1.0 EXECUTIVE SUMMARY

This document is the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) for the Inglewood Transit Connector (ITC) Project (proposed Project). This Recirculated Draft EIR has been prepared by the City of Inglewood (City or Inglewood) as the lead agency for the environmental review of this proposed Project in conformance with the California Environmental Quality Act (CEQA).

1.1 SCOPING AND PUBLIC OUTREACH

The City, as the Lead Agency, prepared a Notice of Preparation (Original NOP) and an Initial Study (Original IS), which were published on July 16, 2018 (SCH 2018071034), identifying the environmental topics that could have potential significant impacts from the construction and operation of the proposed Project. The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with the CEQA to assess potentially significant impacts that may result from the proposed Project. Comments were received from the public and agencies during a 30-day comment period for the Original NOP that ended on August 15, 2018.

As a result of the comments received and in response to refinements and modifications to the proposed Project identified in the Original NOP and Original IS, a Revised NOP and IS were revised to provide an additional opportunity for comment on the potential environmental effects of the from September 10, 2020, to October 12, 2020. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS was updated to address the updated Appendix G checklist that became effective on December 28, 2018. See **Appendix A: Revised NOP and IS** and **Appendix B: Summary of Comments on Second Recirculated NOP**.

The Revised NOP and Revised IS reflected changing the project from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment followed the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. A robust public outreach effort was conducted over the two-year period starting in 2018 through the close of the public comment period on the Draft EIR. This effort included over 35 community and stakeholder outreach meetings with a variety of stakeholders including local Inglewood block clubs, neighborhood watch groups and homeownership associations (HOA) such as the Renaissance HOA, Carlton Square HOA, Briarwood HOA, Regent Street HOA, and the

Hyde Park Village HOA. The City also engaged the NCAAP Inglewood Chapter, Inglewood Airport Area Chamber of Commerce, Rotary Club of Inglewood, Inglewood Unified School District, local churches, and community-based nonprofits including the Social Justice Learning Center Institute, Move LA, The Enrichment Center, and the Coalition for Clean Air.

After the close of the public comment period on the Draft EIR, the City continued to keep elected officials, community leaders and the general public informed of the status of the environmental review and approval process for the proposed Project. The outreach program has been focused on increasing project awareness and education, disseminating project information, soliciting public input, and supporting the technical and legal environmental processes. To learn more about the local community's needs for the proposed Project, the City held over 100 community and stakeholder outreach meetings over the past 3.5 years during the planning, environmental and design process. The City further revised the design of the proposed to reflect the input received.

In response to the public and stake holder input received, since the release of the Draft EIR, the design of the proposed Project has changed. In particular, the Maintenance and Storage Facility (MSF) for the Automated Transit System (ATS) has modified to allow the Vons grocery store currently located on the proposed MSF site to remain on this site in a new building to continue to serve the community. Other modifications to the Project include the realignment of the proposed ATS alignment on Prairie Avenue to the west side of the street to allow for single column alignment and allow the street to be open to the sky, as well as the relocation of one of the proposed stations to the southwest corner of Prairie Avenue and Manchester Boulevard. Although the modifications to the proposed Project reduce, rather than increase, the Project's potential for significant environmental effects, the City has decided to prepare and circulate this Recirculated Draft EIR to analyze the effects of the proposed Project as revised.

It should also be noted that, as discussed in **Section 2.0: Introduction**, the proposed Project is statutorily exempt from CEQA compliance under Public Resources Code section 21080, subdivision (b)(12), which provides that CEQA does not apply to "[f]acility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." (See also State CEQA Guidelines, § 15275(b).) The Project meets this definition. Therefore, the City's preparation of the Recirculated Draft EIR is not required by CEQA. The City has nevertheless voluntarily prepared this Recirculated Draft EIR to provide a comprehensive environmental analysis of the proposed Project and to solicit public and agency input on the proposed Projects, its potentially significant environmental effects, and mitigation measures and/or alternatives to reduce or avoid any such effects. Following the completion of CEQA review, the City of Inglewood City Council will consider whether to approve the Project. Although not required to do so, if the City Council decides to approve the Project, the City Council will certify the Final EIR and adopt CEQA Findings of Fact and, if

necessary, a Statement of Overriding of Considerations for the Project. If the Project is approved, the City will also file a CEQA Notice of Determination (NOD) and a CEQA Notice of Exemption (NOE) for the Project.

1.2 SUMMARY OF THE PROPOSED PROJECT

1.2.1 Project Overview

The City proposes the Inglewood Transit Connector Project (ITC or proposed Project) to extend service from the Metro K (Crenshaw/LASX) Line to the City's activity centers. The ITC is a 1.6-mile, three station, fully elevated, electrically powered Automated Transit System (ATS system) that will connect directly to the Metro K Line Downtown Inglewood Station. The City proposes the ITC Project to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. Providing transit access to the City's activity centers would advance local and regional goals to increase transportation choice, significantly reduce greenhouse gas (GHG) emissions, improve air quality and human health, reduce per-capita vehicle miles traveled (VMT), reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns.

In March 2021, the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) approved and voted to form a Joint Powers Authority (JPA) with the City of Inglewood to help extend mass transit from the Metro K line at the Metro K Line Downtown Inglewood Station to the City's sports and entertainment areas, and to help lend its partnership and expertise to assist with the design, construction and financing, and operation and maintenance of this 1.6-mile ATS system to extend service from the K Line. Metro recognizes the increase in ridership on the K line that will be created by the proposed ITC Project and is working collaboratively with the City on all aspects of the project to extend service from the K line to the City's major employment, housing, commercial and entertainment centers.

If the City approves the proposed Project, the JPA would contract with a public private partner and select a design/build/finance/operate/maintain (DBFOM) contractor to complete the proposed Project. With the DBFOM approach, which is also being used by the Los Angeles World Airport (LAWA) for the LAX Landside Access Modernization Program (LAMP), the responsibilities for designing, building, financing, operating, and maintaining the Project are bundled together and transferred to private sector partners. In this structure, the City will enter into an agreement with a private sector party to finalize the design, build, finance, operate, and maintain the ATS system.

As currently proposed, the ATS system will have three stations including: Market Street/Florence Avenue Station, Prairie Avenue/Manchester Boulevard Station, and Prairie Avenue/Hardy Street Station. Station design capacity would be established by pedestrian demand volumes under typical peak conditions, in addition to increased demand during special events, service disruptions, and emergency evacuation

situations. Stations would provide pedestrian access to the elevated ATS from existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design and procurement process.

Existing infrastructure along the Project alignment may need to be relocated or reconfigured to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components.

The proposed Project is described in detail in **Section 3.0: Project Description** of this Recirculated Draft EIR.

1.2.2 Background

The City) is undergoing a transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. First, in 2012, over $100 million was invested in the Forum, making it one of the largest indoor concert venues and host of some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units and millions of SF of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of the LASED is the new $5 billion-dollar, 70,240-seat SoFi Stadium shared by the Los Angeles Rams and Los Angeles Chargers. SoFi Stadium will host Super Bowl LVI in Winter 2022, and the 2028 Summer Olympic Games with the possibility of hosting many more events. In August 2020, the City approved the Inglewood Basketball and Entertainment Center (IBEC), which will be home to the Los Angeles Clippers of the National Basketball Association (NBA) and includes the team's arena, headquarters, and training facilities. There are other exciting developments in the City including housing, office, retail commercial and hotel projects under construction and in the application pipeline. Additionally, the new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles (YOLA) facility, designed by architect Frank Gehry near Inglewood City Hall opened in September 2021.

Pivotal to the City's transformation is the new 8.5-mile Metro K Line. Scheduled to begin service in 2022, the Metro K Line will enhance transit access to the City and include stations at Aviation/Century, Westchester/Veterans, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, MLK Jr., and Expo/Crenshaw. It will extend light-rail transit from the existing Metro E (Expo) Line station at Crenshaw/Exposition Boulevards to the Metro C (Green) Line station at Aviation/Century Boulevards and provide a transit connection to Los Angeles International Airport (LAX) via the City of Los Angeles' automated people mover. Upon completion of the Metro K Line, patrons who wish to use the Metro rail system to travel to events at the Forum, LASED including SoFi Stadium, the IBEC, or other existing and

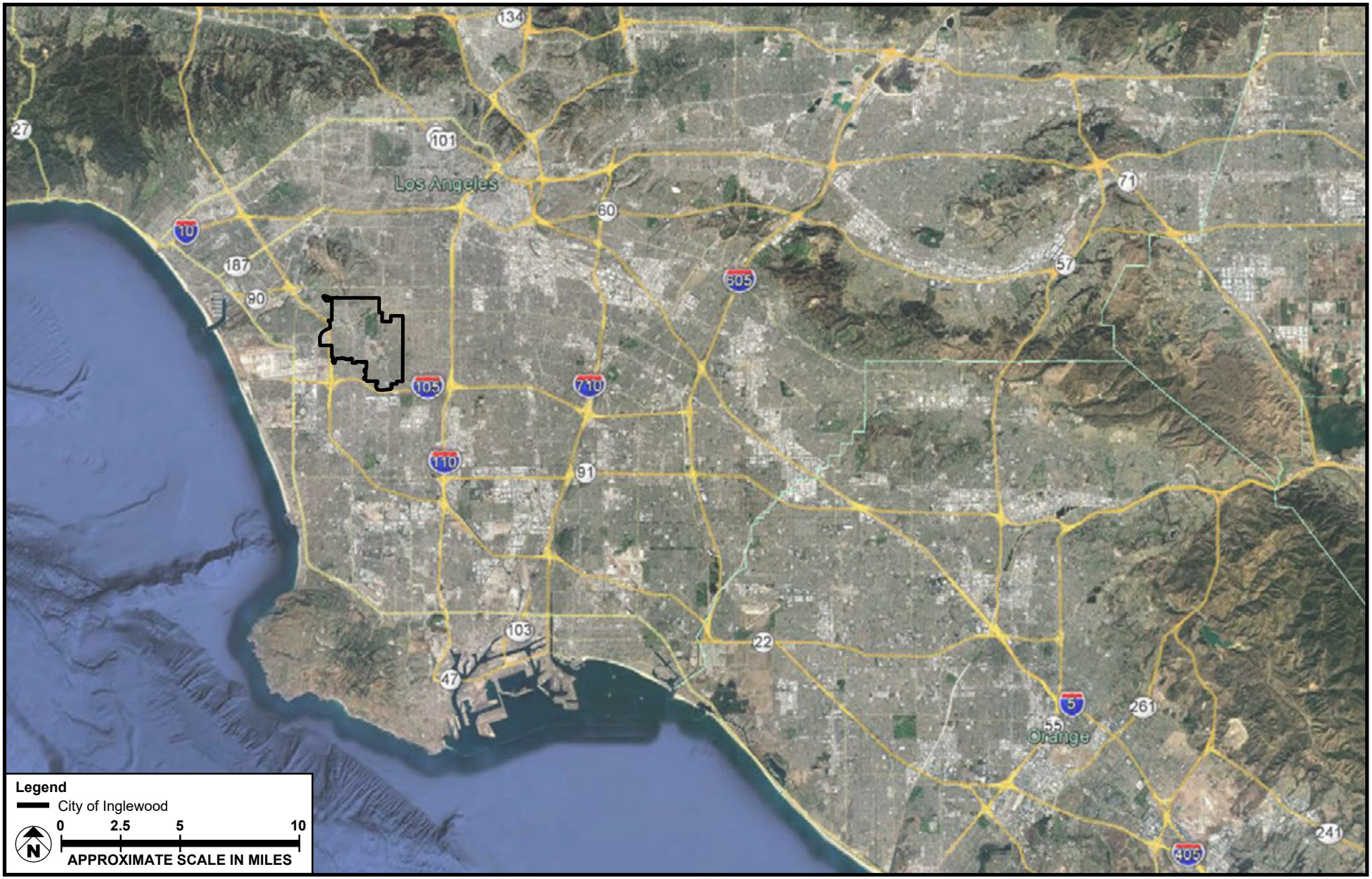
future commercial areas and residences in the City would face a "last-mile" gap of approximately 1.5 to 2 miles between the Metro K Line and the City's new activity centers. This gap is longer than a convenient walking distance for patrons traveling to the City's activity centers.

As Inglewood transforms into a major regional housing, employment and activity center, the number of vehicular trips associated with new jobs, retail, entertainment, and residential opportunities is anticipated to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year, and many key intersections and highway corridors already experience congestion. According to the Southern California Association of Government's (SCAG) *Connect SoCal - 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) Demographics and Growth Forecast, substantial socioeconomic and demographic growth is projected in the region. The City is projected to be one of the highest growing housing and employment centers in Los Angeles County.

1.2.3 Project Location

The proposed Project is located in the central and northern portions of the City of Inglewood east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure ES-1: Project Regional Location Map**).

The ITC will be constructed in an area generally bounded by the Metro K Line to the north; Hardy Street to the south; the NFL stadium and the Forum to the east; and La Brea Avenue to the west (see **Figure ES-2: City of Inglewood**). The Project extends from the Metro K Line Downtown Inglewood station southwest to the intersection of Market Street and Regent Street, continues south on Market Street, east on Manchester Boulevard, and south on Prairie Avenue to Hardy Street (see **Figure ES-3: Project Vicinity Map**). The ATS will be largely located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and the west side of Prairie Avenue **(See Figure ES-4: Location of Alternative Alignments in the LPA Report**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

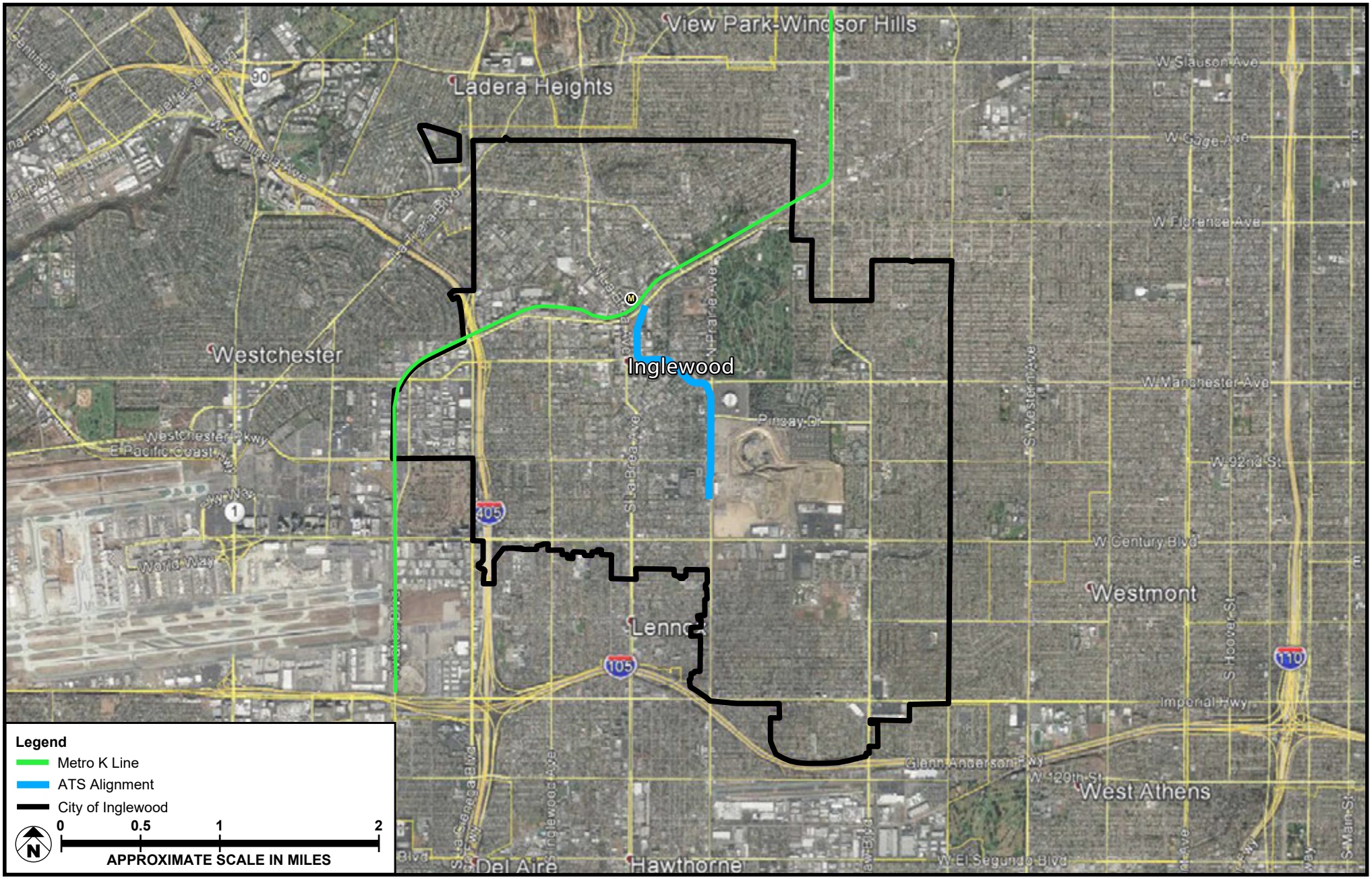


SOURCE: Google Earth - 2021

FIGURE **ES-1**

Project Regional Location Map

251-003-20

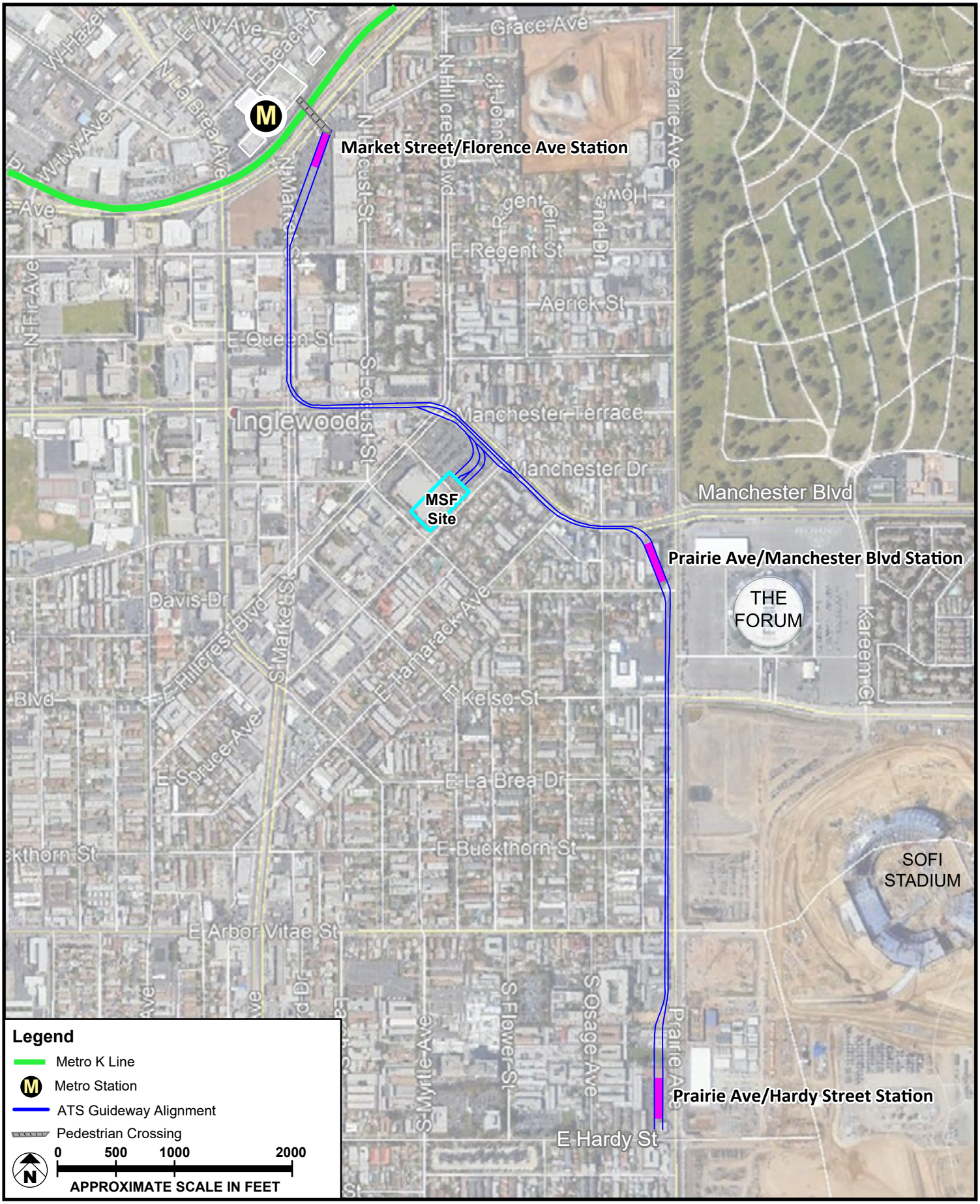


SOURCE: Google Earth - 2021; Meridian Consultants - 2021

FIGURE **ES-2**

City of Inglewood

251-003-20



SOURCE: Google Earth - 2021; Meridian Consultants LLC - 2021

Illustrative and subject to adjustments as part of finalization during final design

FIGURE **ES-3**

Project Vicinity Map

251-003-20

SOURCE: City of Inglewood - 2018; Meridian Consultants - 2021

FIGURE **ES-4**

Location of Alternative Alignments in the LPA Report

251-003-20

1.2.4 Project Objectives

Section 15124(b) of the State CEQA Guidelines states that the Project Description shall contain "[a] statement of the objectives sought by the proposed project." In addition, Section 15124(b) of the State CEQA Guidelines further states, "[t]he statement of objectives should include the underlying purpose of the 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;
- Close the "last mile gap" to the regional transit system by providing passengers with the ability to transfer to or from destinations and the Metro K Line.
- 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, the SCAG 2020-2045 RTP/SCS and State policies with respect to climate change and land use;
- Support the ongoing economic revitalization, growth opportunities for transit-oriented development (TOD) within the Downtown TOD Plan area, including commercial and residential uses, including through the creation of public parking facilities;
- Encourage redevelopment and investment within the City in areas served by the proposed Project;
- Provide safe, reliable, and convenient access to businesses in the City so that they are accessible to their workforce and customers;
- Connect the Inglewood community and citizens to jobs, education, services, and destinations within the City and 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.

The ITC Project reflects the City's commitment to providing adequate transportation connections to its current and proposed major housing, employment, and activity centers, and to address the critical first/ last mile gap with a fixed-guideway transit connector.

1.2.5 Construction Commitment Program

As part of the Project, the City of Inglewood has developed a Construction Commitment Program (CCP) to pro-actively address the effects of the construction of the ATS project on the community. This program, provided in **Appendix D**, includes the following programs and plans:

- Business Community and Support Program
- Business Interruption Assistance Program
- Transit Access and Circulation Program
- Construction Staging and Traffic Control Program
- Parking Management Plan
- Air Quality Program
- Visual Resources Program
- Hazardous Materials Program
- Tree Removal and Replacement Plan

To address the effects of the construction activities on traffic conditions, the City will establish a Project Task Force for the ITC Project that will be develop a Construction Staging and Traffic Control Plan that will address the following topics: review worksite traffic control plans and other traffic management plans developed by the Project contractor(s) for the Project to ensure these plans address:

- Coordination with other public infrastructure projects within the City's boundaries
- Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow
- Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center.
- Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times
- Monitoring and coordination of construction materials deliveries
- Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media.

All haul routes and activities will need to be reviewed and approved with truck deliveries of bulk materials and hauling of soil scheduled during off-peak hours to the extent feasible and on designated routes including freeways and nonresidential streets.

Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times except in defined workspace areas defined in the Construction Staging and Traffic Control Program.

Construction noise reduction measures in this Program require the use of construction equipment that generates the least amount of noise, use of temporary noise barriers, and restrictions on the use of heavy equipment that create vibration near sensitive uses and buildings. Contact information for a Community Affairs Liaison will be posted throughout the construction area. This liaison shall respond to any noise complaints within 24 hours.

The air emissions reduction measures require use of the best commercially available equipment meeting the highest standard for minimizing air emissions and the use of electric powered equipment or equipment not powered by diesel engines where possible.

To ensure that any hazardous materials encountered during construction are appropriately addressed, building demolition, hazardous materials contingency, soils management, and health and safety plans will be prepared and implemented during construction.

All lighting needed to support construction activities will be required to meet defined standards to avoid impacts to adjacent uses and all stockpile area will be required to be in the least visible areas as approved by the City.

Removal of trees and other landscaping will be minimized and any trees removed will be replaced within 6 months of work being completed in affected areas.

The Construction Commitment Program also includes business and community support programs to address businesses financially affected by construction of the Project addressing:

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

- Funding for temporary signage during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

The City will also create a $5 million dollar Business Assistance Fund (BAF) to provide financial assistance through grants to eligible businesses affected by construction of the Project.

1.2.5 Project Characteristics

The proposed Project includes the following components:

- ATS trains operating on an elevated dual-lane guideway with three stations;
- ATS guideway along Prairie Avenue to be constructed on the west side of Prairie Avenue;
- No more than three straddle bents north of Pincay Street along Prairie Avenue immediately south of the Prairie Avenue/Manchester Boulevard Station;
- Passenger walkway systems connecting the stations to the street, mezzanine areas, escalators, and elevators;
- Storage space, operations space, communications systems located within stations;
- Wayfinding signage and amenities;
- An MSF to provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center, among other functions;
- Power Distribution System (PDS) substations located on the MSF and the Prairie Avenue/Hardy Street station sites to provide traction/propulsion power, auxiliary power, and housekeeping power;
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project;
- Surface public parking lots located at Market Street/Florence Avenue and Prairie avenue/Hardy Street stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood; and
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.
- Land acquisitions, acquisitions of air rights, easements and encroachment rights, subdivision of parcels, and/or other reconfigurations of parcels, dedications, vacations and/or temporary closures of public rights-of-way, as necessary.

1.3 SUMMARY OF ENVIRONMENTAL IMPACTS

Based on the September 2020 Revised Initial Study, the City determined that preparation of an EIR was required to further evaluate potentially significant impacts of the Project related to the following environmental topics: Aesthetics, Air Quality, Biology Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise and Vibration, Population, Employment, and Housing, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

Impacts related to Agricultural and Forestry Resources, Hydrology and Water Quality, Mineral Resources, Public Services, Recreation, and Wildfire and the Initial Study Mandatory Findings of Significance were determined to be less than significant in the Revised Initial Study. These conclusions remain valid with respect to the revised proposed Project and these environmental topics are not evaluated further in this Recirculated Draft EIR.

Table 1.0-4: Summary of Findings included at the end of this section presents a summary of findings for each of the resources analyzed in this Recirculated Draft EIR for the proposed Project. A summary of impacts for each resource category is presented below. Detailed analysis is included in **Section 4.0: Environmental Impact Analysis**.

1.3.1 Aesthetics

Existing Conditions

The proposed Project is located entirely within the City, approximately 5.5 miles east of the Pacific Ocean, within a broad coastal plain surrounded by rising land to the south and north, and more-level terrain extending east. The City is a highly developed urban area containing moderately dense development along major corridors that consist of commercial, residential, and industrial uses. Street corridors in the City provide the only long-range views available in the City, including limited views of Baldwin Hills to the north and other urban areas in and surrounding the City. Overall, the views within and surrounding the City are consistent with the views of a highly developed urban area.

No designated or otherwise identified scenic views or vistas are located within or visible from the City.[1] The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City,[2] nor does the General Plan designate any scenic vistas within the City or its vicinity. Further, there are no designated or eligible State scenic highways within or adjacent to the Project area.[3] The nearest State scenic highway is Interstate 110 between mile post 25.7 and 31.9, which is located north of downtown Los Angeles and south of Interstate 210 in Pasadena. The closest portion of this scenic highway is approximately ten miles northeast of the Project boundary.

Additionally, the Project area is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.[4] The nearest mountains, the Santa Monica Mountains, are more than 10

1 Google Earth, 2020.
2 City of Inglewood *General Plan*, "Conservation Element" (1997), 1.
3 California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed August 2018.
4 US Fish and Wildlife Service, *National Wild and Scenic Rivers System*, available at https://www.rivers.gov/, accessed August 31, 2018.

miles north of the Project boundary. No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

Visual Impacts

Overall, the ATS structure, including the stations, guideway, MSF, and support facilities, would complement the existing surrounding visual environment by using transparent and neutral tones as part of its design character. The design would be in the modernist style to enhance the aesthetically pleasing quality of the structure. To prevent unsightly views and defacing of the structure, the exterior material would be anti-graffiti and anti-vandalism. The final design of the stations would also reflect its surroundings in Downtown Inglewood along Market Street and the new developments on Prairie Avenue.

Visual impacts associated with construction of the proposed Project would be less than significant with the implementation of measures from the CCP (see **Appendix D**). These CCP measures provide measures to minimize the visual impact of temporary lighting and of visually obtrusive erosion control devises and stockpile and staging areas. Construction activities at each segment and overall would be temporary in nature and visual impacts would be alleviated once the construction is completed.

The design of the ATS guideway would allow the continued expression of the buildings identified as historic resources along Market Street in Downtown Inglewood. The design of the ATS guideway would allow the continued expression of the buildings identified as historic resources. The height of the ATS guideway, the distance of the guideway from the edge of the buildings and the size and spacing of the support columns have been designed in a manner that maintains important aspects of the existing setting for the historic resources located along the proposed alignment and ensures that the overall scale, massing, composition, and design of these historic buildings would remain readily visible despite some interruption of views. The ability of the buildings to convey their historic significance would not be substantially impaired by the proposed Project as required by the CCP. Therefore, indirect impacts to identified historic resources would be less than significant.

The proposed Project would be generally consistent with the existing zoning and planning regulations governing scenic quality. The proposed Project would be designed to be complementary with the visual character defined in the City's Downtown TOD Plan and the Hollywood Park Specific Plan (HPSP) for areas located adjacent to the proposed alignment to the extent feasible and consistent with the ITC Design Standards and Guidelines (Design Guidelines). An amendment to General Plan Policy 2.3, Preservation of Historic Fabric, is proposed as part of the Project to ensure the incorporation and implemented of the ATS system into the historic fabric of the Inglewood historic core. This amendment would be consistent with the goals of the General Plan.

Additionally, light and glare impacts during construction and operation would be less than significant with the incorporation of lighting design standards in the CCP and Design Guidelines, respectively.

1.3.2 Air Quality

Emissions Thresholds

During operation, the proposed Project would generate emissions from various sources including employee trips, deliveries, area sources, energy sources (natural gas), and motor vehicles. However, operation of the proposed Project would reduce emissions from motor vehicles when compared to future conditions without the proposed Project. As such, due to the reduction in motor vehicle emissions and elimination of existing sources, the proposed Project would result in net negative emissions. Moreover, during normal operation the proposed Project would not exceed the South Coast Air Quality Management District (SCAQMD) operational thresholds.

Construction of the proposed Project has the potential to temporarily emit air pollutants through the use of heavy-duty construction equipment, through vehicle trips generated from workers and haul trucks traveling to and from the proposed Project area, from demolition and various soil-handling activities, and from the use of diesel powered on-and off-road vehicles and equipment. In addition, fugitive dust emissions would be generated. With implementation of the Air Quality Program of the CCP and the mitigation measures recommended in this Recirculated Draft EIR, however, construction-related daily emissions would not exceed the SCAQMD significance threshold for any criteria pollutant.

Exposure to Pollutants

The analysis in the Recirculated Draft EIR evaluated the exposure of people to a range of specific pollutants, including carbon monoxide (CO) and Nitrogen dioxide (NO_2), both of which can contribute to breathing disorders and compromised lung function. In all cases, the concentrations of these pollutants with mitigation, even when combined with existing ambient concentrations and the effects of increased activity in the vicinity from future off-site projects, are below the State and federal health-based thresholds. In addition, concentrations of small particulate matter would be less than the allowable incremental increase thresholds established by the SCAQMD.

The analysis also examined the potential for sensitive receptors (residents, workers, school children, and day-care children) in the Project vicinity to be exposed to toxic air contaminants which are known to cause health risks, including cancer. The analyses concluded that, after mitigation, exposures to contaminants that would increase cancer or non-carcinogenic risks would be below the established thresholds.

1.3.3 Biological Resources

The proposed Project is located within a highly developed and urbanized area and potential biological resources are limited to a few small parks. Sensitive animal and plant species and vegetation communities identified in the California Natural Diversity Database as having the potential to occur within a 0.25 mile radius of either side of the proposed Project guideway, stations, and support facility sites are largely absent. Biological resources that would be affected by development of the proposed Project are limited to trees located along the Project alignment and within the property proposed for acquisition as part of the Project. None of the trees potentially affected are native or considered to be rare, endangered, or sensitive species, but 502 trees are protected under the City of Inglewood Tree Protection Ordinance (Inglewood Municipal Code Chapter 12, Article 32), and these or others could serve as nesting habitat for migratory or other protected bird species. The removal of these trees could create impacts, especially if the trees are removed during the bird nesting season. These impacts would be mitigated to a less-than-significant level through the conduct of preconstruction surveys prior to any nesting season tree removal, protection of trees with active nest sites during construction, through obtaining necessary City permits to remove existing trees, and through protection or replacement of removed trees at a 1:1 ratio minimum as determined by the City. All trees removed to accommodate the Project will be replaced in accordance with the City's Tree Protection Ordinance. No permanent impacts to trees located along the alignment would, therefore, result from the Project.

1.3.4 Cultural Resources

Historic Resources

The Project area is located in a part of Inglewood known to contain historic-age buildings, which includes ten identified historical resources.[5] Minimum visual clearances, including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns, would be incorporated into Project design as required by the Design Guidelines. The overall scale, massing, composition, and design of the historic-age buildings located along the ATS alignment will remain readily discernable despite some intermittent obscuring of physical features from some views. Thus, there will be no significant impacts to historical resources as a result of the Project.

Archaeological Resources

The cultural resource records search and field visit conducted did not result in identifying any prehistoric or historical archaeological resources within the Project study area.[6] Further, the built nature of the area

5 Historical Resources Technical Report. Inglewood Transit Connector. October 4, 2021.

6 See **Appendix K.1** of this Draft EIR.

indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits near the surface of the Project area to be very low. Implementation of mitigation measures would reduce the potential impacts to archaeological resources to a less-than-significant level.

Human Remains

Implementation of mitigation measures would reduce the potential impacts to human remains to a less-than-significant level. The measures would require the contractor to hire a qualified monitor on-site to monitor any ground disturbing activities and monitors would be versed in locating and identifying human remains.

1.3.5 Energy Resources

Operation of the proposed Project would reduce annual VMTs under all scenarios and would therefore reduce annual petroleum consumption. Specifically, under the Adjusted Baseline scenario, the proposed Project would reduce annual fuel consumption from approximately 45.3 million gallons to 44.8 million gallons, a decrease of approximately 584,300 gallons. Under the Future (2027) Non-Event scenario, the proposed Project would reduce annual fuel consumption from approximately 47.1 million gallons to 46.5 million gallons, a decrease of approximately 622,600 gallons. Under the Future (2027) All Event scenario, the proposed Project would reduce annual fuel consumption from approximately 50.9 million gallons to 49.5 million gallons, a decrease of approximately 1.4 million gallons. Under the Future (2045) Non-Event scenario, the proposed Project would reduce annual fuel consumption from approximately 43.8 million gallons to 43.2 million gallons, a decrease of approximately 580,950 gallons. Under the Future (2045) All Event scenario, the proposed Project would reduce annual fuel consumption from approximately 47.0 million gallons to 45.6 million gallons, a decrease of approximately 1.4 million gallons.

During construction, the proposed Project would generate a demand for 165,115 kWh of electricity and up to 163.7 million gallons of petroleum each year. Electricity for operation of the proposed ATS system would be provided via two power distribution system substations (PDSs). One of the PDSs would be located on the MSF site. The second PDS substation would be located on the Prairie Avenue/Hardy Street station site. The electricity demand for the proposed Project during normal operation would be 27.1 million kWh (27.1 GWh) per year.[7]

Because the proposed Project would support statewide efforts to improve transportation efficiency, comply with the CALGreen building code, and comply with other State and local plans and policies, the

7 Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition - August 2021.

energy consumption from the proposed Project would not be wasteful, inefficient, or unnecessary, and would impacts would be less than significant.

1.3.6 Geology and Soils

The proposed Project would be constructed consistent with the requirements of the California Building Code. The Project study area is in a relatively level area with soils made up of artificial fill overlying native alluvial and older alluvial deposits, liquefaction zone area, or within areas designated as having the potential for seismically induced landslides and is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Project. The Project alignment is located in an area that contains potentially active faults, including the Townsite, Centinela Creek, Cemetery Fault, and Manchester Faults. The Townsite fault may intersect the Project alignment, stations, and near the MSF. Although the Townsite, Centinela Creek, Cemetery, and Manchester faults are not presently mapped as Alquist-Priolo Earthquake Zoning Act (APEFZ) faults, or situated within a delineated APEFZ, their location within the active Newport-Inglewood fault zone and proximity to the Project alignment suggests these faults should be considered active with the potential for fault rupture and impacts would be potentially significant. Designing the Project in conformance with the 2019 CBC,[8] Caltrans guidance, and applicable seismic design criteria identified in mitigation measures would reduce potential impacts to less than significant.

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. Construction of the proposed Project would involve substantial grading and excavation that could leave soils exposed for periods of time and susceptible to erosion. This potential impact would be reduced through the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would describe best management practices (BMPs) to ensure the proposed Project would not result in substantial erosion or loss of topsoil.

As mentioned previously, the Project alignment is known to be underlain by artificial fill atop undisturbed alluvial soils and geological formations in which Ice Age fossils have been found within several miles of the Project alignment and that are considered paleontologically sensitive. Thus, it is possible that previously unknown buried paleontological resources within the Project alignment could be impacted during construction. To reduce potential impacts to less than significant, a qualified paleontologist would be required to develop a program for monitoring of certain ground disturbing activities, and for handling of paleontological materials if discovered.

8 2019 California Building Standards Code (Cal. Code Regs., Title 24) published July 1, 2019.

1.3.7 Greenhouse Gas Emissions

By providing a new transit option in the City, the proposed Project will reduce VMTs and GHG emissions generated by vehicular travel. Specifically, annual $MTCO_2e$ would be reduced by 5,503 metric tons of carbon dioxide equivalent ($MTCO_2e$) when compared to the Adjusted Baseline without proposed Project, 11,315 $MTCO_2e$ when compared to the 2027 opening year without proposed Project, and 11,455 $MTCO_2e$ when compared to the 2045 future year without proposed Project. The proposed Project would be consistent with State and local plans and policies to achieve Statewide goals for GHG reduction, including Governor's Executive Order S-3-05, the California Air Resources Board 2017 Scoping Plan, SCAG's 2020-2045 RTP/SCS, and the City's Energy and Climate Action Plan.

Construction of the Project is estimated to generate approximately 8,820 $MTCO_2e$. Given the five-year construction period, the annual construction GHG emissions for the proposed Project would be 2,205 $MTCO_2e$. Operational emissions were estimated for the anticipated start of operations in late 2027 and a milestone year of 2045. Due to advances in technology and regulations to reduce GHG emissions operational emissions would continue to decline by 2056, and thereafter. The normal operation of the proposed Project would generate 3,672 $MTCO_2e$ per year from the operation of the MSF, stations, and other facilities. Each PDS substation will be equipped with backup power generators which are estimated to generate 311 $MTCO_2e$ per year, bringing the total GHG emissions from operations to 3,983 $MTCO_2e$ per year.

1.3.8 Hazards and Hazardous Materials

Based on searches of environmental database and collection of on-site soil and soil gas samples, the proposed Project is located in an area that includes historic land uses that used or stored hazardous materials.

Operation of the Project would include the use and storage of hazardous materials typical of those used in an industrial setting and would comply with federal, State, and local regulations governing the handling of any hazardous materials, and applicable regulatory requirements to responding to accidental release of such hazardous maintenance materials. Operation of the proposed Project would not interfere or impair with the City's ability to increase public awareness or make any improvements to emergency services and warning systems. With adherence to the federal, State, and local safety requirements, the proposed Project would not conflict with the requirements of an emergency response plan or emergency evacuation plan and impacts from operation of the Project would be less than significant.

Soil sampling confirms the potential for encountering contaminants of concern that could result in adverse health effects if not handled appropriately during construction. In addition, structures within the ATS

guideway footprint that would be demolished prior to construction of the proposed Project could contain hazardous building materials that would require appropriate identification, handling, and disposal. The potential exposure of construction workers or nearby residents and workers to these existing hazards would be reduced to a less-than-significant level through compliance with existing State and federal laws and regulations, and through implementation of plans addressing the handling of any hazardous materials encountered during construction that would be required as part of the CCP prior to the start of construction.

1.3.9 Land Use and Planning

Analysis of the potential for the proposed Project to physically divide the existing community and conflict with applicable land use plans, policies, and regulations was conducted. The ITC guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the MSF, stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project. The ATS guideway, stations, and associated facilities would not physically divide the community, nor disrupt existing patterns of traffic connecting different parts of the community. While the proposed Project infrastructure would be constructed over existing streets, these streets would be reconfigured to maintain the same number of lanes as currently exist.

The proposed Project includes amendments to the City's General Plan and the HPSP and the proposed adoption of the Transportation Corridor Overlay Zone to reflect the integration of the ITC Project into the area and into the City's circulation system. The proposed Project is generally consistent with the City's General Plan, the New Downtown and Fairview Heights Transit Oriented Development (TOD) Plan and Design Guidelines, and the HPSP. The proposed Project is also consistent with the goals or transportation planning in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Community Plan as the Project will reduce VMT in the City and region. The proposed Project would not conflict with goals, objectives, or policies adopted for the purpose of mitigating environmental impacts.

1.3.10 Noise and Vibration

Noise

Operation

The ITC Project is designed to meet the City's goals and objectives related to the reducing the City's traffic congestion and alleviate growing demand on the existing roadway network by encouraging and providing the use of intermodal transportation systems. The proposed Project is intended to reduce vehicle trips and roadway noise levels. Under all operational scenarios, the roadway conditions with implementation

of the proposed Project would not exceed the threshold of significance of an increase in noise level of 3 A-weighted decibel (dBA) equivalent continuous sound (Leq) to or within the "normally unacceptable" or "clearly unacceptable" land use compatibility categories or result in an increase of 5 dBA or greater at the sensitive land use when it would exceed 65 dBA day-night average sound level (DNL) or community noise equivalent level (CNEL).

The proposed Project would either utilize large, automated monorail technologies or rubber-tire vehicles operating along a fixed guideway. Operational noise level increases during the daytime would range from no change at the majority of the identified receptors listed below to a high of 2.1 dBA Leq (Lday) at the residential uses along Spruce Ave across from the MSF. Taking into account the ambient environment, exterior noise levels during the daytime period within this area would be 70.1 dBA. Increases in daytime noise levels would not exceed the 3 dBA Leq to or within the "normally unacceptable" or "clearly unacceptable" land use compatibility categories or result in an increase of 10 dBA or greater when noise levels remain within acceptable limits. Additionally, nighttime noise level increases would range from no change at the majority of the identified receptors listed below to a high of 3.9 dBA Leq (Lnight) at the residential uses along Spruce Ave across from the MSF. Taking into account the ambient environment, exterior noise levels during the nighttime period would be 62.4 dBA. Although nighttime noise levels would increase by more than 3 dBA Leq, nighttime noise levels would not result in an exterior environment that exceeds the "normally unacceptable" or "clearly unacceptable" land use compatibility categories or result in an increase of 10 dBA or greater when noise levels remain within acceptable limits.

The MSF will be designed in accordance with the Design Guidelines which address the massing, façade, materials, colors, roof, and lighting for this facility, how the MSF will engage with the pedestrian and vehicular circulation around it, and sustainability features. Building elements would include screens to shield all exterior equipment including equipment at the rooftop and ground level, so that it is not visible form the street or accessible areas of adjacent properties. Additionally, as described previously, implementation of **PDF NOISE-1** would require stationary noise source generated from mechanical equipment in the MSF to be enclosed within a shed or barrier that would further reduce noise levels.

Noise impacts from operation of the proposed Project would be less than significant.

Construction

Construction noise impacts due to construction activities were determined by comparing the calculated construction-related noise levels of the proposed Project to the measured existing ambient noise levels (i.e., noise levels without construction noise from the proposed Project). Construction noise levels were calculated for each phase of construction (Phases 1 through 8) at the adjacent land uses. **PDF NOISE-1** includes implementation of a Construction Noise Control Plan which proactively addresses the potential

effects of noise during construction. The measures required by the Construction Noise Control Plan can reduce noise levels by 10 dBA or more. For example, optimal muffler systems would reduce construction noise levels by 10 dBA or more.[9] Temporary abatement techniques such as the use of a noise barrier can achieve a 5-dBA noise level reduction when it is tall enough to break the line-of-sight to the receiver. Modifications such as dampening of metal surfaces or the redesign of a particular piece of equipment can achieve noise reduction of up to 5 dBA.[10] Moving stationary equipment away from sensitive receptors will reduce noise levels at the receptor as every doubling of distance will reduce noise by 4 to 6 dBA. Thus, with implementation of **PDF NOISE-1**, construction noise will not increase ambient noise levels by more than 10 dBA. Furthermore, the Construction Noise Control Plan would include a monitoring plan during demolition and construction activities to ensure noise levels are below the specified noise limits. With implementation of **PDF NOISE-1**, construction noise levels during all phases would be less than significant.

A variety of heavy trucks will travel to and from the proposed Project during various phases of construction. As compared to adjusted baseline average daily traffic volumes along West Century Boulevard, Manchester Boulevard, South Prairie Avenue and Florence Avenue the sound power generated by the maximum anticipated number of construction trucks would not be equivalent or greater to a doubling of both the minimum and maximum ADT along these segments and therefore would not result in a 5 dBA (Leq-1hour) increase along those roadways.

Vibration

Operation

The condition of the rails, type of guideway construction, other proposed Project components, and the mass and stiffness of the guideway structure would have an influence on the level of ground-borne vibration. Jointed rail, worn rail, and wheel impacts at special track work can all cause substantial increases in ground-borne vibration. It is rare for ground-borne vibration to be a problem with elevated railways except when guideway supports are located within 50 feet of buildings.[11] For rubber-tired ATS trains, the smoothness of the roadway/guideway is the critical factor; if the surface is smooth, vibration problems are unlikely.

9 FHWA, *Special Report—Measurement, Prediction, and Mitigation*, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, Accessed January 2021.

10 FHWA, *Special Report—Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2019, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

11 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018, accessed September 2021, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

The vibration sensitive land uses nearest to the guideway include commercial and residential uses along Market Street, Manchester Boulevard and Prairie Avenue which would be approximately 30 feet from the guideway centerline. Based on the adjusted vibration level curve, the estimated ground-borne vibration levels would be approximately 67 VdB for monorail trains (rapid transit or light rail vehicles) and 64 VdB for rubber-tired ATS trains. Consequently, the maximum vibration level of the uses along the guideway would be below the FTA recommended maximum acceptable level threshold of 72 VdB.

Construction

Estimated vibration levels from construction activities would exceed the building damage significance threshold of 0.2 PPV inches per second (ips), and the human annoyance significance threshold of 72 PPV ips at several locations in the vicinity of the proposed Project. implementation of **PDF NOISE-2** would require preparation of a Construction Vibration Reduction Plan to ensure minimization of construction vibration at nearby sensitive receptors from vibration created by construction activities. The Construction Vibration Reduction Plan would require continuous monitoring and collection of vibration data to verify vibration levels are below the warning level PPV. In the event the regulatory levels of PPV are triggered, construction activities would halt to visually inspect sensitive buildings for damage. **PDF NOISE-2** also requires vibration-generating equipment to be located at specified distances from adjacent noise receptors. More specifically, to limit the risk of potential structural and building damage, **PDF NOISE-2** would limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively. **PDF NOISE-2** would limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors. Implementation of these construction management practices would limit the potential for impacts from construction vibration to result in building damage with adjusted distance of construction equipment. Impacts would be less than significant and below the significance threshold for building damage of 0.2 PPV IPS with implementation of **PDF NOISE-2**.

In addition to on-site construction activities, construction delivery/haul trucks would generate ground-borne vibration as they travel along the proposed Project's anticipated off-site truck travel routes. Based on FTA data,[12] the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. Existing buildings along the proposed Project's anticipated off-site truck travel routes (Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard) that are situated approximately 35 feet from the truck travel pathway would be exposed to ground-borne vibration levels of approximately 0.01 PPV. This forecasted vibration level would

12 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018, accessed September 2021, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

be below the most stringent building damage criteria of 0.12 PPV.[13] Therefore, vibration impacts with respect to building damage from off-site construction truck travel on public roadways would be less than significant. In addition, vibration sensitive uses (e.g., residential, hotel uses) are located along Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard. Ground-borne vibration levels generated by proposed Project off-site construction truck travel would be below the FTA 72 VdB significance threshold,[14] as these uses are located more than 25 feet from the truck travel pathway. Therefore, vibration impacts with respect to human annoyance from off-site construction truck travel would be less than significant for the vibration sensitive land uses located along these roadways.

1.3.11 Transportation and Circulation

The assessment of transportation and circulation system impacts considers the existing traffic conditions, including existing street system, public transit service, and bicycle facilities, which may be affected by the ITC Project. The transportation analysis evaluated seventy-five (75) key roadway segments within the study area, identified fourteen (14) bus lines providing service in the study area, listed existing bicycle and pedestrian facilities, and presented transit ridership data obtained from Metro.

Operational Impact Analysis

The analysis summarizes the ADT, ITC ridership, and VMT estimates for the following scenarios: Adjusted Baseline Conditions Non-Event Weekdays without Project; Adjusted Baseline Conditions Non-Event Weekdays with Project; Future Opening Year (2027) Conditions with Event without Project; Future Opening Year (2027) Conditions with Event with Project; Future Horizon Year (2045) Conditions with Event without Project; and Future Horizon Year (2045) Conditions with Event with Project.

Under the Adjusted Baseline Non-Event with Project Traffic scenario, the daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevards within the study area, thereby improving traffic flows compared to the Adjusted Baseline Non-Event without Project daily traffic volumes. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods with implementation of the proposed Project.

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13 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018, accessed September 2021, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

14 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, September 2018, accessed September 2021, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Compared to the Future Opening Year (2027) with Event without Project scenario, the daily traffic volumes under the Future Opening Year (2027) with Event with Project scenario would decrease daily traffic volumes between approximately 1,550 to 2,160 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 840 to 1,210 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,120 to 1,640 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Additionally, the estimated non-event daily ridership under Future Opening Year (2027) conditions is 3,574 daily pedestrians. The Future Opening Year (2027) with Event conditions includes a sold-out NFL football game at the SoFi Stadium. The estimated daily ridership under Future Opening Year (2027) with Event (NFL) conditions is 29,280 daily pedestrians.

The daily traffic volumes under the Future Horizon Year (2045) with Event and Project scenario would decrease between approximately 1,710 to 2,470 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 980 to 1,410 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,390 to 1,870 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard when compared to the Future Horizon Year (2045) with Event without Project scenario. The ITC ridership analysis for the Future Horizon Year (2045) with Event with Project estimated the non-event daily ridership to be 4,462 daily pedestrians. The Future Horizon Year (2045) with NFL Game Event conditions includes a sold-out event with 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The daily ridership under Future Horizon Year (2045) with NFL Game Event with Project scenario is estimated at approximately 34,650 daily pedestrians.

Based on the analysis of these scenarios, implementation of the proposed Project would reduce daily traffic volumes along key roadway corridors on an average weekday basis. When an NFL game event at the Sofi Stadium is evaluated, the reduction is more substantial. When other events occur at the surrounding venues, it is anticipated the increase in ITC ridership would be more substantial. Therefore, impacts during operation related to ADT and ITC ridership would be less than significant.

CEQA Guidelines section 15064.3 establishes that VMT is generally the most appropriate measure of transportation impacts. The weekday daily VMT would be reduced by approximately 247,550 vehicle-miles (4.7%) with the implementation of the proposed Project under Future Opening Year (2027) with Event conditions in comparison to the Future Opening Year (2027) Conditions with Event without Project. The weekday VMT under the Future Horizon Year (2045) with Project with Event scenario would be reduced by approximately 316,900 vehicle-miles (5.6%) from the Future Horizon Year (2045) Conditions with Event without Project. As such, the proposed Project would result in a reduction of VMT under all

scenarios and would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts during operation related to VMT would be less than significant.

The proposed Project would connect the rest of the regional mass-transit system to and from major housing, employment and activity centers and adjacent uses in the City of Inglewood. The proposed Project would accommodate all users, including pedestrians, bicyclists, drivers, transit users, and those operating emergency vehicles. The proposed Project would also include pedestrian access improvements, including mezzanine level at each station to provide connectivity to elevated passenger walkways over adjacent streets. These elevated passenger walkways will be designed to improve both passenger access and comfort between the stations and the street level, in addition to providing multimodal access to adjacent bus facilities, pick-up and drop-off areas, and other adjacent resources. The proposed Project will also upgrade the existing sidewalks to ensure consistent ADA appliance along the transit corridor. These elevated passenger walkways and upgrades to existing sidewalks as part of the Project would minimize passenger-vehicle interactions. The City is proposing specific plan amendments and clarifications to the HPSP to address any potential conflict or inconsistency between the proposed Project and the HPSP related to streetscape improvements as the proposed Project would be located along approximately 0.5 miles of street frontage along Prairie Avenue within the HPSP area. Under the Design Guidelines, which identify objectives for the various project components and provides design guidance to help achieve the objectives, the streetscape in downtown Inglewood would be consistent with the street furniture items which currently exists on Market Street and the historic core and in accordance with the Downtown TOD Plan.[15] Accordingly, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible uses.

Construction

Assuming arrival patterns consistent with anticipated shift times at construction sites of this nature, most of the manpower workforce trips would occur outside of the peak hours of adjacent street traffic. Construction activity would occur 24 hours a day, seven days a week. Heavy construction activities (those involving the use of large equipment on site) would over a 16-hour day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approx. 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris, and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at nighttime to minimize traffic impacts. Construction of the ATS guideway,

15 City of Inglewood. New Downtown And Fairview Heights Transit Oriented Development Plan and Design Guidelines. http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf. November 1, 2016.

columns and station components that could affect Prairie Avenue and Manchester Boulevard would involve construction-related traffic occurring during the off-peak hours and night hours in order to minimize effects to daily commuter traffic and potential event traffic. Delivery of construction materials could occur during the night shift. Construction activities during the day shift would primarily consist of work that could proceed without substantial disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, some minor activity could potentially occur during periods in between construction shifts for logistics, moving equipment, etc.

PDF TRANS-1 through **PDF TRANS-5** would be implemented to ensure access and circulation remains adequate for all modes of travel (vehicular, passenger, bicycle, and transit) and uses along the Project alignment during construction. Implementation of **PDF TRANS-2** would ensure adequate circulation and access for all uses located along the proposed alignment of the ATS system, including providing adequate vehicular access to businesses at all times, and transportation related inconveniences would be reduced to the extent feasible.

PDF TRANS-1 would also be implemented to ensure access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City, and coordination with Metro and any other transit service providers where the Project could affect transit services.

While access to some uses would be disrupted and detoured for short periods of time during construction, through implementation of **PDF TRANS-1** through **PDF TRANS-5**, adequate access and circulation would continue to be available at all times and construction of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and passenger facilities. With implementation of **PDF TRANS-1** through **PDF TRANS-5**, the proposed Project would result in less than significant transportation and circulation impacts during construction.

The proposed Project is consistent with the goals of Senate Bill 743 for reduction of GHG emissions, developing multi-modal transportation networks; and encouraging and supporting mixed use development. The ITC Project is also consistent with Goals 1, 2, 4, 5, 6, 7 and 8 identified in the 2020-2045 RTP/SCS.

The proposed Project includes a proposed amendment to the Circulation Element of the City's General Plan to reflect the integration of the proposed ATS system into the City's circulation system. With the proposed amendments, the proposed Project would be consistent with the Circulation Element. The proposed Project is consistent with the Land Use Element goals by increasing existing capacity and providing additional access to public transportation within the City and the region by adding an extension of transit facilities to connect visitors and residents with Downtown Inglewood and activity centers in the

City to the regional light rail system. As such, the proposed Project would not conflict with Inglewood General Plan policies related to transportation.

1.3.12 Tribal Cultural Resources

Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the California Register of Historic Places (CRHR) or included in a local register of historical resources, or a resource determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR.

In accordance with Assembly Bill 52 ((Chapter 532, Statutes 2014), the City initiated the consultation process and distributed notification letters on July 31, 2018, to the four tribes which has requested future notification of proposed projects, including the Gabrielino–Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as a relevant party. One response requesting consultation were received from the Gabrieleno Band of Mission Indians- Kizh Nation (Tribe).

As a result of consultation, the Tribe shared information including maps of the area that depict the historic and prehistoric trading routes, and suggested mitigation measures that may be considered to assist in reducing potential impacts from the proposed Project to any cultural resources that could be unearthed during ground disturbing activities.

With implementation of the mitigation measures, potentially significant impacts to tribal cultural resources, including related the unanticipated discovery of human remains, would be reduced to a level that is less than significant. These measures would work to prevent the destruction and loss of sensitive tribal cultural resources and ensure the proper disposition of human remains.

1.3.13 Utilities and Service Systems

Operation

Existing water and sewer lines are located within the footprint of the proposed Project along Market Street, Manchester Boulevard, and Prairie Avenue. Project components including the MSF and stations would connect to these existing water and sewer lines. The proposed Project stations and MSF would use approximately 71.86 afy less water than the existing uses located on the sites proposed for these facilities.

Southern California Edison (SCE) estimates that normal operation of the proposed Project would have an estimated peak power load flow of 4,127 kilowatts (kW). SCE would complete electricity upgrades and would be subject to its procedures and requirements for construction and environmental clearance.

Existing storm drains are located within the alignment along Market Street, Manchester Boulevard, and Prairie Avenue. It is anticipated that the proposed Project would not interfere with these storm drains during operation. Moreover, storm drains would be kept and maintained by the Los Angeles County Flood Control District (LACFCD) and the City.

No new gas connections to serve the proposed Project elements would be required except at the proposed MSF. Natural gas would be used at the MSF to serve the pressure wash system, and for space and water heating. It is anticipated that the MSF would connect to existing gas infrastructure along Manchester Boulevard at the discretion of the Southern California Gas Company (SoCalGas). Moreover, as described under **Section 1.3.5: Energy Resources**, the proposed Project would result in a net decrease in natural gas usage compared to the current uses.

Relocation or Construction of Utilities

There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. Additionally, utility lines identified within the Manchester Boulevard segment of the alignment include water, sewer, wastewater, stormwater, and gas lines. Utility lines within the Prairie Avenue segment of the alignment include water, sewer, wastewater, stormwater, electrical, and gas lines. Based upon preliminary review, it appears that several utility lines within these segments would conflict with proposed Project columns. However, the location of utilities is based on a review of existing documentation and the exact locations have not been field verified. Additionally, several storm drains have been identified along these segments which may require relocation due to column placement. In addition, SCE has determined that the proposed Project would likely utilize the existing 16 kva circuit located within the right-of-way of Market Street to provide power for the proposed. SCE has also noted that utilization of this existing circuit would require infrastructure upgrades to accommodate the proposed Project.

Because several utility lines within these segments would conflict with proposed Project columns. Construction could require the potential relocation of utility lines to accommodate the support structure foundations or columns. However, the utility relocations would be minor

1.4 ALTERNATIVES

Section 15126.6(e)(2) of the State CEQA Guidelines requires an EIR to identify an environmentally superior alternative. If the environmentally superior alternative is the No Project alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

As described in **Section 5.0: Alternatives** of this Recirculated Draft EIR, a range of alternatives to the proposed Project were considered, with some alternatives initially considered determined to be not feasible. A summary of the alternatives evaluated is presented below.

1.4.1. 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 2027. These projects include transit projects funded by Measure R, Measure M, and specified in SCAG's RTP/SCS. Existing infrastructure and future planned and funded projects assumed under the No Project alternative include:

- Metro K (Crenshaw/LAX) Line –Currently under construction (2021), operating start date (Fall 2022)
- 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

1.4.2 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 K 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.[16]

1.4.3 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**.** 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.

1.4.4 Alternative 4: 4th Station Alternative

This alternative considers the addition of a fourth station to the ATS 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.

1.4.5 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

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

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.

1.4.5 Alternative 6: Maintenance and Storage Facility Alternative

The proposed Project involves siting the MSF within the southeastern portion of the site at 500 E. Manchester Boulevard closest to the corner of Nutwood Street and Spruce Avenue that contains a Vons grocery store and gas station, with other businesses, including a private gym, bank branch and coffee shop located in the building with Vons. This siting of the MSF requires removal of the gas station currently located on the Vons site in order to provide for short-term construction staging to construct the MSF and, thereafter, to provide parking. This Alternative moves the MSF to the northwestern portion of this property closest to the south corner of Hillcrest Boulevard and Manchester Boulevard as shown in **Figure 5.0-5: Alternative 6: Maintenance and Storage Facility Alternative.** The site containing the MSF would be approximately 14,000 SF in size. This alternative would have the same elevated profile and footprint of the MSF and its supporting facilities (e.g., access, circulation, employee parking, etc.). With this alternative, the existing gas station would remain on the site.

1.4.6 Environmental 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.

Of the alternatives evaluated in this Recirculated Draft EIR, the Environmentally Superior Alternative would be Alternative 2,BRT System Alternative.

With mitigation, the Project would not result in any significant impacts and, for this reason, Alternative 2 would not avoid any significant impact that would result from the Project as proposed. Alternative 2 is considered the Environmentally Superior Alternative because it would lessen impacts to the greatest degree of the alternatives evaluated. 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 ATS, providing transit options, increasing transit mode split, reducing vehicle trips, and reducing per capita VMT 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.

1.5 AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

The State CEQA Guidelines[17] require that a Draft EIR summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Issues identified in comments on the Notice of Preparation (NOP), the revised NOP (see **Appendix B**), and on the 2020 Draft EIR include the following topics:

- Impacts to historical buildings along Market Street
- Land use conflicts with nearby residential uses and with the goals, policies, guidelines, and standards of the HPSP
- Construction-related air quality impacts
- Construction and operational noise impacts to nearby sensitive receptors

17 California Public Resources Code, tit. 14, Div. 6, ch. 3, State CEQA Guidelines, sec. 15123.

- Impacts to students and staff at Kelso Elementary School, including potential construction and operational noise, air quality, and hazardous materials impacts
- Increases in traffic congestion in downtown Inglewood during construction
- Economic impacts to businesses along the Project alignment, including impacts caused by potentially reducing access to businesses during construction and by potentially reducing the number of available public parking spaces
- Visual compatibility with adjacent land uses
- Access for emergency vehicles
- Potential closure of the existing Vons market at the site of the proposed MSF

To the extent these topics implicate potential direct or indirect (secondary) environmental impacts of the proposed Project, those topics are addressed in **Section 4.0: Environmental Impact Analysis**.

1.6 PROPOSED MITIGATION MEASURES

Table 1.0-4: Summary of Mitigation Measures provides the mitigation program for the proposed Project that has been identified to reduce potentially significant impacts to less than significant. In addition, the proposed Project includes the CCP and the Design Guidelines to proactively address the potential effects of the construction and operation of the proposed Project on the community. The CCP and the Design Guidelines identify features and actions incorporated into the proposed Project to lessen or avoid potential impacts.

1.7 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

As required by the State CEQA Guidelines Section 15126.2(b), this section identifies the significant environmental effects that cannot be avoided if the proposed Project is implemented. The State CEQA Guidelines require that an EIR "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described."[18] No significant impacts have been identified in the analyses in the Recirculated Draft EIR.

1.8 SUMMARY TABLE

Table 1.0-4: **Summary of Findings** has been organized to correspond with the environmental issues discussed in **Section 4.0**. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").

18 California Code of Regulations, tit. 14, div. 6, ch. 3, California Environmental Quality Act Guidelines, sec. 15126.2(b).

2. Level of significance without mitigation ("Significance Before Mitigation").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Significance After Mitigation").

If an impact is determined to be significant or potentially significant, feasible mitigation measures are identified, where appropriate. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. The analysis in the Recirculated Draft EIR assumes all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Inglewood. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key assumptions regarding the approach to the analysis, is provided in **Section 4.0.**

Table 1.0-4
Summary of Findings

Impact	Significance Before Mitigation	Project Design Features/Mitigation Measures	Significance After Mitigation
NOTES: LS = less than significant; PS = potentially significant; S = Significant; SU = significant and unavoidable; NI = no impact; NA = not applicable			
4.1 Aesthetics			
Impact AES-1a: Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project cause degradation to visual character?	LS	**PDF AES-1 Construction (CCP)** Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented: • Temporary lighting will be limited to the amount necessary to safely perform the required work and will be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses. • Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties. • Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety. • To minimize the visual effects of construction the following measures shall be implemented: • Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized. • Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.	LS

Impact	Significance Before Mitigation	Project Design Features/Mitigation Measures	Significance After Mitigation
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PDF AES-2 Tree Replacement (CCP)

A Tree Removal and Replacement Plan will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:

- Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Guidelines.
- Removal of existing healthy and flourishing trees will be avoided where feasible.
- New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department.
- New permanent replacement palm trees shall be a minimum of 20 feet in height.
- The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction.
- If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.
- The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor will conduct an inspection of all permanent replacement trees

Impact	Significance Before Mitigation	Project Design Features/Mitigation Measures	Significance After Mitigation
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and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced.

PDF AES-3 Lighting (Design Guidelines)

Station Design

- Station canopies will have indirect accent lighting.
- Lighting will clearly highlight pedestrian paths including those to stairs, escalators, and elevators.
- Accent and functional lighting will be strategically placed to minimize spillover.
- Accent and functional lighting controls will be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting.

Guideway And Support Structure Design

- Where provided, guideway indirect accent lighting will complement station lighting design.
- Light fixtures will be concealed or minimally visible.
- Accent and functional lighting will be strategically placed to minimize spillover.
- Code required lighting along the guideway will be designed to minimize visibility from the ground level.

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- Street lighting will be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment

Maintenance And Storage Facility

- Where provided, functional lighting will be placed to minimize spillover
- Building entrances will be well lit.
- Lighting will clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators
- Public uses on the ground plane of the MSF Site including any covered parking areas will be well lit with particular attention paid to the comfort and safety of the public.

Elevated Passenger Walkway

- Where provided, functional lighting will be placed to minimize spillover.
- Overall lighting design will not interfere with roadway traffic below.
- Accent lighting will complement station lighting design.
- Accent and general lighting controls will be programmable and sensor controlled to allow for daytime, nighttime, and event settings.

PDF AES-4 Tree Placement (Design Guidelines)

- An arborist report surveying the condition and extents of all existing trees in the Project area will be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project.
- Existing flourishing trees (as identified in the arborist report) will remain, where feasible.
- An Approved Plant Palette based on the City's approved street tree list will

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be used as a basis for all sections of new trees.

- The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City's current landscape guidelines.
- Protected species in the Inglewood Municipal Code, Tree Preservation will remain.
- City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage.
- Trees will be planted on both sides of the roadway where feasible.
- Trees will be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm.
- On Market Street, trees will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.
- On Manchester Boulevard, trees will be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway.
- On Prairie Avenue, trees on the east side will continue the stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side will be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible.

PDF AES-5 Signage (Design Guidelines)

- Physical Non-Digital Signage incorporated into the Project will have a distinct visual graphic identity that is consistent across all physical design elements of the project
- All signage will be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ).

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		• Existing signage along the entire ITC alignment, which are affected, will be replaced, along with its infrastructure, and will meet its originally intended design intent and function. • Signage replaced that originated on private property will be approved by the City of Inglewood and the sign/property owner. No mitigation measures required.	
ImpactAES-1b: If the project is in an urbanized area, would the project be consistent with applicable zoning and planning regulations governing scenic quality?	LS	None Required	LS
Threshold AES-2: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	LS	None Required	LS
4.2 Air Quality			
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	PS	**See MM AQ-1**	LS
Impact AQ-2: Result in a cumulatively considerable net increase of any criteria	PS	**PDF AQ-1 Construction Air Quality Program (CCP)** At a minimum, use equipment that meets the U.S. Environmental Protection Agency (USEPA)'s Final Tier 4 emissions standards for off-road diesel-powered	LS

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pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.		construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. The City shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance. Such equipment will be outfitted with Best Available Control Technology devices including a California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and Southern California Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, which will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment. If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements,	

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the Contractor shall submit an Alternative Compliance Plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities.

- The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.
- The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.
- Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation

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to the City showing that the requirements of this exception provision apply.

- Construction-related diesel equipment or vehicle will be used on the Project for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure.
- Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of the Project area, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.
- Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., nondiesel). Pole power shall be utilized to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of

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particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances exist as described above and the Contractor submits the Plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.

- Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters.
- A publicly visible sign shall be posted with the Community Affairs Liaison's contact information to contact regarding dust complaints. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- All roadways, driveways, sidewalks, etc., being installed as part of the Project should be completed as soon as practicable; in addition, building pads should be laid as soon as practicable after grading.
- To the extent feasible, allow construction employees to commute during off-peak hours.
- Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.
- Every effort shall be made to utilize grid-based electric power at any construction site, where feasible.
- Contractors shall maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and

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		maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited. • Require in all applicable bid documents, purchase orders, and contracts of the requirement to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB's policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Project area. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project entry gates and throughout the Project alignment, where appropriate, stating that idling longer than five minutes is not permitted. **MM AQ-1:** PDF AQ-1, Construction Air Quality Program, shall be implemented during construction.	
Impact AQ-3: Expose sensitive receptors to substantial pollutant concentrations.	PS	**See MM AQ-1**	LS
4.3 Biology Resources			
Impact BIO-1: Interfere substantially with the	PS	**BIO-1 Conservation of Faunal Resources: Nesting Birds/Raptors:** The City shall require demolition and construction contractors to implement the following	LS

Impact	Significance Before Mitigation	Project Design Features/Mitigation Measures	Significance After Mitigation
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movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.		measures: • Prior to initiating any demolition and/or construction activities, a nesting bird survey shall be conducted to determine the presence of any nesting birds within 500 feet of demolition and/or construction activities. In addition, nesting bird surveys shall be conducted at least every six (6) months until the completion of construction activities, as specified below. Nesting bird survey shall include: – Prior to any demolition and/or construction, and a least every six (6) months during and prior to the raptor nesting season until the completion of construction activities, January 1 to September 1, a qualified biologist shall conduct a site survey for active nests 30 days prior to any scheduled clearing, demolition, grading, or construction activities. The survey shall be conducted within all trees, manmade structures, and any other potential raptor nesting habitat. – Prior to any vegetation disturbance between March 1 and September 15, and a least every six (6) months until the completion of construction activities, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the construction or demolitions areas and within 300 feet of all disturbance areas. The surveys shall be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to the initiation of ground or vegetation disturbance. If no breeding/nesting birds are observed, site preparation, demolition and construction activities may begin. If breeding activities and/or an active bird nest is located, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by	

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the parents, the young have left the area, and/or the young shall no longer be impacted. If the qualified biologist determines that a narrower buffer between the demolition and/or construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the demolition and/or construction activities and the nest and foraging areas) to the District and, upon request, the CDFW. Based on the submitted information, the District, acting as the lead agency (and CDFW, if CDFW requests) shall determine whether to allow a narrower buffer.

  - During the year prior to demolition and/or construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the construction footprint of the proposed Project between March 1 and September 30 and a least every six (6) months until the completion of construction activities. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any manmade structures, or other bat habitat areas that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by demolition and/or construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost shall be inspected a week prior to disturbance to determine the presence or absence of roosting bats.

- The biologist shall submit weekly reports to the City's Parks, Recreation and Library Services Director, or designated representative, regarding the results of the nesting bird surveys.

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Impact BIO-2: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LS	**PDF AES-2 Tree Replacement (CCP)** A Tree Removal and Replacement Plan will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles: • Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Guidelines. • Removal of existing healthy and flourishing trees will be avoided where feasible. • New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department. • New permanent replacement palm trees shall be a minimum of 20 feet in height. • The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction. • If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health	LS

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of the trees.

- The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor will conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced.

PDF AES-4 Tree Placement (Design Guidelines)

- An arborist report surveying the condition and extents of all existing trees in the Project area will be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project.
- Existing flourishing trees (as identified in the arborist report) will remain, where feasible.
- An Approved Plant Palette based on the City's approved street tree list will be used as a basis for all sections of new

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		trees. • The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City's current landscape guidelines. • Protected species in the Inglewood Municipal Code, Tree Preservation will remain. • City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage. • Trees will be planted on both sides of the roadway where feasible. • Trees will be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm. • On Market Street, trees will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible. • On Manchester Boulevard, trees will be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway. • On Prairie Avenue, trees on the east side will continue the stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side will be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible. No mitigation measures required	

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4.4 Cultural Resources			
Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	LS	**PDF CUL-1 Historic Resources (Design Guidelines)** The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building's height, scale, number of street-facing facades, width of primary façade, front setback, project elements overhanding the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource's street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features shall be incorporated into the final Project design: • The guideway's elevation and distance from the façade of the historical resource will be sufficient for the guideway to visually clear the top of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway. • At the former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) will be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon.	LS

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		• The dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints will be minimized. For five of the identified historical resources—Holy Faith Episcopal Church, former United Bank of California (now Broadway Federal Bank), former Fox Theatre, Professional Building, and Inglewood Park Cemetery—the final Project design is expected to completely avoid visual obstructions from support columns. • For five of the historical resources—the former Bank of Inglewood, former J.C. Penney, Bank of America, the Forum, and Lighthouse McCormick Mortuary Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. A small portion of the resources' primary façades will be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades will remain readily discernable. No mitigation measures required.	
Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	PS	**See MM TCR-1 to MM TCR-4.**	LS
Impact CUL-3: Disturb any	PS	**See MM TCR-1, MM TCR-3, MM TCR-5.**	LS

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human remains, including those interred outside of formal cemeteries.			
4.5 Energy			
Impact E-1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.	LS	**PDF ENERGY-1 (Design Guidelines)** • Energy Efficiency - Where California Energy Efficiency Standards apply, the project should be more energy efficient than allowed. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies should be used. Advanced commissioning of building systems should be conducted to ensure systems are operating as designed. • To achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy. • Water Efficiency - In order to reduce excessive water consumption, the project should identify and implement appropriate opportunities to reduce or eliminate potable water use indoors and in landscape areas. • Material Conservation And Resource Efficiency - In order to reduce the environmental impact from the use of construction materials, the project should minimize the use of virgin materials. This can be accomplished by increasing the use of materials that are reused, recycled, rapidly renewable, locally sourced, and durable. In order to	LS

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		determine the best approach to reducing the overall environmental impact from use of materials, a life cycle assessment (LCA) could be used. • Environmental Quality - In order to protect and enhance the health and comfort of occupants, the project should provide a high quality, sustainable indoor environment that is designed to maximize natural daylighting and views of the outdoors where feasible. Indoor spaces should use high efficiency air filtration and should create a comfortable indoor acoustical environment. Materials and systems should be selected that will provide for a healthy indoor environment. No mitigation measures required.	
Impact E-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	LS	None Required	LS
4.6 Geology			
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo	PS	**MM GEO-1:** The proposed Project shall be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines, including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults), dated January 2013; and Memo to Designers 20-10 (Fault Rupture), dated January 2013, where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet) of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not	LS

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Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.		in an APEFZ) that is Holocene or younger in age. Stations and elevated structures for the ATS Guideway shall be located to avoid the fault rupture hazard where present with refinement of station and ATS Guideway placement worked into final design as needed. As noted in Caltrans Memorandum to Designers (MTD) 20-8, bridge type structures, such as the ATS Guideway, must be designed for the displacement demand resulting from a static fault offset, the dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur at the site. Caltrans MTD 20-8 provides a method for obtaining the displacements at columns and abutments at fault crossings; all the requirements must also be followed. Adequate bearing seats must be provided so the superstructure can slide at the abutment, bent, or hinge seats without falling. **MM GEO-2:** During site investigation prior to the start of construction, the location of the anticipated trend of the Townsite Fault shall be further defined via a phased investigation process to identify and locate active fault traces in the Project area to support adjustments to the proposed Project's design. The investigation shall include a supplemental fault investigation conducted along the trace of the Townsite fault to further refine the location of the feature and assess the activity level where it crosses the proposed ATS alignment and any stations. The investigation shall include the following surface and subsurface methods: • Aerial photograph analysis; • Geophysical surveys (e.g., seismic reflection and/or seismic refraction) to refine the identified geophysical anomaly	

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associated with the Townsite fault and inform subsequent targeted fault hazard exploration as necessary;

- Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite fault where it crosses the proposed ITC alignment; and
- Exploratory drilling and sampling (e.g., hollow stem auger and CPT borings), as necessary, if definitive information regarding the trace of the Townsite fault cannot be adequately delineated across the proposed ITC alignment within the limits of fault trenching.

Based on the results of these investigations, column placements and facility designs would be adjusted to accommodate geologic conditions identified. Further, the facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). Stations/structures shall be located to avoid the fault rupture hazard where present.

Columns and foundations for the guideway and stations, as well as any other ATS facilities shall be located to avoid the fault rupture hazard where present. The design fault offset where evaluating features crossing the ATS guideway alignment shall be determined as the larger of the:

- Deterministically derived average displacement.
- Probabilistically derived displacement consistent with a 5 percent in 50-years probability of exceedance.

Probabilistic procedures shall follow those outlined in Abrahamson [2008] and Petersen et al., [2011] of the *Fault*

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		Rupture Hazard Evaluation (**Appendix K.1**). These procedures allow for evaluation of offset based on the results of field investigation. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 49[19] shall be followed. **MM GEO-3:** The proposed ATS system facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). The response spectra provided in *the Development of Seismic Design Criteria in Support of Draft EIR - Seismic Design Criteria* (**Appendix K.2**) shall be considered applicable for both aerial guideway and ancillary structures within each segment of the alignment under the guideway and each station. Probabilistic procedures also shall follow those outlined Caltrans memo to Designers 20-10 -Fault Rupture, dated January 2013.	
Impact GEO-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	LS	None required.	LS
Impact GEO-3: Directly or indirectly destroy a unique	PS	**MM GEO-4:** A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) shall be	LS

19 California Geological Survey, Note 49: Guidelines for Evaluating the Hazard of Surface Fault Rupture, https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-49.pdf

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paleontological resource or site or unique geologic feature?		retained by the project applicant and approved by the City prior to the approval of grading permits. The qualified paleontologist shall: a) Prepare, design, and implement a monitoring and mitigation program for the Project consistent with Society of Vertebrate Paleontology Guidelines. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project area, data recovery (including halting or diverting construction so that fossil remains can be salvaged in a timely manner), fossil treatment, procurement, and reporting. The Plan monitoring and mitigation program shall be prepared and approved by the City prior to the issuance of the first grading permit. If the qualified paleontologist determines that the Project-related grading and excavation activity would not affect Older Quaternary Alluvium, then no further mitigation is required. b) Conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and would present the Plan as outlined in (a). In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. The training session shall provide instruction on the recognition of the types of paleontological resources that could be encountered within the Project area and the procedures to be followed if they are found. Documentation shall be retained by the qualified paleontologist demonstrating that the appropriate	

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		construction personnel attended the training. c) Direct the performance of paleontological resources monitoring by a qualified paleontological monitor (meeting the standards of the SVP, 2010). Paleontological resources monitoring shall be conducted pursuant to the monitoring and mitigation program developed under (a). Monitoring activities may be altered or ceased if determined adequate by the qualified paleontologist. Monitors shall have the authority to and shall temporarily halt or divert work away from exposed fossils or potential fossils and establish a 50-foot radius temporarily halting work around the find. Monitors shall prepare daily logs detailing the types of ground disturbing activities and soils observed, and any discoveries. d) If fossils are encountered, determine their significance, and, if significant, supervise their collection for curation. Any fossils collected during Project-related excavations, and determined to be significant by the qualified paleontologist, shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. e) Prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the paleontological monitoring. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report which would be submitted to the appropriate repository and the City. The final monitoring report shall be submitted to the City within 90 days of completion of excavation and other ground disturbing activities that could affect Older Quaternary Alluvium.	

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4.7 Greenhouse Gas			
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LS	None Required	LS
Impact GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LS	None Required	LS
4.8 Hazards and Hazardous Waste			
Impact HAZ-1: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LS	**PDF HAZ-1 Hazardous Materials Program (CCP)** The following practices will be followed during construction to address the potential for encountering hazardous materials during construction of the Project. • Building Demolition Plan – Prior to any demolition occurring, conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of asbestos containing materials (ACMs) and lead-based paint (LBP). Remediation shall be implemented in accordance with the recommendations of these evaluations to ensure that no ACMs or LBP remain present and to ensure ACMs and LBP are removed to levels established for public safety. • Hazardous Materials Contingency Plan – Prior to construction, prepare a plan addressing the potential for	LS

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		discovery of unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This Plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any materials encountered during construction are removed to levels established for public safety. • Soil Management Plan – After final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction are prepared, prepare a Soil Management Plan to establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. • Health and Safety Plan – Prior to construction, prepare a Health and Safety Plan to address the potential for exposure to the constituents of concern identified in the limited Phase II ESA. No mitigation measures required.	
Impact HAZ-2: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LS	None Required	LS

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4.9 Land Use			
Impact LU-1: Physically divide an established community.	LS	None Required	LS
Impact LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LS	None Required	LS
4.10 Noise and Vibration			
Impact NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	PS	**PDF-NOISE-1 Construction Noise Control Plan (CCP)** A Construction Noise Control Plan shall be developed in coordination with an acoustical/vibration consultant approved by the City and approved by the City's Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below Federal Transit Administration (FTA)'s General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the plan: • Install temporary noise barriers that reduce sound at receptors; • For any idling that is expected to take longer than five minutes, the engine shall be shut off;	LS

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		• All equipment shall be equipped with optimal muffler systems; • Use solar, battery powered, or hybrid equipment whenever practical; • Locate staging areas as far away from sensitive receptors as feasible; • Locate stationary noise sources as far away from sensitive receptors as feasible; • Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required; – If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • Pole power shall be utilized to the maximum extent feasible in lieu of generators. • Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use	

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of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.

- Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours.

In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:

- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:

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		– Halting/staggering concurrent construction activities in certain locations; – Reducing the speed or intensity of the of heavy-duty construction equipment being operated simultaneously. – Operate equipment at the lowest possible power levels. – Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts. No mitigation measures required	
Impact NOI-2: Generation of excessive groundborne vibration or groundborne noise levels?	LS	**PDF NOISE-2 Construction Vibration Reduction Plan (CCP)** Prior to the issuance of any demolition or construction permit for each phase of the Project, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works. The Plan shall include but not be limited to the following elements to ensure impacts from ground borne vibration are less than significant: • A Pre-Demolition and Construction Plan that includes but is not limited to: – Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated.	

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- Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities.
- Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the Project.
- Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and the locations of these sensors shall take into account proposed demolition and construction activities to ensure that adequate measurements can be taken illustrating vibration levels during the course of the Project, and if/when levels exceed the established threshold.
- A line and grade pre-construction survey at the affected buildings shall be conducted.

- A Vibration Plan During Demolition and Construction that includes the following:
  - Regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.
  - The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for

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		two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its conditions, and a warning level that is 0.05 inch/second (PPV) less than the regulatory level. The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels. – In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques. – In the event the regulatory level (PPV) is triggered, halt the construction activities in the vicinity of the trigger area and visually inspect the building for any damage. Results of the inspection must be logged. Identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart. – In the event work occurs in the proximity of identified historic uses, the system shall be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA threshold of significance 0.12 inch/second for a building given its conditions, and a warning level that is 0.012 inch/second (PPV) less than the regulatory level. – Collect vibration data from receptors and report	

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vibration levels to the City Chief Building Official on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels.

- Post-Construction Reporting and Repairs:
  - Provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the Project and/or show how the Project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report.
  - Perform repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the Project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to

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general rehabilitation or restoration activities of the buildings.

- To minimize the risk of potential structural and building damage:
  - Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively.
  - Limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors.
  - In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion.
- To minimize the risk of related to human annoyance:
  - Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors.
  - Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors.
  - Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors.
  - Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors.
  - Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors.
  - Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors.

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		– Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors. No mitigation measures required.	
4.11 Population, Employment, and Housing			
Impact POP-1: Induce substantial unplanned population or employment growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LS	None Required	LS
4.12 Transportation			
Impact T-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	LS	**PDF TRANS-1 Transit Access and Circulation Program (CCP)** The Project Task Force (as identified in the Construction Commitment Program) will be responsible for the following: • Ensuring that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City. • Coordinating with Metro and any other transit service providers to: – Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information	LS

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dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location.

- Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination.

PDF TRANS-2 Construction Staging & Traffic Control Program (CCP)

A Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and will address the following topics:

- Coordination with other public infrastructure projects within the City's boundaries
- Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow
- Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center.
- Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times

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- Monitoring and coordination of construction materials deliveries
- Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media.

The Traffic Control Program will be updated as needed based on the following principals:

- Minimize traffic impacts on residential streets.
- Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City.
- Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley.
- Maintain access for all public safety vehicles (such as police, fire, and emergency response).
- Maintain bicycle and pedestrian access within the Project

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area or approved detours at all times.

- Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- Sidewalk closures should be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary.
- Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.
- Establish and maintain wayfinding signage.
- Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures.
- Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures.
- All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures.

PDF TRANS-3 Preliminary Haul and Overload Routes (CCP)

- Haul routes and overload/oversized vehicle routes are subject to review and approval by the City.

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- To the extent possible, truck deliveries and hauling of bulk materials such as aggregate, bulk cement, dirt, etc. to the Project area, and hauling of material from the Project area, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes.
- Truck deliveries and hauling of dirt, aggregate, bulk cement, and all other materials and equipment, shall be on designated routes only (freeways and nonresidential streets).

PDF TRANS-4 Pedestrian Access Program (CCP)

A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and will adhere to the following principles:

- Pedestrian access to buildings shall be maintained at all times.
- Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish, and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.
- Establish and maintain pedestrian wayfinding signage.

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- Maintain sidewalk access for pedestrians, including providing temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City.
- Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Federal Americans with Disabilities Act and similar California laws for sidewalks being maintained in a temporary condition.
- Protect pedestrians from construction-related debris, dust, and noise; such protection may include the use of dedicated pedestrian barriers.
- Coordinate with the Inglewood Unified School District and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternate routes to school, working closely with IUSD and the City, and disseminate this information to schools and stakeholders affected by construction.

PDF TRANS-5 Parking Management Plan (CCP)

A Parking Management Plan (as defined in the Construction Commitment Program) will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:

- Parking, staging, or queuing of Project-related vehicles, including workers' personal or project-assigned vehicles,

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		trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. • Replace loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate. • Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage. No mitigation measures required	
Impact T-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	LS	None Required	LS
Impact T-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LS	None Required	LS

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Impact T-4: Result in inadequate emergency access?	LS	None Required	LS
4.13 Tribal Cultural Resources			
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: **i)** Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or	PS	**MM TCR-1: Retention of a Tribal Cultural Resources Monitor/Consultant**. Prior to the commencement of any ground disturbing activity at the Project area, the project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. In addition, a Native American Monitor shall be designated by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). If no Native American Monitor is designated within a reasonable period of time (not to exceed 30 days), the activity can commence without the designated Monitor. A copy of the executed contract shall be submitted to the City of Inglewood Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on- site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction	LS

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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project area are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground- disturbing activities at the Project area have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project area, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall	

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		be in accordance with CEQA. Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. **MM TCR-4** and **MM TCR-5** will supplement **MM TCR-1**. **MM TCR-2: Monitoring and Mitigation Plan**. Prepare, design, and implement a monitoring and mitigation program for the Project. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project area, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. The Plan shall be prepared and approved by a qualified archaeologist prior to the issuance of the first grading permit.	

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		MM TCR-3: Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction-worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (a), for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training. **MM TCR-4: Archaeological and Native American Monitoring.** The qualified archaeologist will oversee archaeological and Native American monitors who shall be retained to be present and work in tandem, monitoring during construction excavations such as grading, trenching, or any other excavation activity associated with the Project and as defined in the Monitoring and Mitigation Plan. If, after advanced notice, the Native American representative declines, is unable, or does not respond to the notice, construction can proceed under supervision of the qualified archaeologist. The frequency of monitoring shall be based on the rate of excavation and grading activities, the	

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materials being excavated, and the depth of excavation, and if found, the quantity and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist and the Native American monitor.

1. In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s).
2. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement.
3. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the project applicant, and appropriate Native American representatives (if the find is of Native American origin). The Cultural Resources Treatment Plan shall provide for the adequate recovery of the

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scientifically consequential information contained in the archaeological resource through laboratory processing and analysis of the artifacts. The Treatment Plan will further make recommendations for the ultimate curation of any archaeological materials, which shall be curated at a public, non-profit curation facility, university, or museum with a research interest in the materials, if such an institution agrees to accept them. If resources are determined to be Native American in origin, they will first be offered to the Tribe for permanent curation, repatriation, or reburial, as directed by the Tribe. If no institution or Tribe accepts the archaeological material, then the material shall be donated to a local school or historical society in the area for educational purposes.

4. If the resource is identified as a Native American, the qualified archaeologist and the City shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.
5. Prepare a final monitoring and mitigation report for submittal to the City, and the South Central Coastal Information Center (SCCIC), in order to document the results of the archaeological and Native American monitoring. If there are significant discoveries, artifact and feature analysis and final disposition shall be included with the final report, which will be submitted to the SCCIC and the applicant. The final monitoring report shall be submitted to the applicant within 90 days of completion of excavation and other ground disturbing activities that require monitoring.

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4.14 Utilities			
Impact U-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	PS	**MM UT-1:** Prior to the award of the DBFOM contract, and start of any demolition or construction activities, the City shall be responsible identifying the locations of existing utilities potentially affected by the Project. This shall include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within 20 feet of the proposed Project's guideway and station foundations. Based on the information from the field investigations, the DBFOM contractor shall be responsible for coordinating with the appropriate utility owners/operators to determine specific set back requirements for each utility line and the need for any stabilization for protection in place or relocation measures. **MM UT-2:** Prior to the award of the DBFOM contract, and start of construction, the City shall contact Southern California Edison (SCE) and request an updated system Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the proposed Project's recommended full redundancy design. Should SCE determine that additional system upgrades are required, such upgrades shall be the responsibility of the DBFOM contractor and/or the City to complete (including design and any additional environmental clearance), subject to the review and approval of SCE and the City, as applicable.	LS