pedestrian Promenade Alternative, the proposed Project and all of its components would be constructed and operate. With this alternative, Market Street between Florence Avenue and Manchester Boulevard would be entirely closed to vehicular traffic as shown in **Figure 5.0-2, Alternative 3: Market Street Pedestrian Promenade**. Regent and Queen streets would have barricades to prevent traffic turning onto Market Street in both directions. East-west traffic along Regent Street and Queen Street would be allowed without being able to turn on to Market Street. Traffic would be diverted to surrounding streets including La Brea Avenue and Locust Street. The establishment of this pedestrian promenade would encourage pedestrian activity by improving walkability within Downtown Inglewood.

5.4.2.4 *Alternative 4: 4th Station Alternative*

This alternative considers the addition of a fourth station to the APM system as proposed at Manchester Boulevard, east of the Market Street/Manchester Boulevard intersection as shown in **Figure 5.0-3, Alternative 4: 4th Station Alternative – Manchester Boulevard Station**.

The station configuration would consist of a center platform with vertical circulation to a pedestrian bridge located under the station platform level. Passengers would have the ability to access the station through a pedestrian bridge. As with the other ITC stations, this additional station would consist of a center platform configuration with the platform located at level 3 (approximately 50 feet above the existing

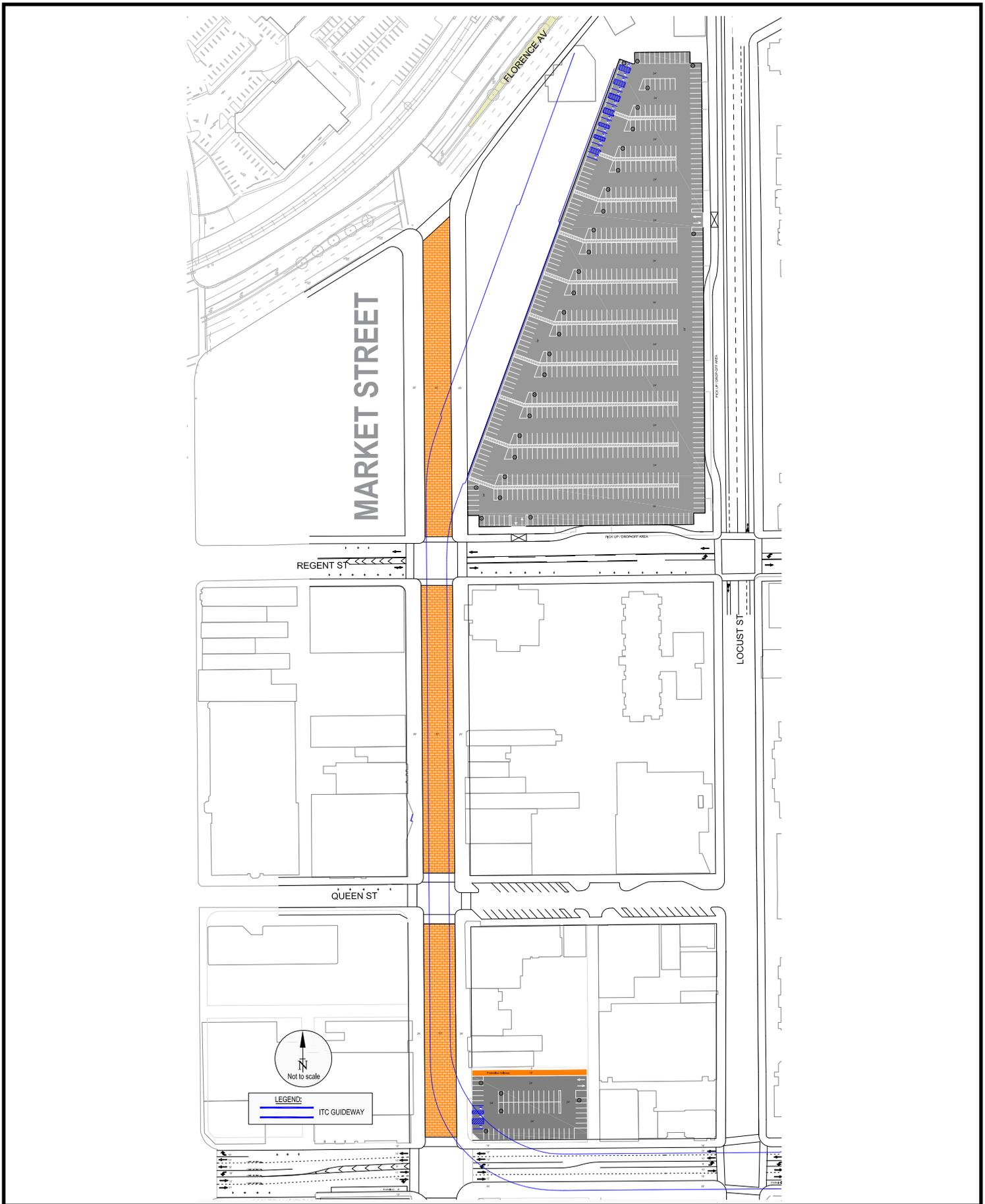
grade). Passengers would access the platform from a mezzanine (at level 2) connected by pedestrian bridges to vertical circulation elements to provide access to the sidewalk (at level 1) on the north side of Manchester Boulevard. Providing this additional station in Downtown would:

1. Support ongoing economic revitalization in Downtown Inglewood;
2. Provide a direct connection from Downtown Inglewood to the regional rail system, the Forum, the LASED, including SoFi Stadium, and the IBEC; and
3. Enhance the connection of Inglewood and residents to jobs, education, services, and destinations within the City and within the region; and support regional efforts to become more efficient, economically strong, equitable, and sustainable.

5.4.2.5 Alternative 5: Prairie Avenue Single Station Alternative

The proposed Project modifies and relocates Prairie Avenue to the east to maintain the current roadway capacity. 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. **Figure 5.0-4: Alternative 5: Prairie Avenue Single Station Alternative** illustrates this alternative.

This Alternative maintains Prairie Avenue within its existing right-of-way; however, one to two lanes would be lost, thereby reducing the capacity of the roadway. Specifically, one travel lane in each direction along Prairie Avenue between Arbor Vitae and La Palma, one lane in the southbound direction between La Palma and Pincay Drive, and one lane in each direction between Pincay Drive and Manchester Boulevard would be lost under this Alternative 5: Prairie Avenue Single Station Alternative.

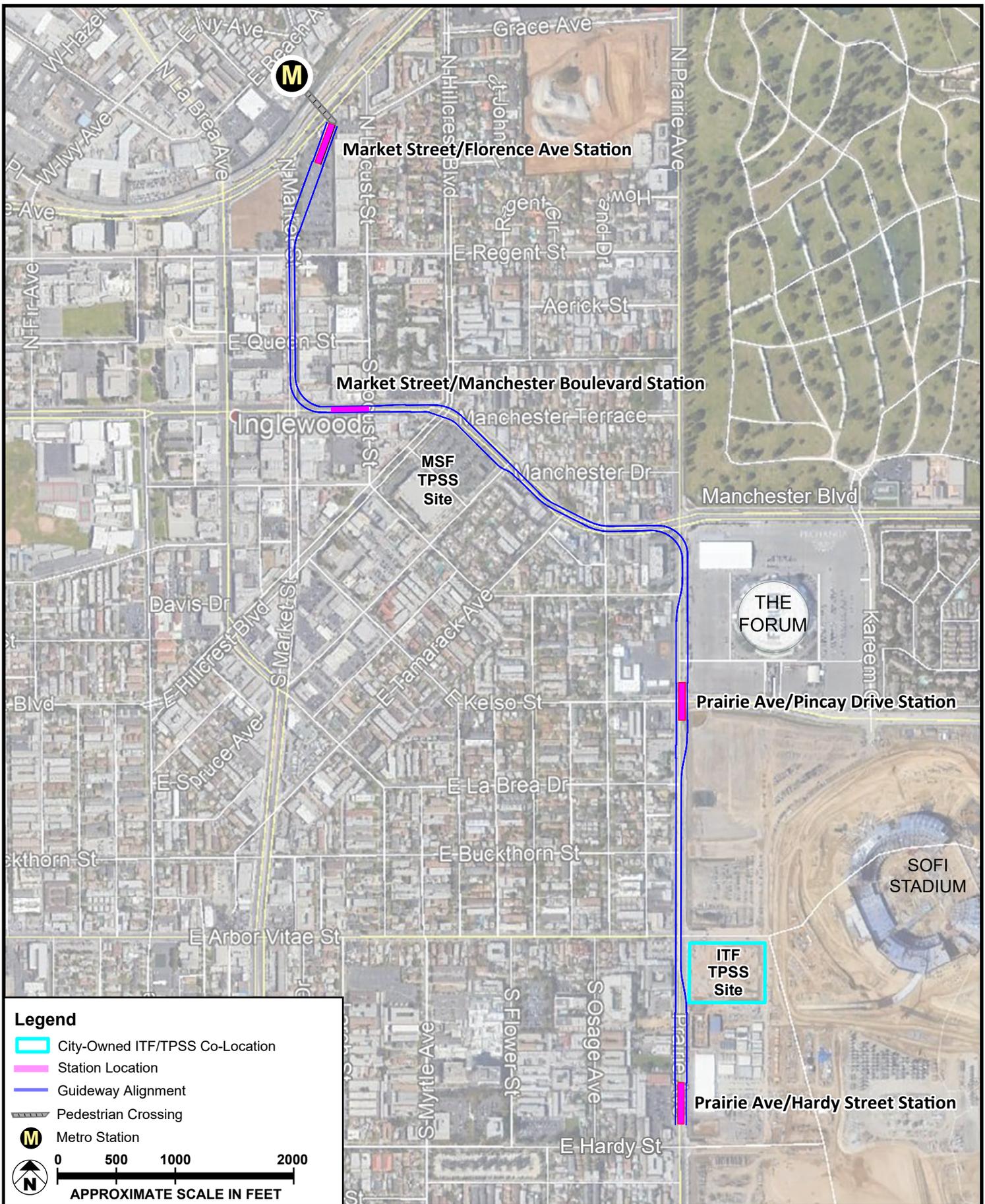


SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 5.0-2

Figure 5.0-2: Alternative 3: Market Street Pedestrian Promenade



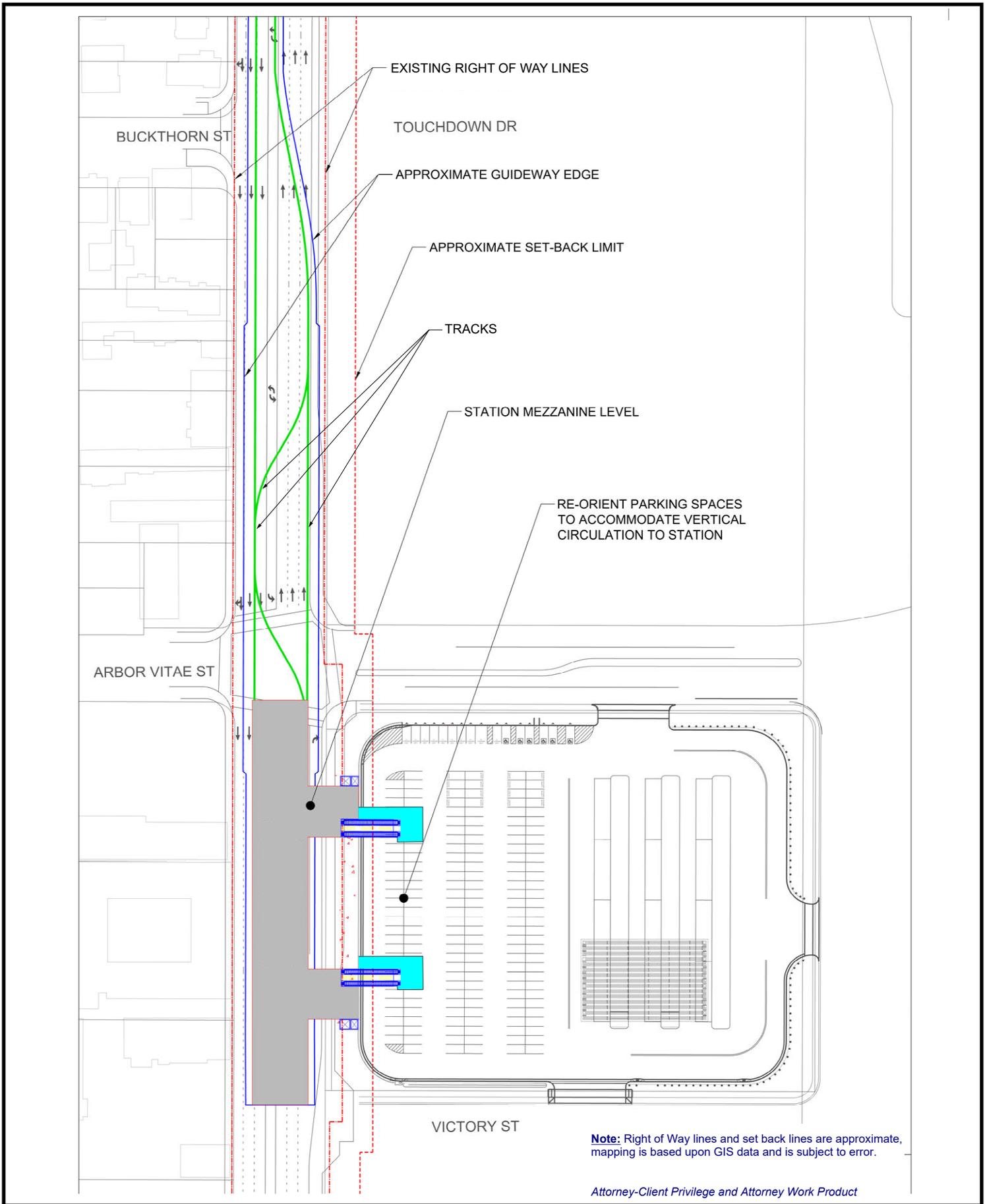


SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 5.0-3



Alternative 4 - 4th Station on Current Alignment



SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 5.0-4



Alternative 5 - Prairie Ave Single Station Alternative

5.5 EVALUATION OF ALTERNATIVES

5.5.1 Alternative 1: No Project

1. Aesthetics

The proposed Project would not result in significant impacts to the aesthetic character of the community during construction or operation with implementation of the project design features in the ITC Construction Commitment Program (CCP) and ITC Design Guidelines, with the exception of the partial alteration of current public views of the former Fox Theater building on Market Street in Downtown. With Alternative 1, the proposed Project would not be built and existing visual characteristics along Market Street, Prairie Avenue, and Manchester Boulevard would be maintained and the significant and unavoidable impact of the partial alteration of the visibility of the former Fox Theater building would be avoided.

2. Air Quality

During construction, the proposed Project would exceed the significance threshold for mass emissions of NO_x after mitigation, which would be an unavoidable significant impact. Under Alternative 1, no emissions related to construction activities and associated vehicular travel from construction activities or construction-related vehicle trips would occur. For this reason, Alternative 1 would not conflict with implementation of the applicable air quality plan or exceed the thresholds established by the SCAQMD for criteria air pollutants.

Operation of the proposed Project would reduce VMTs throughout the City which would result in the beneficial effect of reducing air quality emissions from vehicle trips. Under this alternative, the proposed Project would not be built and VMTs throughout the City and region would not be reduced. As such, operational air quality emissions would be greater with the No Project Alternative.

3. Biological Resources

There are approximately 541 trees located along the proposed Project alignment. Removal and/or trimming of trees could result in significant impacts to protected migratory or nesting birds, or raptors. Measures are identified to mitigate these impacts to less than significant for the proposed Project. Alternative 1 would avoid these impacts. Thus, no impacts associated with biological resources would occur with Alternative 1, and impacts would be reduced in comparison to the proposed Project.

4. Cultural Resources

The proposed Project would require the demolition of the former People's Federal Building & Loan Association building on Market Street, identified as a historic resource. Further, with the proposed Project,

significant impacts to other historic resources on Market Street would be avoided, with the one exception of indirect impacts to the former Fox Theater building. The proposed guideway would partially limit current views of the Fox Theater building and this indirect impact is considered significant. Alternative 1 would maintain the existing views and structures of the historic buildings and would have no impacts on existing historical resources within the Project area and, therefore, impacts to cultural resources would be reduced.

5. Energy Resources

Under Alternative 1, no energy resources such as electricity, natural gas, or petroleum would be consumed for construction. Operation of the proposed Project would consume a maximum net increase of 23,488,223 kilowatt-hours (kWh) of electricity per year. As such, Alternative 1 would reduce operational electricity impacts. However, the proposed Project would result in a net decrease of 3,280,876 thousand British thermal units (kBtu) of natural gas per year because of the reduction in VMT that would result from the Project.

The proposed Project would be consistent with the Inglewood Energy and Climate Action Plan (ECAP) and General Plan which sets goals to reduce emissions through increased energy efficiency, renewable energy generation, improved transit options, and reduced consumption and waste. The proposed Project would reduce VMTs which would reduce annual petroleum-based fuel consumption by 324,557 to 1,122,058 gallons per year. As such, Alternative 1 would increase impacts related to natural gas and petroleum-based fuel consumption compared in comparison to the proposed Project.

6. Geology and Soils

Alternative 1 would not involve the construction of any new transportation facilities. The Project is proposed in an area subject to groundshaking from earthquake events that may occur on faults in the region. Potentially active faults cross the proposed alignment for the Project. Measures are identified to mitigate potential impacts associated with these conditions to less than significant. Impacts related to construction of the Project, including the potential for construction activities to encounter and impact paleontological resources and an increase in the potential for erosion, would be avoided. Measures are identified to mitigate the potential impacts of the Project on paleontological resources to less than significant. In addition, no new transportation infrastructure would be built within the project study area, aside from related transportation projects that are currently under construction or funded for construction and operation by 2026. This alternative would avoid these potential impacts.

7. Greenhouse Gas Emissions

Alternative 1 would not involve any construction activity that would generate greenhouse gas (GHG) emissions. Operation of the proposed Project would reduce VMTs which would result in a beneficial effect on GHG emissions. Under this alternative, the proposed Project would not be built and VMTs would not be reduced. As such, operational GHG emissions would be greater with the No Project Alternative. The proposed Project would be consistent with the CARB 2017 Scoping Plan Update, SCAG's 2020-2045 RTP/SCS, the ECAP, and General Plan which sets goals to reduce GHG emissions by increasing energy efficiency and improving transit infrastructure. While Alternative 1 would not be inconsistent with these plans, it would not achieve the goals of these plans as well as the proposed Project.

8. Hazards and Hazardous Materials

With the No Project Alternative, no new construction would occur along the proposed Project alignment that could result in the potential for exposure to hazards or hazardous materials and all existing uses would continue to operate. Construction of the Project would include the demolition of existing buildings that may contain asbestos-containing materials (ACM) and lead based paint (LBP). Construction activities may also encounter underground storage tanks and soil that may be contaminated. The ITC Construction Commitment Program requires the preparation of plans defining protocols and actions to address this potential and avoid significant impacts. Under this alternative, no construction activities would occur that would have the potential to conflict with emergency response plans or evacuation routes due to street and/or lane closures. As such, Alternative 1 would reduce impacts associated with hazards and hazardous materials in comparison to the proposed Project.

9. Land Use and Planning

The No Project Alternative would not include the construction of the APM system and no changes to the land use pattern and character of the community would result from the construction or operation of additional transportation facilities. The proposed Project would remove traffic from existing roadways without diminishing the existing traffic capacity or the number of lanes that would exist with Alternative 1. Without the Project, congestion on roadways would increase more than with the Project, which would have an indirect effect on the character of the community.

Alternative 1 would be consistent with policies and goals in applicable plans as the existing character of the community would be maintained. The primary purpose of the Circulation Element of the City's General Plan is to ensure the provision of adequate street access and traffic capacity. The proposed Project would further this goal by reducing congestion on the City's street network. As street congestion will increase without the proposed Project, the No Project Alternative would not achieve policies and goals related to reducing congestion.

10. Noise and Vibration

No construction from the Project would occur along the proposed Project alignment with the No Project Alternative. No noise or groundborne vibration impacts from construction would occur and temporary noise and vibration impacts during construction impacts would be avoided. Therefore, Alternative 1 would avoid the noise and vibration impacts during Project construction. Operation of the proposed Project would reduce the amount of vehicle traffic on streets throughout the City, which would reduce roadway noise compared to this Alternative. Operation of the Project proposed trains would result in potential noise level increases from a low of 0.1 dBA to a high of 1.9 dBA, and operation of the proposed MSF would result in potential increases in noise levels around this facility ranging from no increase to a high of 4.4 dBA. Under Alternative 1, the Project would not be built or operate and these noise increases would not occur. As such, Alternative 1 would have a less than significant noise and vibration impact, and reduced construction and operational impacts in comparison to the proposed Project.

11. Population, Employment, and Housing

The proposed Project would have no direct impact on housing as the Project does not include the construction or demolition of any housing units. The proposed Project would impact existing employment opportunities in the City as commercial uses that would be displaced by the Project are estimated to be approximately 493 jobs. However, the proposed Project would result in a net increase of for approximately 11,173⁵ Full Time Equivalent (FTE) jobs through the Greenhouse Gas Reduction Funds, as estimated by the Job Co-Benefits calculation (see **Section 4.11 Population, Employment, and Housing**). The number of jobs that will be supported by the proposed Project in the region is within the projected regional trends in the SCAG 2020-2045 RTP/SCS data and the jobs that will benefit from the proposed Project will not directly translate into additional population growth in the region. As such the proposed Project would have a less than significant impact on employment and population growth.

No changes to existing population, employment, and housing trends within the City and the region would occur with the No Project Alternative. As such, Alternative 1 would not directly or indirectly substantially induce population or employment growth in the City or the region. While the No Project Alternative would avoid the direct loss of local employment opportunities that would result from the Project, the additional jobs that would be supported by the construction and operation of the Project would not occur. Thus, more jobs would be created and supported under the proposed Project than under Alternative 1, and like Alternative 1, the proposed Project would not significantly impact population or housing.

5 11,516 minus 493 in numbers of jobs displaced.

12. Transportation

Under Alternative 1, the proposed Project would not be built and none of the transit infrastructure and street improvements and activities would occur. Existing public transit operators and private transportation would continue to provide service in the City, and these services would likely expand operations in response to the expected growth in visitors and residents within the major activity centers in the City of Inglewood. The less than significant construction transportation effects or disturbances from the proposed Project would not occur with Alternative 1.

The City would implement its Transportation Management and Operations Plan (TMOP) to provide future transit connectivity. The TMOP addresses traffic conditions and transportation needs before and after events at SoFi Stadium at Hollywood Park. While transit modes such as buses will be critical transportation options to access the City's event centers, these modes will still compete with existing roadway traffic and may not provide a convenient time-certain connectivity compared to an elevated rail connection such as the proposed Project. This alternative will not provide any operational benefits in comparison to those provided by the proposed Project. The congestion and delays on the roadway system areawide would remain under Alternative 1 compared to the improvement in congestion and roadway traffic flows anticipated as part of the proposed Project.

In addition, the substantial reductions in VMT and related reductions in GHG and AQ emissions that would be provided by the proposed Project would not be realized with the No Project Alternative. No operational benefits associated with reduction in VMT, reduced traffic flows or reduction in congestion would occur compared to the proposed Project, and a critical first/last mile gap between the City's housing, employment and activity centers and the regional Metro regional system would still exist

13. Tribal Cultural Resources

The proposed Project would have a less than significant impact on Tribal Cultural Resources (TCRs), No TCRs were identified in the records around the Project site and no sensitive resources were identified. Nonetheless, the Project as proposed would include construction which would have the potential to unearth subsurface resources not previously identified. Given the level of urban development in Inglewood, the likelihood of unearthing TCRs is low, but it is still a possibility. With the No Project Alternative, no construction would occur and this potential impact to TCRs would be avoided.

14. Utilities and Service Systems

With the No Project Alternative, no new construction would occur along the proposed Project alignment and all existing uses would continue to operate as they currently do. As such, no utility lines would need to be removed or relocated along Market Street, Manchester Boulevard, or Prairie Avenue. Alternative 1

would avoid construction impacts on utilities. Once operational, the proposed Project would not require further utility upgrades or relocation of utility infrastructure.

Operation of the proposed Project would consume a maximum of 23.49 million kWh of electricity per year. Operation of the proposed Project would also result in a net decrease of 3.28 million BTU of natural gas per year, and a net decrease of 8.5 acre-feet per year (afy) of water per year. With the No Project Alternative, this increase in electricity use would not occur, but the decrease in natural gas and water use that would result from the proposed Project would also not occur.

Relationship to Project Objectives

The No Project Alternative would not achieve any of the City's objectives for the proposed Project.

5.5.2 Alternative 2: Bus Rapid Transit (BRT) System

1. Aesthetics

The proposed Project would not result in significant impacts to the aesthetic character of the community during construction or operation with implementation of the project design features in the ITC Construction Commitment Program (CCP) and ITC Design Guidelines, with the exception of partially altering current public views of the former Fox Theater building on Market Street in Downtown.

With Alternative 2, the proposed APM guideway would not be built and existing visual characteristics along Market Street, Prairie Avenue, and Manchester Boulevard would generally be maintained. The significant and unavoidable impact of the alteration of the visibility of the former Fox Theater building would also be avoided.

2. Air Quality

During construction, the proposed Project would exceed the significance threshold for NO_x after mitigation and would result in a significant and unavoidable impact. The BRT System would require some modifications to existing streets in order to create dedicated transit lanes and stops but this construction would be less than the demolition and construction activities associated with the proposed Project. This alternative would not conflict with implementation of the applicable air quality plans and construction emissions would be substantially reduced compared to the proposed Project. .

Though this Alternative would reduce VMTs, it would only be able to provide approximately 20 percent of the ridership capacity compared to the proposed Project. Moreover, Alternative 2 would reduce daily traffic volumes (ADTs) along key roadway corridors and VMTs on an average weekday basis to a lesser degree than the proposed Project. Specifically, typical weekday nonevent and daily VMT in the City would

be reduced by an amount equivalent to 20 percent to 25 percent of those of the proposed Project. Moreover, under Alternative 2 the existing uses proposed to be removed by the Project would remain operational and would not be replaced by the proposed Project components which generate less air quality emissions than the existing uses. As such, Alternative 2 would increase operational air quality impacts in comparison to the proposed Project.

3. Biological Resources

Approximately 541 trees are present along the proposed Project alignment which may require removal during construction of the proposed Project. The BRT System Alternative would only involve minor modifications to existing streets along the public right-of-way where BRT-only lanes along the route are implemented and BRT stops are constructed. Alternative 2 would not, therefore, require the same amount of potential tree removals as the proposed Project. Similar to the proposed Project, operation of Alternative 2 would not diminish the chances for long-term survival of bird species or their habitats and no additional tree and/or ornamental vegetation removals would occur. As such, Alternative 2 would result in similar operational impacts compared to the proposed Project.

4. Cultural Resources

The proposed Project would require the demolition of the former People's Federal Building & Loan Association building on Market Street, identified as a historic resource, and this impact is considered to be significant. Direct and indirect impacts to other historic resources on Market Street would be avoided, with the exception of indirect impacts to the former Fox Theater building. The proposed Project would partially limit existing views of the Fox Theater building and this indirect impact is considered significant.

Alternative 2, which would involve minor modifications of existing streets, construction of bus stops, and the operation of a Bus Rapid Transit system, would avoid these impacts.

5. Energy Resources

With Alternative 2, the proposed Project would not be built. No demolition or construction activities which would consume energy resources would occur, except along the public right-of-way where BRT-only lanes and bus stops along the route would be located. As such, Alternative 2 would reduce construction impacts to energy resources. Operation of the proposed Project would consume a maximum net increase of 23.48 million kWh of electricity per year. Alternative 2 would reduce operational electricity impacts. However, the proposed Project would result in a net decrease of 3.28 million kBtu of natural gas per year. Alternative 2 would reduce traffic along key roadway corridors and VMT on an average weekday basis to a lesser degree than the proposed Project. For this reason, Alternative 2 would increase impacts related to natural gas and petroleum-based fuel consumption. The proposed Project would be consistent with

the ECAP and General Plan which sets goals to reduce emissions through increased energy efficiency, renewable energy generation, improved transit options, and reduced consumption and waste. Alternative 2 would address the goals and policies within these plans by improving transit options but to a lesser degree than the proposed Project.

6. Geology and Soils

Under Alternative 2, impacts related to geology and soils conditions, including paleontological resources, would be less than with the proposed Project. The Project is proposed in an area subject to groundshaking from earthquake events that may occur on faults in the region. Potentially active faults cross the proposed alignment for the Project. Measures are identified to mitigate potential impacts associated with these conditions to less than significant. Because Alternative 2 would occur in the location as the proposed Project, the geological and soils conditions that would be encountered in construction of Alternative 2 would be the same as with the proposed Project. Potential risks from seismic events would be reduced with an at-grade system as no aerial structures would be built. Because there would be substantially less construction with an at-grade BRT system, the potential for accidental discovery of paleontological resources would decrease.

7. Greenhouse Gas Emissions

Under Alternative 2, the proposed Project would not be built. No demolition or construction activities which would produce GHG emissions would occur, except along the public right-of-way where BRT-only lanes and bus stops along the route would be located. As such, Alternative 2 would reduce construction GHG impacts compared to the proposed Project.

Though this alternative would reduce VMT, it would only be able to provide approximately 20 percent of the ridership capacity of the proposed Project. Alternative 2 would reduce traffic along key roadway corridors and VMT on an average weekday basis to a lesser degree than the proposed Project. Specifically, typical weekday nonevent and daily VMT in the City would be reduced by an amount equivalent to 20 percent to 25 percent of those of the proposed Project. Additionally, dedicated bus lanes would take away roadway carrying capacity for private vehicles and increase local traffic congestion. As such, Alternative 2 would not decrease operational GHG emissions to the same degree as the proposed Project.

Similar to the proposed Project, Alternative 2 would be consistent with the CARB 2017 Scoping Plan Update, SCAG 2020-2045 RTP/SCS, the ECAP, and General Plan which sets goals to reduce GHG emissions by improving transit infrastructure. However, Alternative 2 would improve transit infrastructure at a lesser degree compared to the proposed Project and would not result in more energy efficient uses being developed in place of the less energy efficient existing uses.

8. Hazards and Hazardous Materials

With the BRT Transit system alternative, the proposed Project would not be built. No construction of the guideway and stations in conjunction with the MSF and TPSSs would occur. Construction of the Project would include the demolition of existing buildings that may contain asbestos-containing materials (ACM) and lead based paint (LBP). Construction activities may also encounter underground storage tanks and soil that may be contaminated. The ITC Construction Commitment Program requires the preparation of plans defining protocols and actions to address this potential and avoid significant impacts. Alternative 2 would not involve the demolition of existing buildings, which may have the potential release hazardous materials, such as ACMs, LBP, and other potentially hazardous building materials. Transportation of hazardous materials during construction of the proposed Project would also not occur with this alternative. The potential for accidental release of hazardous materials in the environment would be significantly lessened when compared to the proposed Project.

Operation of the proposed Project would include the use and storage hazardous materials during operation typical of those used in an industrial setting. Under Alternative 2, operation of a BRT system would include the use and storage of similar materials. As such, operational impacts under Alternative 2 would be similar when compared to the proposed Project.

9. Land Use and Planning

Alternative 2 would not include the construction of the APM system or any substantial structures. The proposed Project would remove traffic from existing roadways without diminishing the existing traffic capacity or the number of lanes. With the BRT system alternative, an existing lane of travel would be dedicated for use by buses along the route, which would reduce the lane capacity for other vehicles and increase local traffic congestion for passenger vehicles in the community. This increase in congestion on roadways under Alternative 2 would have an indirect effect on the character of the community.

Alternative 2 would be generally consistent with all existing goals, plans, and policies as it would maintain the majority of the infrastructure in the surrounding communities, allowing the goals and objectives of the existing plans to be carried out generally. Notwithstanding, in certain locations there could be conflicts with the design of existing roadways, roadway capacity, and the City's circulation element and amendments to City documents may be needed to avoid these conflicts. Land use impacts would be similar with this alternative and the proposed Project.

10. Noise and Vibration

Under Alternative 2 the proposed Project would not be built. No demolition or construction activities which would produce noise or groundborne vibration impacts would occur, except along the public right-

of-way where BRT-only lanes and bus stops are located. As such, construction noise and vibration impacts would be reduced. Though this alternative would reduce VMT, it would only be able to provide approximately 20 percent of the ridership capacity compared to the proposed Project. Alternative 2 would reduce traffic volumes along key roadway corridors and VMT on an average weekday basis to a lesser degree than the proposed Project. Specifically, typical weekday nonevent and daily VMT in the City would be reduced by an amount equivalent to 20 percent to 25 percent of those of the proposed Project. With the proposed Project, operation of the APM trains would result in noise levels increases from a low of 0.1 dBA to a high of 1.9 dBA, and operation of the proposed MSF would result in noise increases ranging from no increase to a high of 4.4 dBA. Under Alternative 2, the APM system would not be built or operate and these noise increases would not occur. However, increased bus traffic on these roadways would increase the local noise levels and as such, noise and vibration impacts for Alternative 2 would be similar to the proposed Project during operational.

11. Population, Employment, and Housing

The proposed Project would have no direct impact on housing as the Project does not include the construction or demolition of any housing units. The proposed Project would impact existing employment opportunities in the City as commercial uses that would be displaced by the Project are estimated to be approximately 493 jobs. However, the proposed Project would result in a net increase of for approximately 11,173⁶ Full Time Equivalent (FTE) jobs through the Greenhouse Gas Reduction Funds, as estimated by the Job Co-Benefits calculation (see **Section 4.11 Population, Employment, and Housing**). The number of jobs that will be supported by the proposed Project in the region is within the projected regional trends in by the SCAG 2020-2045 RTP/SCS data and the jobs that will benefit from the proposed Project will not directly translate into additional population growth in the region. As such the proposed Project would have a less than significant impact on inducing employment and population growth.

Alternative 2 would maintain the existing population and housing trends within the City and the region while having a minor impact on employment by hiring personnel for the BRT System construction and operation. As such, Alternative 2 would not significantly impact population or employment growth in the City or the region. As such, Alternative 2 would have similar impacts on population and housing conditions, the beneficial effects of this alternative would be greatly reduced as compared to the proposed Project.

12. Transportation

Under Alternative 2, the City would construct and operate a BRT system that would connect the LASERD, including the Performance Arena, other mixed uses in the Hollywood Park Specific Plan area, SoFi Stadium,

6 11,516 minus 493 in numbers of jobs displaced.

the Forum, and the IBEC to the Crenshaw/LAX Line Downtown Inglewood station. Under this alternative, the proposed Project would not be built. No demolition or construction activities would occur, except along the public right-of-way where BRT-only lanes and bus stops along the route would be located. As such, Alternative 2 would reduce impacts associated with the construction of transportation facilities.

One to two roadway lanes would be lost to mixed traffic flow along the BRT alternative route depending upon location. With a maximum potential headway of approximately 3 minutes at peak times, Alternative 2 would only be able to provide approximately 20 percent of the capacity compared to the proposed Project. The proposed plan amendments included in the proposed Project would not occur. The area would continue to be used by the existing commercial, recreational, and other uses.

Alternative 2 would provide operational benefits by reducing traffic volumes along key roadway corridors and VMT on an average weekday basis to a lesser degree than the proposed Project. Specifically, typical weekday nonevent and daily VMT in the City would be reduced by an amount equivalent to 20 percent to 25 percent of those of the proposed Project. The estimated daily BRT ridership with Event Conditions would be approximately 20 percent of the projected proposed Project ridership. Sufficient transit connection capacity between the Metro's regional transit system and the City's new major activity centers and entertainment venues would not be provided by this alternative. Additionally, this alternative would reduce the roadway capacities along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street, consequently, increasing traffic congestion areawide. In comparison, the proposed Project would not reduce roadway capacities compared to existing conditions and would improve congestion and traffic flows areawide. As such, Alternative 2 would obtain limited operational benefits while substantially worsening traffic flows and congestion. Transportation impacts of Alternative 2 would be increased as compared to the proposed Project.

13. Tribal Cultural Resources

The proposed Project would have a less than significant impact on Tribal Cultural Resources (TCRs), No TCRs were identified in the records around the Project site and no sensitive resources were identified. Nonetheless, the proposed Project would include construction which would have the potential to unearth subsurface resources not previously identified. Given the level of urban development in Inglewood, the likelihood of unearthing TCRs is low but it is still a possibility. Alternative 2 would eliminate the need to construct the APM system and this potential impact to TCRs would be avoided. TCR impacts for Alternative 2 would be reduced as compared to the proposed Project.

14. Utilities and Service Systems

Under Alternative 2 the proposed Project would not be built. No demolition or construction activities would occur, except along the public right-of-way where BRT-only lanes and bus stops along the route are located. As such, no utility lines would need to be removed or relocated along Market Street, Manchester Boulevard, or Prairie Avenue, which would reduce construction impacts.

Once operational, the proposed Project and Alternative 2 would not require further utility upgrades or relocation of utility infrastructure, except for potential electric charging infrastructure. However, as discussed previously, operation of the proposed Project would consume a maximum net increase of 23.48 million kWh of electricity per year. Alternative 2 would reduce operational electricity demands in comparison to the proposed Project. However, operation of the proposed Project would result in a net decrease of 3.28 million kBtu of natural gas per year, and a net decrease of 8.5 afy of water per year. Alternative 2 would not result in similar reductions in utility demands.

Relationship to Project Objectives

The BRT System Alternative would meet some, but not all of the City's objectives for the proposed Project. The objectives to provide a direct and convenient connection to the Metro regional transit system, encourage intermodal transportation systems by providing convenient, safe, and reliable transit and convenient access to businesses in the City would be met by this alternative. However, the objective related to providing sufficient transit connection capacity between Metro's regional transit system and the City new major activity centers would, although not be met by this alternative, would still 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. The BRT System Alternative would also partially meet the City's objectives to support the ongoing economic revitalization within the Downtown TOD Plan area, and encourage redevelopment and investment within the City in areas served by the proposed Project, but not to the same degree as the proposed Project.

This alternative would partially meet the City's objective to support regional efforts to become more efficient, economically strong, equitable, and sustainable. Though the BRT System Alternative would provide limited operational benefits by reducing traffic volumes along key roadway corridors, it would also reduce the roadway capacities along Florence Avenue, Prairie Avenue, Manchester Boulevard and Market Street, consequently increasing traffic congestion throughout the City. As such, 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.

5.5.3 Alternative 3: Market Street Pedestrian Promenade

1. Aesthetics

With this alternative, the proposed Project and all of its components would be constructed and operate, but Market Street between Florence Avenue and Manchester Boulevard would be closed to vehicular traffic. Alternative 3 would require the placement of barricades vehicle access. These barricades would need to be designed in a manner which would not degrade the existing visual character of Downtown. As the APM system as proposed would be constructed with this alternative, the aesthetic impacts of the proposed Project would not be avoided or reduced by this alternative.

2. Air Quality

Construction under Alternative 3 would be similar to the proposed Project. During construction, the proposed Project would exceed the significance threshold for NOx after mitigation and would result in a significant and unavoidable impact. Therefore, similar to the proposed Project, Alternative 3 would conflict with implementation of the applicable air quality plans and exceed thresholds established by the SCAQMD for criteria air pollutants.

Operational impacts associated with Alternative 3 would be similar to the proposed Project as the Pedestrian Promenade would not generate additional air quality emissions. Moreover, reductions to daily traffic volumes along key roadway corridors and reductions to VMT on an average weekday basis with event would occur similar in magnitude to those associated with the proposed Project. As such, Alternative 3 would result in similar operational impacts compared to the proposed Project.

3. Biological Resources

Approximately 541 trees along the proposed Project alignment may require removal during construction of the proposed Project. The addition of a Pedestrian Promenade would not require tree removals and would likely include the planting of additional trees. As such, impacts to biological resources during construction would be reduced compared to the proposed Project. Alternative 3 would not diminish the chances for long-term survival of bird species or their habitats and no additional tree and/or ornamental vegetation removals would be required. As such, Alternative 3 would result in similar operational impacts compared to the proposed Project.

4. Cultural Resources

Closing Market Street to vehicular use, which would occur under Alternative 3, would not reduce the impacts of the proposed Project on historic resources as the APM system as proposed would be built. Conversion of this portion of Market Street to a pedestrian mall would not result in any additional direct

or indirect impacts to historic or other cultural resource impacts compared to the proposed Project, nor would it substantially reduce the cultural resources impacts of the proposed Project.

5. Energy Resources

Energy demand from construction activities under Alternative 3 would be similar to the proposed Project as the APM system as proposed would be built. The additional construction required to create the pedestrian mall would only increase these impacts incrementally. Reductions to daily traffic volumes along key roadway corridors and reductions to VMT on an average weekday basis would occur similar in magnitude to those associated with the proposed Project. As such, Alternative 3 would result in similar operational impacts compared to the proposed Project.

6. Geology and Soils

Under Alternative 3, the proposed Project would be built but would include a pedestrian promenade on Market Street between Florence Avenue and Manchester Boulevard. Impacts related to geology and soils conditions, including paleontological resources, would be similar to those identified for the proposed Project. Geology and soils conditions that would be encountered in construction of Alternative 3 would be the same as with the proposed Project. The Potrero Fault lies approximately one-quarter mile to the east of the project study area; however, compliance with the California Building Code would avoid the creation of seismic hazards. Ground-disturbing activity and the potential for accidental discovery of paleontological resources would continue to be potentially significant with Alternative 3.

7. Greenhouse Gas Emissions

Construction under Alternative 3 would be similar to the proposed Project and would result in a similar level of GHG emissions. Reductions to daily traffic volumes along key roadway corridors and reductions to VMT on an average weekday basis would occur similar in magnitude to those associated with the proposed Project. Therefore, similar to the proposed Project, Alternative 3 would be consistent with the CARB 2017 Scoping Plan Update, SCAG's 2020-2045 RTP/SCS, the ECAP, and General Plan which sets goals to reduce GHG emissions by increasing energy efficiency and improving transit infrastructure. Operational GHG impacts would be similar to the proposed Project.

8. Hazards and Hazardous Materials

Under Alternative 3, the proposed Project would be built but would include the pedestrian promenade. Construction under Alternative 3 would be similar to the proposed Project. Construction of the guideway and stations in conjunction with the MSF and TPSSs would involve the demolition of existing buildings, which may have the potential release hazardous materials, such as ACMs, LBP, and other potentially hazardous building materials. The additional construction activities required to create the pedestrian

promenade would be minor. Similar to the proposed Project, construction activities under Alternative 3 would likely cause the temporary closure of travel lanes, roadway segments, and sidewalks along the elevated guideway and stations within the street rights-of-way.

Under Alternative 3, operation of the APM system would include the use and storage of hazardous materials typical of those used in an industrial setting, similar to the proposed Project. Alternative 3 would not interfere or impair with the City's ability to increase public awareness or make any improvements to emergency services and warning systems during operation. Converting this portion of Market Street to a pedestrian promenade would not involve the use of handling of any hazardous materials. With adherence to the federal, State, and local safety requirements, Alternative 3 would not conflict with the requirements of an emergency response plan or emergency evacuation plan, similar to the proposed Project. As such, operational impacts under Alternative 3 would be similar to the proposed Project.

9. Land Use and Planning

Alternative 3 would modify existing traffic patterns and connections within the community. Vehicular connections would be reduced as Market Street between Florence Avenue and Manchester Boulevard would be closed. Vehicular traffic would need to be rerouted around the closed pedestrian promenade which may increase local traffic volume for adjacent streets. The connection between different parts of the community would not be diminished in a substantial manner as the street segment that would be closed only includes three blocks. Alternative 3 would not, therefore, divide the community physically but may contribute to additional ground level traffic surrounding the closure.

Alternative 3 would be generally consistent with all existing goals, plans, and policies as it would maintain the majority of the infrastructure in the surrounding community, allowing the goals and objectives of the existing plans to be carried out generally. Additionally, closure of Market Street would enable the activation and programming of Market Street, which could include open air markets, creative retail and concession spaces, recreational and open space areas, and locations for public art and locations for public gathering. This Alternative could achieve City's objective for economic development of Market Street. Conflicts with the design of existing roadways, roadway capacity, and the City's circulation element may exist and appropriate design and amendments proposed for City documents would be needed to avoid conflicts with existing plans and policies. The land use impacts of this alternative and the proposed Project would be similar

10. Noise and Vibration

Construction under Alternative 3 would be similar to the proposed Project. It is anticipated that the development of a Pedestrian Promenade along Market Street would not result in substantial noise or

vibration impacts as it would eliminate vehicle travel along Market Street between Florence Avenue and Manchester Boulevard which would reduce roadway noise. Moreover, reductions to daily traffic volumes along key roadway corridors and reductions to VMT on an average weekday basis with event would occur similar in magnitude to those associated with the proposed Project. As such, operational noise and vibration impacts would be reduced as compared to the proposed Project.

11. Population, Employment, and Housing

The proposed Project would have no direct impact on housing as the Project does not include the construction or demolition of housing units. The proposed Project would impact existing employment opportunities in the City as commercial uses that would be displaced by the Project are estimated to be approximately 493 jobs. However, the proposed Project would result in a net increase of approximately 11,173⁷ Full Time Equivalent (FTE) jobs through the Greenhouse Gas Reduction Funds, as estimated by the Job Co-Benefits calculation (see **Section 4.11 Population, Employment, and Housing**). The number of jobs that will be supported by the proposed Project in the region is within the projected regional trends in the SCAG 2020-2045 RTP/SCS data and the jobs that will benefit from the proposed Project will not directly translate into additional population growth in the region. As such the proposed Project would have a less than significant impact on inducing employment and population growth.

Converting a portion of Market Street to a pedestrian mall would not result in any additional direct or indirect impacts to population, employment, and housing. Alternative 3 would maintain the existing population, employment, and housing trends within the City and the region. As such, Alternative 3 would not directly or indirectly substantially induce population in the City or the region. Employment support and would be similar to the proposed Project under Alternative 3.

12. Transportation

Construction under Alternative 3 would be similar to the proposed Project. The proposed Project and all of its components would be constructed and operational.. Market Street between Florence Avenue and Manchester Boulevard would be reconfigured to eliminate vehicular traffic north and south on Market Street. Cross traffic would be allowed on Regent Street and Queen Street without any turns to/from Market Street. The closure of Market Street would divert traffic to the surrounding streets including La Brea Avenue and Locust Street. Since the current traffic along Market Street is very low, this diversion of Market Street traffic can be accommodated along adjacent parallel streets. The operation of the APM system would be the same as planned for the proposed Project.

7 11,516 minus 493 in numbers of jobs displaced.

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

13. Tribal Cultural Resources

The proposed Project would have a less than significant impact on Tribal Cultural Resources (TCRs), No TCRs were identified in the records around the Project site and no sensitive resources were identified. Nonetheless, the Project as proposed would include construction which would have the potential to unearth subsurface resources not previously identified. Given the level of urban development in Inglewood, the likelihood of unearthing TCRs is low but it is still a possibility. Converting a portion of Market Street to a pedestrian promenade would not result in any additional impacts.

14. Utilities and Service Systems

Construction and operation under Alternative 3 would be similar to the proposed Project. Closing a portion of Market Street to vehicle traffic would only involve minor above ground street improvements. For this reason, impacts related to the construction or relocation of water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be similar compared to the proposed Project.

Relationship to Project Objectives

The Market Street Pedestrian Promenade Alternative would meet most of the City's objectives for the proposed Project 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, Alternative 3 would have not meet the City's objective to maintain existing roadway capacity along Market Street.

5.5.4 Alternative 4: 4th Station Alternative

1. Aesthetics

Under the 4th station alternative, impacts to visual character under aesthetics would be similar to the proposed Project. The proposed Project would not result in significant impacts to the aesthetic character of the community during construction or operation with implementation of the project design features in the ITC Construction Commitment Program (CCP) and ITC Design Guidelines, with the exception of the

alteration of currently available public views of the former Fox Theater building on Market Street in Downtown. The addition of a 4th station east of the intersection of Market Street and Manchester Boulevard would not result in any additional visual impacts as this station would be integrated into the design of the APM system consistent with the ITC Design Guidelines.

2. Air Quality

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. During construction, the proposed Project would exceed the significance threshold for NO_x after mitigation and would result in a significant and unavoidable impact. The construction of a 4th station would require additional construction activities including operation of off-road heavy-duty equipment and on-road trucks for hauling which would increase air quality emissions. As such, similar to the proposed Project, Alternative 4 would conflict with implementation of the applicable air quality plans and exceed thresholds established by the SCAQMD for criteria air pollutants. Though Alternative 4 would implement similar mitigation measures as the proposed Project, it would increase construction impacts.

Operation of the APM system with a 4th station would not result in any additional operational air quality emissions. Operational air quality impacts would be similar with this alternative and the proposed Project.

3. Biological Resources

Approximately 541 trees are located along the proposed APM alignment that may require removal during construction of the proposed Project. The 4th station would be located along the guideway within the public right-of-way along Manchester Boulevard. With Alternative 4, no additional properties would need to be acquired and no additional demolition of buildings or site improvements would be required. Alternative 4 would not require an increase in tree removals or disturbance of nesting raptors or migratory birds. For this reason, impacts to biological resources during construction would be similar compared to the proposed Project. Moreover, operation of Alternative 4 would not diminish the chances for long-term survival of bird species or their habitats and no additional tree and/or ornamental vegetation removals would be planned. As such, Alternative 4 would result in similar operational impacts compared to the proposed Project.

4. Cultural Resources

Alternative 4 would have impacts on cultural resources similar to the proposed Project. Alternative 4 would construct the APM guideway on the same alignment with the same dimensions as the proposed Project which would result in indirect visual impacts to the former Fox Theater and the demolition of the former People's Federal Building & Loan Association building. The additional station would not result in

any additional impacts because the additional station and this segment of the guideway would be constructed above the nearby historic resource, the Bank of America building at 320 Manchester Boulevard. The Bank of America building would retain its ability to convey its historical significance without additional indirect impact to the view of its primary façade. As such impacts to cultural resources would be similar for Alternative 4 and the proposed Project.

5. Energy Resources

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Construction of a 4th station would result in an incremental increase in energy resource consumption for electricity and petroleum-based fuels for construction of this station. However, this increase would be minimal and temporary, similar to the proposed Project. Nonetheless construction impacts to energy resources would increase incrementally compared to the proposed Project.

Operation of a 4th station would increase consumption of energy resources including electricity and natural gas. This alternative would result in reductions to daily traffic volumes along key roadway corridors and VMT on an average weekday basis would occur similar in magnitude to those estimated for the proposed Project. As such, this alternative would result in a reduction of petroleum-based fuel consumption from vehicle travel similar to the proposed Project. The addition of one station would not increase energy resource consumption to a level of significance. Nonetheless, impacts to energy resources during operation would incrementally increase with Alternative 4.

6. Geology and Soils

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Impacts related to geology and soils conditions, including paleontological resources, and potential conflict with an emergency evacuation plan, would be similar to those described for the proposed Project. Geology and soils conditions that would be encountered in construction of Alternative 4 would be the same as with the proposed Project. The Potrero Fault lies approximately one-quarter mile to the east of the project study area; however, compliance with the California Building Code would avoid the creation of seismic hazards. Ground-disturbing activity and the potential for accidental discovery of paleontological resources would continue to be potentially significant under Alternative 4.

7. Greenhouse Gas Emissions

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Construction of a 4th station would require additional construction activities including operation of off-road heavy-duty equipment and on-road trucks for hauling which would increase GHG emissions. However, similar to the proposed Project, these emissions would be temporary

in nature and cease once the Project is complete. Nonetheless, construction related GHG emissions would increase under Alternative 4.

Operation of a 4th station would incrementally increase operational GHG emissions. However, this alternative would result in reductions to daily traffic volumes along key roadway corridors and VMT on an average weekday basis would occur similar in magnitude to those estimated for the proposed Project. As such, this alternative would result in a net negative GHG emissions associated with vehicle travel. The addition of one station would not increase operational GHG emissions to a level of significance. Moreover, similar to the proposed Project, Alternative 4 would be consistent with the CARB 2017 Scoping Plan Update, SCAG 2020-2045 RTP/SCS, the ECAP, and General Plan which sets goals to reduce GHG emissions by increasing energy efficiency and improving transit infrastructure. Nonetheless, operational GHG emissions would increase incrementally with Alternative 4. Hazards and Hazardous Materials

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Although construction of an additional station would increase construction activities compared to the proposed Project, construction impacts under Alternative 4 would be similar to those of proposed Project. Construction of the guideway and four stations in conjunction with the MSF and TPSSs would still involve the demolition of existing buildings, which may have the potential release hazardous materials, such as ACMs, LBP, and other potentially hazardous building materials. Furthermore, excavations of potentially contaminated soils may occur during construction of Alternative 4 as a result of prior uses on some of the sites, similar to the proposed Project.

Under Alternative 4, operation would include the use and storage of hazardous materials typical of those used in an industrial setting, similar to the proposed Project. Alternative 4 would not interfere with or impair the City's ability to increase public awareness or make any improvements to emergency services and warning systems during operation. With adherence to the federal, State, and local safety requirements, Alternative 4 would not conflict with the requirements of an emergency response plan or emergency evacuation plan, similar to the proposed Project. As such, operational impacts under Alternative 4 would be similar when compared to the proposed Project.

8. Land Use and Planning

Alternative 4 would build an APM system similar to the proposed Project with a 4th station located on Manchester Boulevard. The proposed Project would not physically divide the community with its elevated guideways and maintenance of existing roadway capacity and roadway connections. Alternative 4 would have an alignment and elevated guideways similar to the proposed Project. As such, Alternative 4 would also maintain the existing roadway capacity and roadway connections. Alternative 4 could activate foot traffic and interest on Market Street and help reinvigorate the Downtown business area. Alternative 4 will

have a similar impact on physically dividing the community as the proposed Project.

Alternative 4 would be generally consistent with the existing plans, policies and guidelines in the City and the greater region. Alternative 4 would require the same amendments to the Land Use Element, Circulation Element, Safety Element, and the Inglewood Municipal Code as the proposed Project to incorporate the APM system into the language of the existing plans, policies, and guidelines within the City. As such, land use impacts of Alternative 4 would be similar to the proposed Project

9. Noise and Vibration

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Construction of a 4th station would require additional construction activities including operation of off-road heavy-duty equipment and on-road trucks for hauling which could increase construction noise and vibration levels. Though Alternative 4 would implement similar mitigation measures as the proposed Project, it would increase construction noise and vibration impacts.

Alternative 4 would result in reductions to daily traffic volumes along key roadway corridors and VMT on an average weekday basis would occur similar in magnitude to those estimated for the proposed Project. As such, this alternative would result in similar roadway noise levels as the proposed Project. The addition of one station would not increase operational noise or vibration levels to a level of significance.

10. Population, Employment, and Housing

The proposed Project would have no direct impact on housing as the Project does not include the construction or demolition of any housing units. The proposed Project would impact existing employment opportunities in the City as commercial uses that would be displaced by the Project are estimated to be approximately 493 jobs. However, the proposed Project would result in a net increase of for approximately 11,173⁸ Full Time Equivalent (FTE) jobs through the Greenhouse Gas Reduction Funds, as estimated by the Job Co-Benefits calculation (see **Section 4.11 Population, Employment, and Housing**). The number of jobs that will be supported by the proposed Project in the region is within the projected regional trends in the SCAG 2020-2045 RTP/SCS data and the jobs that will benefit from the proposed Project will not directly translate into additional population growth in the region. As such the proposed Project would have a less than significant impact on inducing employment and population growth.

8 11,516 minus 493 in numbers of jobs displaced.

Alternative 4 would have a similar effect on the population and employment trend as the APM would be constructed and the same displacement of jobs and hiring of APM personnel would occur. As such, Alternative 4 would have similar impacts population, employment, and housing as the proposed Project.

11. Transportation

Under Alternative 4, the proposed Project would be built but would include an additional station along Manchester Boulevard. Construction of a 4th station would require additional construction activities including operation of off-road heavy-duty equipment and on-road trucks for hauling which could increase transportation effects and disruptions.

The weekday daily VMT would be reduced in the Future Opening Year (2026) with Event conditions similar to the VMT reductions estimated for the proposed Project. The estimated daily ITC ridership during Future Opening Year (2026) with NFL Event conditions are estimated to be approximately 25,100 passengers similar to the proposed Project. The weekday daily VMT would be reduced in the Future Horizon Year (2045) with Event conditions similar to the VMT reductions estimated for the proposed Project. The estimated daily ITC ridership during Future Horizon Year (2045) with an NFL Event conditions are estimated to be approximately 31,100 passengers, similar to the proposed Project. Additionally, daily traffic volumes would decrease along key travel corridors such as Prairie Avenue, Manchester Boulevard and Century Boulevard, thereby reducing congestion and improving travel conditions on a system-wide basis.

Similar to the proposed Project, Alternative 4 would result in operational benefits. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur similar in magnitude to those estimated for the proposed Project. This alternative is estimated to result in ITC ridership similar to the proposed Project. Improved traffic flows and reduction in congestion along key travel corridors, similar to those associated with the proposed Project would occur with Alternative 4.

12. Tribal Cultural Resources

The proposed Project would have a less than significant impact on Tribal Cultural Resources (TCRs). No TCRs were identified in the records around the Project site and no sensitive resources were identified. Nonetheless, the Project as proposed would include construction which would have the potential to unearth subsurface resources not previously identified. Given the level of urban development in Inglewood, the likelihood of unearthing TCRs is low but it is still a possibility. The 4th station alternative would have a similar impact to TCRs as the proposed Project since extensive construction and excavation of soil would be required to construct the APM structure and the 4th station. Similar impacts to the TCRs would result from the proposed Project and Alternative 4.

13. Utilities and Service Systems

The 4th station would be located along the guideway within the public right-of-way along Manchester Boulevard. Under Alternative 4, no additional properties would need to be acquired and no additional demolition of buildings and site improvements would be required. As such impacts related to the construction or relocation of water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be similar to the proposed Project.

Relationship to Project Objectives

The 4th Station Alternative would meet all of the City's objectives for the proposed Project 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.

5.5.5 Alternative 5: Prairie Avenue Single Station Alternative

1. Aesthetics

The proposed Project would not result in significant impacts to the aesthetic character of the community during construction or operation with implementation of the project design features in the ITC Construction Commitment Program (CCP) and ITC Design Guidelines, with the exception of the alteration of currently available public views of the former Fox Theater building on Market Street in Downtown. Similarly, Alternative 5 would travel down the same alignment with the same proposed and elevated guideway across the frontage of the buildings on Market Street. No additional impacts on the visual character of downtown would result from the addition of this station.

2. Air Quality

Under Alternative 5, the proposed Project would be built but the two proposed stations along Prairie Avenue would be consolidated into a single station that would be located adjacent to the City's Civic Center site. During construction, the proposed Project would exceed the significance threshold for NO_x after mitigation and would result in a significant and unavoidable impact. The construction of a single station along Prairie Avenue instead of two stations would result in less construction activities compared to the proposed Project. However, it is anticipated that construction emissions would still exceed the significance threshold for NO_x during peak construction periods. Similar to the proposed Project, Alternative 5 would conflict with implementation of the applicable air quality plans and exceed thresholds established by the SCAQMD for criteria air pollutants. Nonetheless, Alternative 5 would implement similar mitigation measures as the proposed Project and would reduce construction air quality emissions.

Operation of a single station along Prairie Avenue instead of two stations would slightly decrease operational air quality emissions. However, under Alternative 5, mobile operational benefits would be

less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur, but approximately 15 percent less in magnitude than those associated with the proposed Project. As such, operational air quality emissions associated mobile sources would increase compared to the proposed Project.

3. Biological Resources

Approximately 541 trees which may require removal during construction of the proposed Project exist along the proposed Project alignment. With Alternative 5, no additional properties would need to be acquired and no additional demolition of buildings or site improvements would be required. The guideway would still be constructed along the same segment of Prairie Avenue compared to the proposed Project. As such, Alternative 5 would not require an increase or decrease in tree removals or disturbance of nesting raptors or migratory birds. As such, impacts to biological resources during construction would be similar compared to the proposed Project. Similar to the proposed Project, operation of Alternative 5 would not diminish the chances for long-term survival of bird species or their habitats and no additional tree and/or ornamental vegetation removals would be planned. As such, Alternative 5 would result in similar operational impacts compared to the proposed Project.

4. Cultural Resources

Alternative 5 would have a similar impact on cultural resources as the proposed Project as these impacts occur on the Market Street segment of the system, which would not change with this alternative. The relocated and consolidated station on Prairie Avenue would have no impact and would not be located near any identified historical resources. As such impacts to cultural resources would be similar for Alternative 5 and the proposed Project.

5. Energy Resources

Under Alternative 5, the proposed Project would be built but the two proposed stations along Prairie Avenue would be consolidated into a single station that would be located adjacent to the City's Civic Center site. Construction of a single station in place of two stations would result in an incremental decrease of energy resource consumption for electricity and petroleum-based fuels associated with operation of the station.

Operation of a single station along Prairie Avenue instead of two stations would also slightly decrease operational energy resource consumption. However, under Alternative 5, mobile operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur, but approximately 15 percent less in magnitude than those associated with the proposed Project. As such, Alternative 5 would result in an increase in petroleum-based fuel consumption compared to the proposed Project.

6. Geology and Soils

Under Alternative 5, the proposed Project would be built but the two proposed stations along Prairie Avenue would be consolidated into a single station that would be located adjacent to the City's Civic Center site. Impacts related to geology and soils conditions, including paleontological resources, and potential to conflict with an emergency evacuation plan, would be similar to those described for the proposed Project. Geology and soils conditions that would be encountered in construction of Alternative 5 would be the same as with the proposed Project. The Potrero Fault lies approximately one-quarter mile to the east of the project study area; however, compliance with the California Building Code would avoid the creation of seismic hazards. Ground-disturbing activity and the potential for accidental discovery of paleontological resources would continue to be potentially significant under Alternative 5 and would require the same mitigation measures as identified for the proposed Project in order to reduce the impact to less than significant.

7. Greenhouse Gas Emissions

The construction of a single station along Prairie Avenue instead of two stations would result in a reduction in the level of construction activities compared to the proposed Project. As such Alternative 5 would reduce construction related GHG emissions.

Operation of a single station along Prairie Avenue instead of two stations would also slightly decrease GHG emissions resulting from operation of the stations. However, under Alternative 5, mobile operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur, but approximately 15 percent less in magnitude than those associated with the proposed Project. However, similar to the proposed Project, Alternative 5 would be consistent with the CARB 2017 Scoping Plan Update, SCAG 2020-2045 RTP/SCS, the ECAP, and General Plan which sets goals to reduce GHG emissions by increasing energy efficiency and improving transit infrastructure. Nonetheless, operational GHG emissions associated mobile sources would increase compared to the proposed Project.

8. Hazards and Hazardous Materials

While construction of a single station along Prairie Avenue instead of two stations would result in a reduction in the level of construction activities compared to the proposed Project, construction impacts under Alternative 5 would be similar to those of the proposed Project. Construction of the guideway and stations in conjunction with the MSF and TPSSs would still involve the demolition of existing buildings, which may have the potential release hazardous materials, such as ACMs, LBP, and other potentially hazardous building materials. Furthermore, excavations of potentially contaminated soils may occur during construction of Alternative 5 as a result of prior uses on some of the sites, similar to the proposed Project. Similar to the proposed Project, construction activities under Alternative 5 would likely cause the

temporary closure of travel lanes, roadways segments, and sidewalks along the elevated guideway and stations within the street rights-of-way.

Under Alternative 5, operation would include the use and storage of hazardous materials typical of those used in an industrial setting, similar to the proposed Project. Alternative 5 would not interfere or impair with the City's ability to increase public awareness or make any improvements to emergency services and warning systems during operation. With adherence to the federal, State, and local safety requirements, Alternative 5 would not conflict with the requirements of an emergency response plan or emergency evacuation plan, similar to the proposed Project. As such, operational impacts under Alternative 4 would be similar when compared to the proposed Project.

9. Land Use and Planning

Alternative 5 would build an APM system similar to the proposed Project while consolidating the two stations on Prairie Avenue to one single station adjacent to the Civic Center Site on Prairie Avenue. The proposed Project would not physically divide the community with its elevated guideways and maintenance of existing roadway capacity and roadway connections. Alternative 5 would have a similar alignment and elevated guideways similar to the proposed Project. As such, Alternative 5 would also maintain the existing roadway capacity and roadway connections. Alternative 5 would have a similar impact on physically dividing the community as the proposed Project.

Alternative 5 would be generally consistent with the existing plans, policies and guidelines in the City and the greater region. Alternative 5 would require the same amendments to the Land Use Element, Circulation Element, Safety Element, and the Inglewood Municipal Code as the proposed Project to incorporate the APM system into the language of the existing plans, policies, and guidelines within the City. As such, the policy consistency impacts of Alternative 5 would be similar to the proposed Project.

10. Noise and Vibration

The construction of a single station along Prairie Avenue instead of two stations would result in a reduction in the level of construction activities compared to the proposed Project. For this reason, Alternative 5 would reduce construction related noise and vibration levels.

Operation of a single station along Prairie Avenue instead of two stations would also slightly decrease operational noise and vibration levels. However, under Alternative 5, mobile operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur, but approximately 15 percent less in magnitude than those associated with the proposed Project. As such, operational noise and vibration impacts associated mobile sources would increase compared to the proposed Project.

11. Population, Employment, and Housing

The proposed Project would have no direct impact on housing as the Project does not include the construction or demolition of any housing units. The proposed Project would impact existing employment opportunities in the City as commercial uses that would be displaced by the Project are estimated to be approximately 493 jobs. However, the proposed Project would result in a net increase of for approximately 11,173⁹ Full Time Equivalent (FTE) jobs through the Greenhouse Gas Reduction Funds, as estimated by the Job Co-Benefits calculation (see **Section 4.11 Population, Employment, and Housing**). The number of jobs that will be supported by the proposed Project in the region is within the projected regional trends in the SCAG 2020-2045 RTP/SCS data and the jobs that will benefit from the proposed Project will not directly translate into additional population growth in the region. As such the proposed Project would have a less than significant impact on inducing employment and population growth.

Alternative 5 would have a similar effect on the population and employment trend as the APM system would be constructed as planned. Alternative 5 would have a similar impact to the population, employment, and housing resource as compared to the proposed Project.

12. Transportation

Under Alternative 5, the proposed Project would be built but the two proposed stations along Prairie Avenue would be consolidated into a single station that would be located adjacent to the City's Civic Center site. The proposed Project modifies and relocates Prairie Avenue to the east to maintain the current roadway capacity. This relocation in conjunction with the need for a passenger station connection to the sidewalk/ground level affects properties located east of Prairie Avenue. Alternative 5 avoids affecting these properties by consolidating the two proposed stations along Prairie Avenue into a single station that would be located adjacent to the Intermodal Transit Facility at the City's Civic Center site. This alternative maintains Prairie Avenue within its existing right-of-way; however, one to two lanes would be lost reducing the capacity of the roadway. Specifically, one travel lane in each direction along the Prairie Avenue roadway between Arbor Vitae and La Palma, one lane in the southbound direction between La Palma and Pincay Drive, and one lane in each direction between Pincay Drive and Manchester Boulevard would be lost under Alternative 5.

Under Alternative 5, operational benefits would be less than those associated with the proposed Project. Reductions to daily traffic volumes along key roadway corridors and VMTs on an average weekday basis would occur, but approximately 15 percent less in magnitude than those associated with the proposed Project. Alternative 5 is estimated to result in transit ridership equivalent to approximately 75 percent of the transit ridership associated with the proposed Project. However, due to a reduction in capacities along

9 11,516 minus 493 in numbers of jobs displaced.

Prairie Avenue, traffic flow and congestion in the surrounding area would be worse under Alternative 5 compared to the proposed Project.

13. Tribal Cultural Resources

The proposed Project would have a less than significant impact on Tribal Cultural Resources (TCRs), No TCRs were identified in the records around the Project site and no sensitive resources were identified. Nonetheless, the Project as proposed would include construction which would have the potential to unearth subsurface resources not previously identified. Given the level of urban development in Inglewood, the likelihood of unearthing TCRs is low but it is still a possibility. Alternative 5 would have a similar impact to TCRs as the proposed Project since extensive construction and excavation of soil would be required to construct the APM structure. Similar impacts to the TCRs are anticipated for the proposed Project and Alternative 5.

14. Utilities and Service Systems

The proposed Prairie station under Alternative 5 would be located within the City's Civic Center site. The guideway would still be constructed along the same segment of Prairie Avenue compared to the proposed Project. As such, impacts related to the construction or relocation of water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be similar compared to the proposed Project.

Relationship to Project Objectives

The Prairie Avenue Single Station Alternative would partially meet the City's objective to reduce the City's traffic congestion and alleviate growing demand on the existing roadway network. Specifically, the Prairie Avenue Single Station Alternative would result in a reduction in capacities along Prairie Avenue, and traffic flow and congestion on a system-wide basis would be increased compared to those estimated for the proposed Project. However, the remaining City objectives would be met under the Prairie Avenue Single Station Alternative.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the Environmentally Superior Alternative from among the range of reasonable alternatives that are evaluated. CEQA Guidelines section 15126.6(e)(2) requires that an environmentally superior alternative be designated and states that if the Environmentally Superior Alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Table 5.0-2: Alternatives Summary, identifies the ability of the Alternatives to meet the Project Objectives.

**Table 5.0-2
Alternatives Summary**

Project Objectives	Alternatives Considered				
	Does the Alternative meet the Project Objectives?				
	Alternative 1 No Project	Alternative 2 Bus Rapid Transit (BRT) System	Alternative 3 Market Street Promenade	Alternative 4 4th Station Alternative	Alternative 5 Prairie Single Station Alternative
1 Provide direct and convenient connection to the Metro regional transit system for local residents and the region to access the City's new major employment, commercial, and activity centers;	No	Yes	Yes	Yes	Yes
2 Provide sufficient transit connection capacity between the Metro regional transit system and the City's new major activity centers with enhanced travel time certainty and sufficient capacity to meet peak ridership demands to encourage transit as a travel mode choice;	No	Partial	Yes	Yes	Yes
3 Maintain existing roadway capacity	Yes	Partial	Yes, except on Market Street	Yes	Yes, except on Prairie Ave
4 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	No	Partial	Yes	Yes	Partial
5 Encourage intermodal transportation systems by providing convenient, reliable certain transit	No	Yes	Yes	Yes	Yes
6 Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled to the City's major activity centers, with corresponding improvement in air quality, public health, and reductions in greenhouse gas emissions from transportation sources in accordance with the City's goals under SB 375 and State policy with respect to climate change;	No	Yes	Yes	Yes	Yes
7 Support the ongoing economic revitalization, including through the creation of public parking facilities;	No	Partial	Yes	Yes	Yes
8 Encourage redevelopment and investment within the City in areas served by the proposed Project;	No	Yes	Yes	Yes	Yes
9 Provide safe, reliable, and convenient access to businesses in the City so that they are accessible to their workforce and customers;	No	Yes	Yes	Yes	Yes
10 Connect the Inglewood community and citizens to jobs, education, services, and destinations within the City and within the region by providing transit within safe and accessible walking distances; and	No	Yes	Yes	Yes	Yes
11 Support regional efforts to become more efficient, economically strong, equitable, and sustainable.	No	Yes	Yes	Yes	Yes

Of the alternatives evaluated in this EIR, the Environmentally Superior Alternative would be Alternative 2, Bus Rapid Transit (BRT) System Alternative. This alternative would avoid the unavoidable significant aesthetic and cultural resource impacts that would result from the Project on the Market Street segment. The BRT System Alternative would, however, not meet the City's basic objectives for the proposed Project.

With the BRT System Alternative, the proposed Project would not be constructed. No demolition or construction activities would occur, except along the public right-of-way where BRT-only lanes along the route are implemented. The BRT System Alternative would avoid all significant construction related effects and impacts identified for the proposed Project.

Unlike the No Project Alternative, the BRT System Alternative would meet some of the City's objectives including providing a direct and convenient connection to the Metro regional transit system, encouraging intermodal transportation systems by providing convenient transit, and providing safe, reliable, and convenient access to businesses in the City. The BRT System Alternative would also meet the City's objectives to support the ongoing economic revitalization, growth opportunities within the Downtown TOD Plan area, and encourage redevelopment and investment within the City in areas served by the proposed Project. The BRT System Alternative would not, however, create additional public parking to support ongoing economic revitalization efforts. The proposed Project would create additional public parking facilities in three locations along the proposed Alignment. In addition, the objective to provide sufficient transit connection capacity between Metro's regional transit system and the City's new major activity centers would not be met by this BRT alternative, resulting 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. The estimated daily BRT ridership with Event Conditions would be approximately 20 percent of the projected ridership for the proposed APM system, providing transit options, increasing transit mode split, reducing vehicle trips, and reducing per capita vehicle miles traveled to the City's major activity centers. The BRT System Alternative would also not meet the City's objectives to maintain existing roadway capacity, 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.