

3.0 PROJECT DESCRIPTION

3.1 BACKGROUND

The City of Inglewood (City) is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. 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 square feet (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 Los Angeles County Metropolitan Transportation Authority (Metro) K (Crenshaw/LAX) Line. Scheduled to begin service in late 2021, 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 Los Angeles World Airports automated people mover project, currently under construction. 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.

In response to the anticipated increases in traffic associated with these new sports and entertainment venues, the City is updating its Mobility Plan, developing a Stadium Events Transportation Management and Operations Plan (TMOP), working with transit agencies to improve transit operations to the City given

existing limited service, creating an off-site satellite parking program with event shuttle service, installing a comprehensive intelligent transportation system, and implementing a City-wide permit parking program to protect neighborhoods. The physical capacity of the existing local and regional roadway network may still challenge the ability of residents and visitors to access the City's amenities easily in the future. Bus transit, shuttles, and other alternative modes still compete with existing traffic on the City's roadway network.

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, with growth rates of approximately 20 percent in population, 27 percent in number of households, and 36 percent in employment from 2016 to 2045.¹

The City proposes the Inglewood Transit Connector Project (ITC or proposed Project) to extend service from the Metro K 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. On March 29, 2021, Metro's Board of Directors 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 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 now 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.

Over 80 percent of the Project corridor (defined as the area within ½ mile of the proposed Project stations) is located within census tracts ranked in the top 25 percent of census tracts in California with the highest

1 SCAG. *2020-2045 RTP/SCS - ConnectSoCal. Demographics and Growth Forecast.* https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf. September 1, 2020.

pollution burden and socioeconomic vulnerabilities based on the CalEnviroScreen Model² The proposed Project will offer the community a new transit connection to the Metro Rail system and regional employment opportunities including those at LAX. The Project would also ensure that long-time residents, employees, and business are provided a direct connection to the Metro Rail system while also providing visitors with a seamless connection to event venues, which, in turn, would assist Inglewood's transformation into a world-class city.

The City proposes the 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. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment. The proposed Project is designed to support the City's growth by serving an annual ridership of 13.9 million by 2076, reducing over 2.3 billion VMT by 2076, and improving air quality throughout the South Coast Air Basin by reducing GHG emissions by approximately 768,922 metric tons of carbon dioxide equivalent (MTCO_{2e}) over the life of the Project.

3.2 ITC PROJECT OVERVIEW

The proposed ATS would include an approximately 1.6-mile long, elevated, guideway located within current and to-be-acquired public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that is proposed to be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership demand.

As part of the City's collaboration and partnership with Metro, the Project is proposed as an extension of the Metro regional rail system to the City's activity centers, closing the critical first/last mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line.

The ATS technology may be a self-propelled technology, including, rubber-tire ATS systems, monorails, large steel-wheel ATS systems, also known as automated light rail transit (ALRT) or a cable propelled ATS system. The system will be fully automated (i.e., driverless) to operate at the headways to meet the

2 *California Office of Environmental Health and Hazard Assessment (OEHHA), CalEnviroScreen.*
<https://oehha.ca.gov/calenviroscreen>.

projected peak ridership needs. The vehicles are smaller than traditional heavy rail technology and can maneuver the tight curves required for the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people mover or simply monorail; regardless of the terminology used in the industry, it is a form of a light rail technology without an overhead catenary.

The ATS trains will operate in a pinched-loop mode on dual tracks along the alignment, wherein trains follow each other and switch back at the end-of-line stations to make the return journey on the other track. As planned, the trains can be operated in multiple different configurations, ranging from a one-car train to multiple-car length trains with a maximum train length of approximately 200 feet. Depending on the technology (self-propelled or cable propelled), ridership demands, which will be time of day and event day dependent, multiple trains of up to the maximum train length can be operated at varying headways for self-propelled systems, as close as 1.5 minutes apart, to provide the necessary peak and reserve capacity.

Cable-propelled technologies have several operational differences from self-propelled ATS systems. Because these systems have traditionally been limited to only one train at a time (per guideway lane) located between any pair of stations, the minimum operational headway is controlled by the longest trip time between stations. It is estimated that the minimum operational headway for cable propelled ATS technology would be approximately 3.9 minutes, controlled by the trip time between Market Street/Florence Avenue and Prairie Avenue/Manchester Boulevard stations. Use of larger vehicles, innovations, and other technological advancements in cable-propelled ATS technologies may allow these technologies to satisfy demands.

Scenarios for ridership demand, operating strategies and resultant capacities for self-propelled technologies are provided in **Table 3.0-3: Peak Period Ridership Headway Fleet Capacity**.

Three stations are proposed on private property proposed for acquisition as part of the Project. These stations are:

- The *Market Street/Florence Avenue* station generally located between Market Street and Locust Street providing connections to the Metro K Line and Downtown Inglewood;
- The *Prairie Avenue/Manchester Boulevard* station located on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard providing service to the Forum and the LASED at Hollywood Park including SoFi Stadium and existing and future local businesses and residences.
- The *Prairie Avenue/Hardy Street* station located on the northwest corner of the intersection of Prairie Avenue and Hardy Street providing service to the LASED at Hollywood Park, including SoFi Stadium, the IBEC, and other existing and future local businesses and residences.

These station locations were chosen to be near major employment, housing, and retail centers, including the Forum, the LASED, including SoFi Stadium, and other employment, housing and retail commercial uses in the Hollywood Park Specific Plan (HPSP), the IBEC, and employment, housing and retail commercial uses in Downtown Inglewood, which the City is seeking to enhance and activate.

Existing roadways and infrastructure along the transit alignment will require reconfiguration to accommodate the new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure located under roadways may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations proposed along Market Street, Manchester Boulevard, and Prairie Avenue are necessary to assure that the existing roadway travel capacity is not reduced to accommodate the proposed Project.

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. **Figure 3.0-3: Vicinity Map** identifies the proposed location of the MSF on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center, and a bank branch, is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

The MSF will be designed in accordance with the Inglewood Transit Connector (ITC) Design Standards and Guidelines (Design Guidelines) (see *section 3.5.8*) which address the massing, façade, materials, colors, roof, and lighting for this facility, how the MSF will engage with the passenger and vehicular circulation around it, and sustainability features (see **Appendix C: ITC Design Standards and Guidelines**). The proposed Project also includes two power distribution system (PDS) substations. These PDS substations will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations will be located on the MSF site, where the Southern California Edison (SCE) service connection will be provided. The second PDS substation will be located on the Prairie Avenue/Hardy Street station site.

Additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as construction staging areas. After construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up and drop-off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 S. Market Street.

- Approximately 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

These parking areas will provide public parking needed in the City to support use of the ITC Project, businesses, and the City's efforts to help revitalize the historic retail areas along Market Street. The ITC Project is designed and intended to extend the transit service provided by the Metro K Line to the major event venues and existing and planned residential and commercial uses in the City, and these parking facilities are proposed to support transit use. On non-event days, the parking is designed to allow the City's residents to become transit riders and use the Metro Rail system, providing local convenient parking adjacent to the ITC and Metro K Line. On event days, the City recognizes that many visitors may still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To help with overall traffic congestion and improve circulation on local streets, and to help reduce visitors parking in residential areas, the City proposes to provide parking in close proximity to the ITC Project stations and downtown Market Street area. These parking areas will also provide replacement parking for public parking on streets that may be removed as part of the ITC Project.

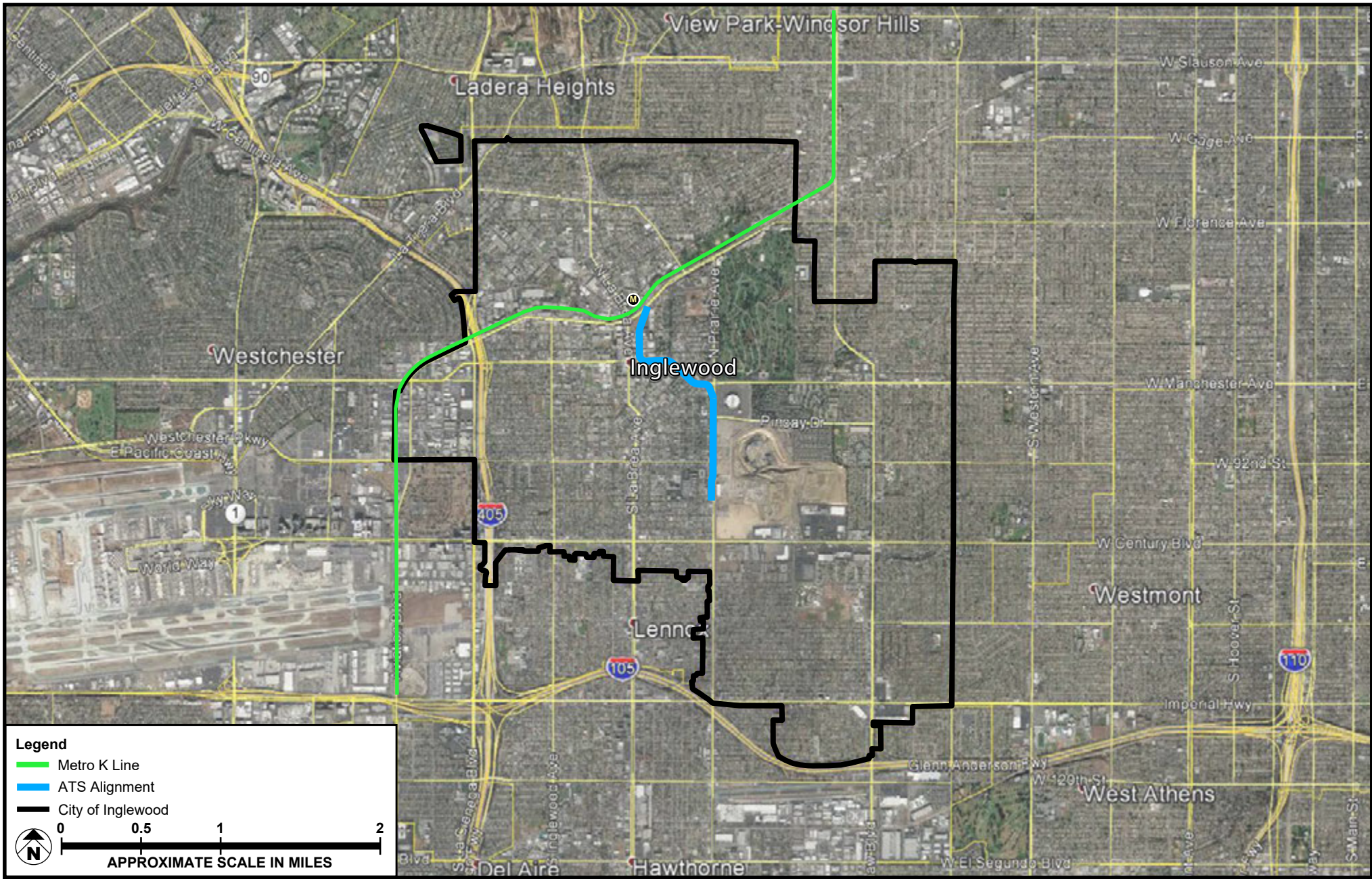
In addition, the City is considering building a parking structure on the City's Inglewood Transit Facility (ITF) site located on the southeast corner of Prairie Avenue and Arbor Vitae Street within the HPSP area. This parking structure would provide additional public parking near event venues in the LASED and for the IBEC. The ITF site is currently improved as a surface parking lot and bus transit facility. This potential parking structure would provide up to 2,500 parking spaces in a six-level building.

While this proposed parking facility would be located within the HPSP area and is not proposed as part of the Project, it is analyzed herein as part of the potential circulation system in which the Project will operate.

3.3 PROJECT LOCATION

The proposed Project is located in the central and northern portions of the City, east of the San Diego Freeway (I-405) and north of the Glenn Anderson Freeway (I-105) in Los Angeles County, California, as shown in **Figure 3.0-1: Regional Location**.

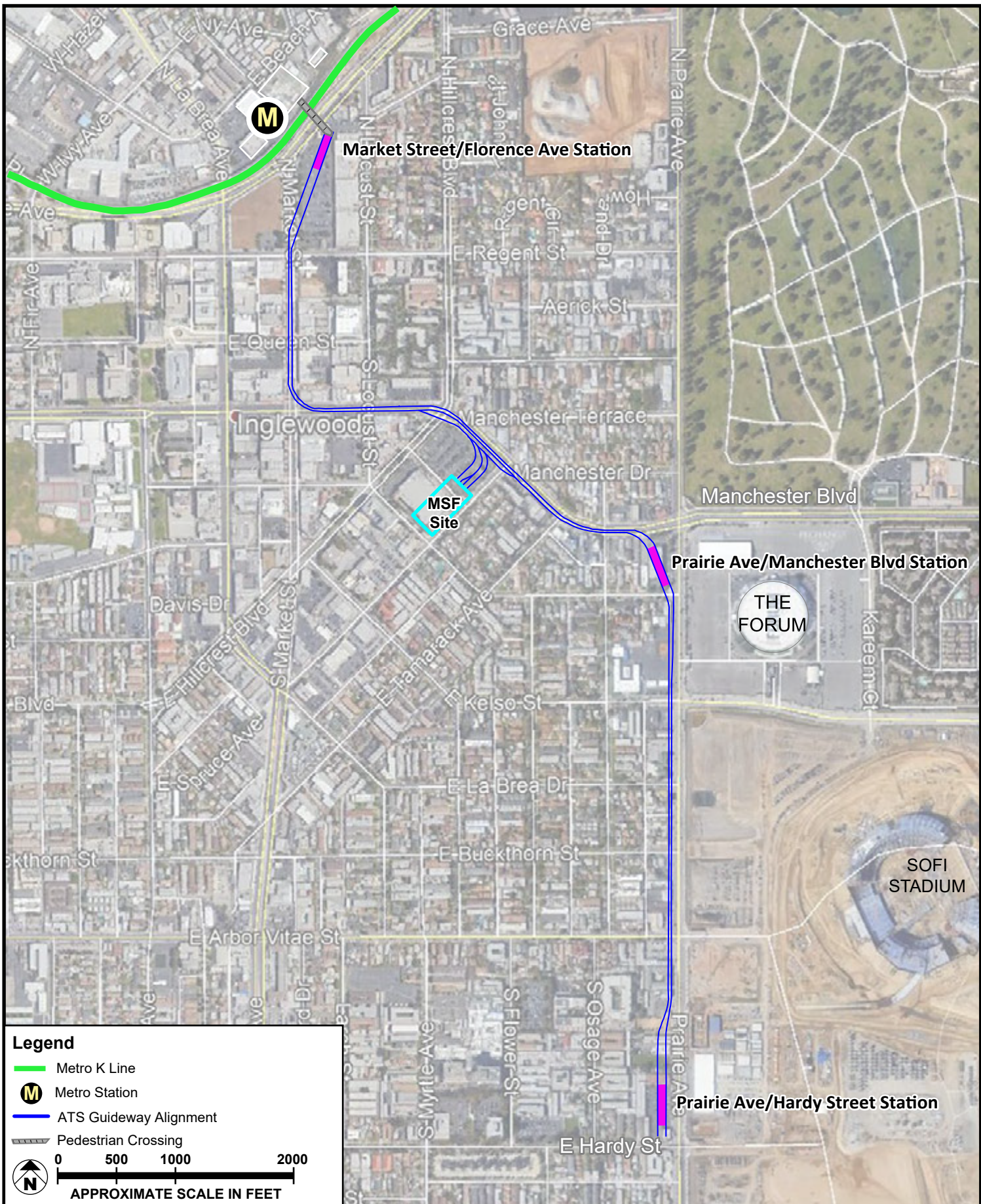
The Project would be constructed in an area generally bounded by the Metro K Line to the north; Hardy Street to the south; the LASED at Hollywood Park including SoFi stadium, and the Forum to the east; and La Brea Avenue to the west, as shown in **Figure 3.0-2: Project Location Map**. The Project extends from the Metro K Line Downtown Inglewood station southwest of 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, as shown in **Figure 3.0-3: Project Vicinity Map**.



SOURCE: Google Earth - 2021; Meridian Consultants - 2021

FIGURE 3.0-2

Project Location Map



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

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

FIGURE 3.0-3



Project Vicinity Map

The elevated guideway will be primarily located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and the west side Prairie Avenue with some limited encroachments on currently private property located adjacent to the public right of way for vertical circulation features, such as stairways. The three proposed stations and the portions of the guideway connecting to these stations are proposed to be located adjacent to the existing public right-of-way on private properties proposed for acquisition by the City by either voluntary agreements or through eminent domain. Additionally, the MSF site is proposed to be located on currently private property requiring a combination of a partial acquisition and an easement, as described further below.

3.4 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 proposed Project are as follows:

- Provide a direct and convenient extension of the Metro regional transit system for local residents and the region to access the City’s new major housing, 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 major activity centers with enhanced travel time certainty and sufficient capacity to meet peak ridership demands to encourage transit as a travel mode choice;
- Maintain existing roadway capacity to the extent feasible;
- Reduce the City’s traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both nonevent and event days;
- Encourage intermodal transportation systems by providing convenient, reliable time-certain transit;
- Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled to the City’s major activity centers, with corresponding improvements in air quality, public health, and reductions in greenhouse gas emissions from transportation sources in accordance with the City’s goals, the SCAG 2020-2045 RTP/SCS, and State policies with respect to climate change and land use.
- Support the ongoing economic revitalization and 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 in the region by providing transit within safe and accessible walking distances; and
- Support regional efforts to become more efficient, economically strong, equitable, and sustainable.

3.5 PROJECT CHARACTERISTICS

The Project Description and analysis in this EIR are based on the Conceptual Plans for the ITC Project.³ The Conceptual Plans identify the proposed alignment for the ATS, which is proposed to be predominantly constructed in the public right-of-way to be acquired for the Project, with the three stations and MSF proposed on private property proposed for acquisition as part of the Project located adjacent to the public right-of-way as described further below. These Conceptual Plans will likely be refined as design of the Project progresses; however, for purposes of the analysis in this Recirculated Draft EIR, the Conceptual Plans, including, among other things, the ATS Guideway, columns, and other components of the Project, are analyzed to disclose the potential maximum impacts of the Project.

The location, layout, and size of the proposed stations, PDS substations, and MSF as illustrated in the Conceptual Plans represent the potential maximum size of these facilities for the purpose of analyzing the potential impacts of the Project. The description of the proposed changes to streets described in this section are also illustrative and identify the potential maximum extent of changes to existing streets proposed as part of the Project. Engineering and design-level details of the Project will be refined as the Project moves through the environmental review, approval, procurement, and design phases.

Components of the Project include:

- 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 all 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, and communications systems located within stations;
- Wayfinding signs and communication program;

3 Lea+Elliott, Inc. *Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition August 2021. (Appendix E)*

- 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;
- 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 the 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.

Table 3.0-1: ITC Project Component Locations and Sizes provides information on the components of the proposed Project.

Figure 3.0-4a to 3.0-4i: Proposed Project Alignment Plans and Profiles shows the proposed alignment through the City and the locations of the three proposed stations and MSF. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on the west side of Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. The alignment profile was developed to provide a minimum clearance of 16 feet 6 inches above all roadways. The height of the guideway is dictated by the elevations at the stations and the existing grades, which vary along the alignment. Additional alignment profile provisions have been made to preserve views of the historic Fox Theater Building on Market Street and other historic structures on Market Street.

The Market Street/Florence Avenue station is proposed on Market Street, just south of Florence Avenue, to provide a connection to and extension of the future Metro K Line Downtown Inglewood Station on Florence Avenue. The two proposed stations located along Prairie Avenue – the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations – would be located on the west side of Prairie Avenue to allow for the majority of the guideway to be supported by single columns to minimize the visual impact to surrounding properties and to keep the entire length of Prairie Avenue open to the sky.

The proposed Project will be a pinched-loop system, with ATS trains operating back and forth from the Market Street/Florence Avenue station to the Prairie Avenue/Hardy Street station, stopping at each station along the way and reversing at the end of the system. Trains will crossover to the adjacent guideway prior to entering the Market Street/Florence Avenue station and reverse direction when leaving the station. At the Prairie Avenue/Hardy Street station, trains will also crossover prior to entering the

station and reverse direction when leaving the station. Where possible, the dual tracks are narrowed and configured to facilitate the use of single columns to support the structure, thus minimizing the infrastructure needs.

**Table 3.0-1
ITC Project Component Locations and Sizes (Conceptual)**

Project Component	General Location	Approximate Size
Guideway	<ul style="list-style-type: none"> Located predominantly within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue The Prairie/Manchester and Prairie Hardy stations are proposed to be located on private property located west of Prairie Avenue proposed for acquisition as part of the Project. 	<ul style="list-style-type: none"> Approximately 1.6 miles dual lane, end to end The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck The dual-lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations.
stations		
<i>Market Street/ Florence Avenue Station</i>	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~200-foot long platform for train berthing ~420-foot long mezzanine level for back of house and circulation
<i>Prairie Avenue/ Manchester Boulevard Station</i>	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the southwest corner of Prairie Avenue/Manchester Boulevard 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~200-foot long platform for train berthing ~360-foot long mezzanine level for back of house and circulation
<i>Prairie Avenue/ Hardy Street Station</i>	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the northwest corner of Prairie Avenue/Hardy Street 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75-foot wide (station structure and guideway only, not including vertical circulation) ~200-foot long platform for train berthing ~340-foot long mezzanine level for back of house and circulation
Vertical Circulation Elements	<ul style="list-style-type: none"> Located at each station within the public right-of-way, easements, or private property to be acquired Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways. 	<ul style="list-style-type: none"> Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level
Elevated Passenger Walkways	<ul style="list-style-type: none"> Location 1: above Florence Avenue connecting the Market Street/Florence Avenue Station to the Metro K Line Downtown Inglewood Station. Location 2: above Prairie Avenue from 	<ul style="list-style-type: none"> Height will be up to ~65 feet in height measured from existing grade to top of structure ~30 feet wide maximum for passenger walkway ~280 feet long for location 1 and ~160 feet long for locations 2 and 3 Minimum vertical clearance of 10 feet within the walkway interior

Project Component	General Location	Approximate Size
	Prairie/Manchester station to the Forum site <ul style="list-style-type: none"> Location 3: above Prairie Avenue from Prairie/Hardy station to the Hollywood Park site Specific locations will be determined at time of design and coordinated with stakeholders 	
Maintenance and Storage Facility (MSF)	<ul style="list-style-type: none"> Primarily located on private property to be acquired by the City as part of the Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Boulevard 	<ul style="list-style-type: none"> ~75,000 sf building area Up to ~75 feet in height measured from existing grade to top of roof Surface parking area under building containing 50 spaces for employees and visitors
Power Distribution System (PDS) Substation	<ul style="list-style-type: none"> Two PDS substations; one located at the MSF site and the second at the Prairie/Hardy Station site. the Prairie Avenue/Hardy Street Station. Specific locations within each site will be determined during the design phase 	<ul style="list-style-type: none"> ~30 feet wide x ~100 feet long Up to ~20 feet clearance height measured from floor to ceiling If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary
Roadway Improvements	<ul style="list-style-type: none"> Market Street, Manchester Boulevard and Prairie Avenue 	<ul style="list-style-type: none"> New roadway striping, lane re-configurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	<ul style="list-style-type: none"> Market Street/Florence Avenue Station site 150 S. Market Street 	Surface level parking at each site: <ul style="list-style-type: none"> ~650 spaces at Market Street/Florence Station ~50 spaces at 150 S. Market Street ~100 spaces at Prairie/Hardy Station Pick-Up/Drop-Off Area: <ul style="list-style-type: none"> Market Street/Florence Avenue Station site on Locust Street south of Florence Avenue, and Regent Street between Locust Street and Market Street Prairie/Hardy Street Station within the station site

3.5.1 Operational Characteristics

The operating system for the proposed Project consists of various integrated subsystems including the ATS train vehicles, automated train control, power distribution, guidance, propulsion, communications systems, and other equipment to create a fully functional, automated, and driverless system.

Automated Transit System Technology

The physical requirements for the proposed Project including the turn radii required for the alignment, guideway widths, station dimensions, power distribution system substations and MSF were developed based on maximizing the types of automated transit system technologies that may be viable options for

the Project. Factors affecting the viability of available technology options include ridership capacity, ability for the system guideway to fit within the physical limitations of the existing rights-of-way, ATS train requirements, operational flexibility, and noise during operations.

The ATS transit technology is a form of light rail technology that can be steel-wheel/steel rail, rubber tired, magnetically levitated, or cable-propelled propulsion systems. The technical requirements for large, automated monorail, rubber-tire ATS train, and automated steel-wheel/steel-rail, also known as automated light rail transit (ALRT) were reviewed against the public rights of-way and property availability to determine the technologies best applicable for the proposed Project. While rubber tired ATS trains (including monorail systems) can meet the Project's defined physical requirements, steel wheel/steel rail and cable-propelled technologies may also be viable, provided these technologies can comply with the established Project requirements including maximum limits on noise and the ability to fit within the defined physical space available for the Project. Certain suppliers offer or are in the process of updating their steel wheel/steel rail technologies, such that they may meet these requirements. For these reasons, it is prudent to allow the market to determine the best solution in terms of the proposed technology as part of the procurement process so long as performance is demonstrated to meet the limits set

In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency lighting, communications, and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the MSF.

Operation and Ridership

The operating system components are sized based on the projected future peak demand. Ridership projections⁴ were based on existing and future mode-share assumptions and future passenger volumes, including demand from planned and approved related projects.

Ridership

Weekday and weekend ridership demand was estimated and used to determine the peak hour demands to determine the required operations for the proposed Project. For event ridership, pre-and post-event demand for small, medium, and large events at the Forum, the SoFi Stadium at LASED, and IBEC were estimated using an event-based travel demand model. It is anticipated and assumed that riders will be distributed at various points as they travel to the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations from the event venues, including through walking distances to the stations

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

from venue locations, ticket purchase areas at each Station, passage through fare gates and passage through designated exits. Riders were assumed to arrive at a fairly consistent rate throughout the hour.

Table 3.0-2: Ridership Projections shows the projected ridership for the proposed Project.

**Table 3.0-2
Ridership Projections**

Event	Projected Peak Ridership
Normal Weekday/Weekend	414 peak hour passengers
Single Large Event (NFL game)	11,450 passengers departing SoFi Stadium within one hour after the end of the event

Source: Lea & Elliott Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition - August 2021. Table 4-1

The proposed Project has been designed to accommodate a projected demand of approximately 8,910 passengers per hour per direction (pphd) for NFL events.⁵ In addition, the operations to serve the normal weekday peak-hour demand of approximately 414 pphpd.⁶ With a 2.1 minute headway, the system capacity is approximately 11,450 pphpd (assuming operating fleet is increased by introducing a “spare train” into service).

Fleet Size and Line Capacity

Line capacity is defined as the number of people per hour per direction (pphd) that the system can carry past any particular point. The estimated fleet size considers the operating fleet, which is the number of vehicles required to provide the necessary line capacity to meet the projected demand, as well as the spare fleet, comprised of the “hot” standby and maintenance trains to ensure that the number of trains required for operations is always available.

Operating Fleet: The proposed Project is designed to serve the most frequent, largest event, which is an NFL game at SoFi Stadium. Given that NFL games only occur approximately 20 days per year, and that the demand for those games will typically not reach full stadium capacity, the ITC system is being proposed to provide a capacity of 11,000 pphpd. The shortfall from the 11,450 pphpd NFL game ridership projection is less than 5 percent. To meet the 11,000 pphpd capacity, a fleet of six, 4-car trains operating at 2.0 minutes headways is required.

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

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

Spare Fleet: For the ITC system it is assumed that one of the six-train fleet be used for hot standby or maintenance for the ITC system.

For normal weekday and weekend service, the 4-car self-propelled ATS trains may be de-coupled into smaller 1- or 2-car trains to provide service that is more optimized to the time-specific and lower projected demands. Splitting one 4-car train into two 2-car trains and operating a headway of 6.3 minutes serves a 441 pphpd ridership demand with capacity up to 1,950 pphpd for both commuter and daily service and optimizes the utilization of the fleet with respect to the lower demand. Large monorails and cable propelled trains are more difficult to de-couple so would likely operate the full generic 4-car train length for normal weekday/weekend operations.

The headways of the operating fleet to serve the projected number of passengers for self-propelled technologies are shown in **Table 3.0-3**. For purposes of defining the train, a generic vehicle dimension has been used with a maximum train length for a 4-car train of approximately 200 feet. Vehicle/car/train capacities are based on a passenger space allocation of 2.7 SF per passenger; this is consistent with the passenger space standards applied to urban transit systems.

As stated above, the headways for cable-propelled technologies are generally greater than self-propelled systems due to operational differences from self-propelled ATS systems. It is estimated that the minimum operational headway for cable propelled ATS technology would be approximately 3.9 minutes, controlled by the trip time between the Market Street/Florence Avenue and Prairie Avenue/Manchester Boulevard stations.

**Table 3.0-3
Peak Period Ridership Headway Fleet Capacity**

Peak Period	Projected Ridership (pphpd)	Headway	Fleet	Capacity
Normal Weekday	408	6.0 minutes	2 x 2-car trains or 1 x 4-car trains	1,900
All Other Events	Maximum 6,000	2.4 minutes	5 x 4-car trains	9,500 to 9,700
NFL Event	11,000	2.0 minutes	6 x 4-car trains	11,400 to 11,600

Source: Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition August 2021. Table 5-2.

The proposed Project has the ability to provide even more additional capacity, should this be necessary in the future to accommodate changes in demand levels, event sizes, event schedules, etc. This reserve

capacity can be provided through the introduction of additional trains stored at the MSF. The stations are sized to accommodate the maximum train lengths and, for this reason, no modifications to the station configuration would be required if the reserve capacity is utilized.

Operations

The ATS trains would typically operate daily for commuters, activity center visitors and employees 7 days per week for 18 hours per day, from 6:00 AM to 11:59 PM (midnight). The proposed Project would typically be closed with no trains operating from 12:00 AM to 5:59 AM, for 6 hours per day; during this time, maintenance activity would occur. As events at the venues along the proposed Project may occur past midnight, the ATS trains may occasionally operate for extended periods.

As event attendees travel from their event center to and from the nearest station, they would be metered and distributed at various points, including through walking distances to the stations from venue locations, ticket purchase areas at each station, passage through fare gates and passage through designated exits. As noted above, riders were assumed to arrive for events at a fairly consistent rate throughout the hour.

At the start of service, the Central Control Operator (CCO) will issue a command to initiate the required operations. The Automated Train Control (ATC) system will then automatically dispatch the necessary number of trains to the mainline from the MSF. The ATC system will be designed so that the station dwell times are adjusted until the trains are equally spaced at the required headway. To adjust the operating fleet for special event service, the CCO will issue commands to inject trains onto the mainline guideway. For removal of trains from the system, maintenance personnel will be staged at one or more stations to ensure that all passengers have deboarded the trains prior to the trains going out of service.

Total travel time from one end to the other of the proposed Project would be approximately 6.0 minutes for a self-propelled system and 7.4 minutes for a cable propelled system. **Table 3.0-4: Forecasted Northbound Station-to-Station In-Vehicle ATS Train Travel Times** shows travel times between stations. These travel times include 40 second dwells (stops) at each station. Top ATS train speed of 50 miles per hour (mph) is achievable but the actual operational speed will be limited to a maximum of 45 mph for passenger comfort.

**Table 3.0-4
Forecasted Northbound Station-to-Station In-Vehicle ATS Train Travel Times (minutes)**

Station	Market Street/ Florence Avenue Station	Prairie Avenue/ Manchester Boulevard Station	Prairie Avenue/ Hardy Street Station
Market Street/Florence Avenue	N/A	2.9	4.6
Prairie Avenue/Manchester	2.7	N/A	1.7
Prairie Avenue/Hardy Street	4.7	2.1	N/A

Source: Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition August 2021.
Table 5- 1.

3.5.2 ATS System Configuration and Alignment

Along its length, the elevated guideway structure would have a minimum clearance height of approximately 16 feet 6 inches above all roadways. The conceptual design of the alignment elevation was dictated by the elevation of the grade (that varies along the alignment) and the station platform elevations (that must be situated above the mezzanine level); the alignment elevation between stations was then adjusted to ensure that the minimum roadway clearance is maintained while simultaneously lowering the guideway elevation to the extent feasible. The dual-lane guideway would include switches to allow trains to crossover to the other track to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, or other event and enable sectional track bypass for failure management. The exact switch configuration and whether the train switches tracks before or after entering the end of line station will be optimized through the design process depending on the selected technology.

For the length of the alignment, the proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The train tracks will be spaced as close together as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations and the guideway location relative to potential column placements). While the final column locations and designs will be finalized by the selected DBFOM contractor, in consultation with the City, the conceptual alignment has been optimized to minimize the number of columns and potential double column/bents to the extent feasible while still accommodating all potential ATS system types. This approach optimizes the construction costs while simultaneously reducing the visual impact of the guideway. It is expected that during final designs, by the selected DBFOM Contractor, the Project infrastructure configuration will be optimized and refined to that indicated herein but will remain within the envelopes defined in this report as they are expected to have the largest potential impact for this environmental analysis.

To minimize the overall footprint of the proposed Project, and therefore its impact on the adjacent neighborhoods, the crossovers at the end stations, Market Street/Florence Avenue station on the northern end and Prairie Avenue/Hardy Street station on the southern end, are located at the entrance to each of the stations.

The alignment of the guideway and station locations is shown in **Figures 3.0a** through **3.0-4i**.

Market Street/Florence Avenue Segment

The Market Street/Florence Avenue segment is approximately .35 miles in length. The proposed Project would connect to the Metro K Line Downtown Inglewood station at the northern end of this segment. The guideway alignment is elevated and travels from the southeast corner of Market Street/Florence Avenue southwest towards the corner of Market Street/Regent Street where it runs along the center of Market Street until it turns east on Manchester Boulevard.

The guideway would begin at the Market Street/Florence Avenue station, situated diagonally over the current location of the retail commercial center on the northeast corner of Market Street and Regent Street, between the intersections of Florence Avenue/Locust Street and Market Street/Regent Street.

Exiting the Market Street/Florence Avenue station, the guideway would continue to extend south in the center of Market Street and within the public right-of-way, as shown in **Figure 3.0-4a**.

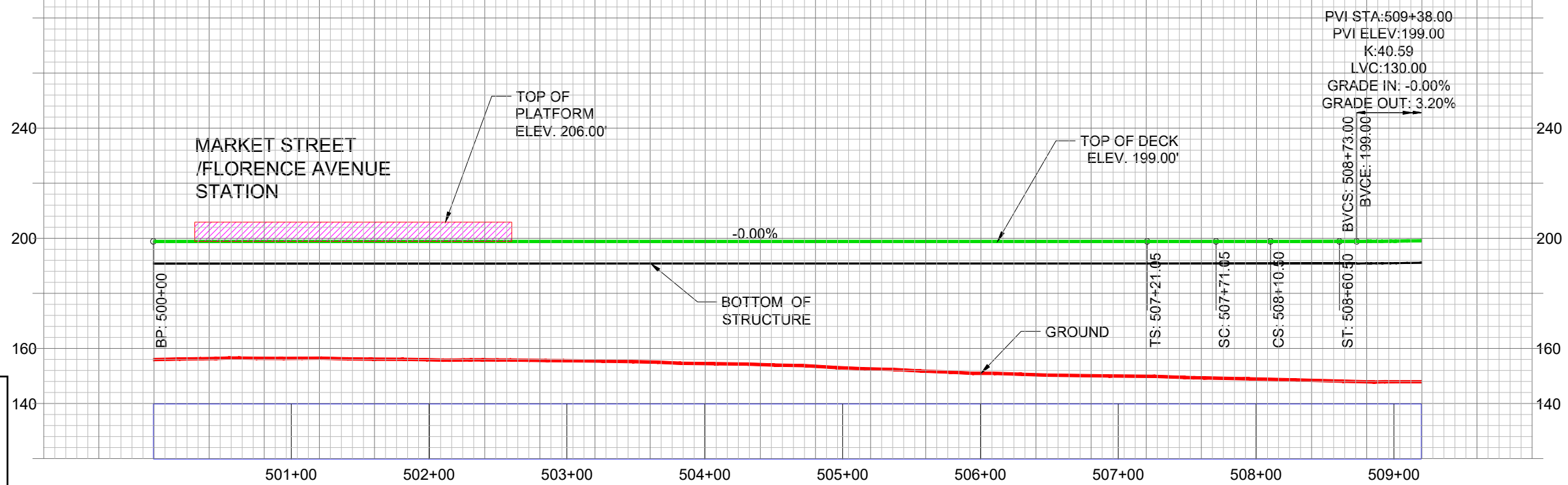
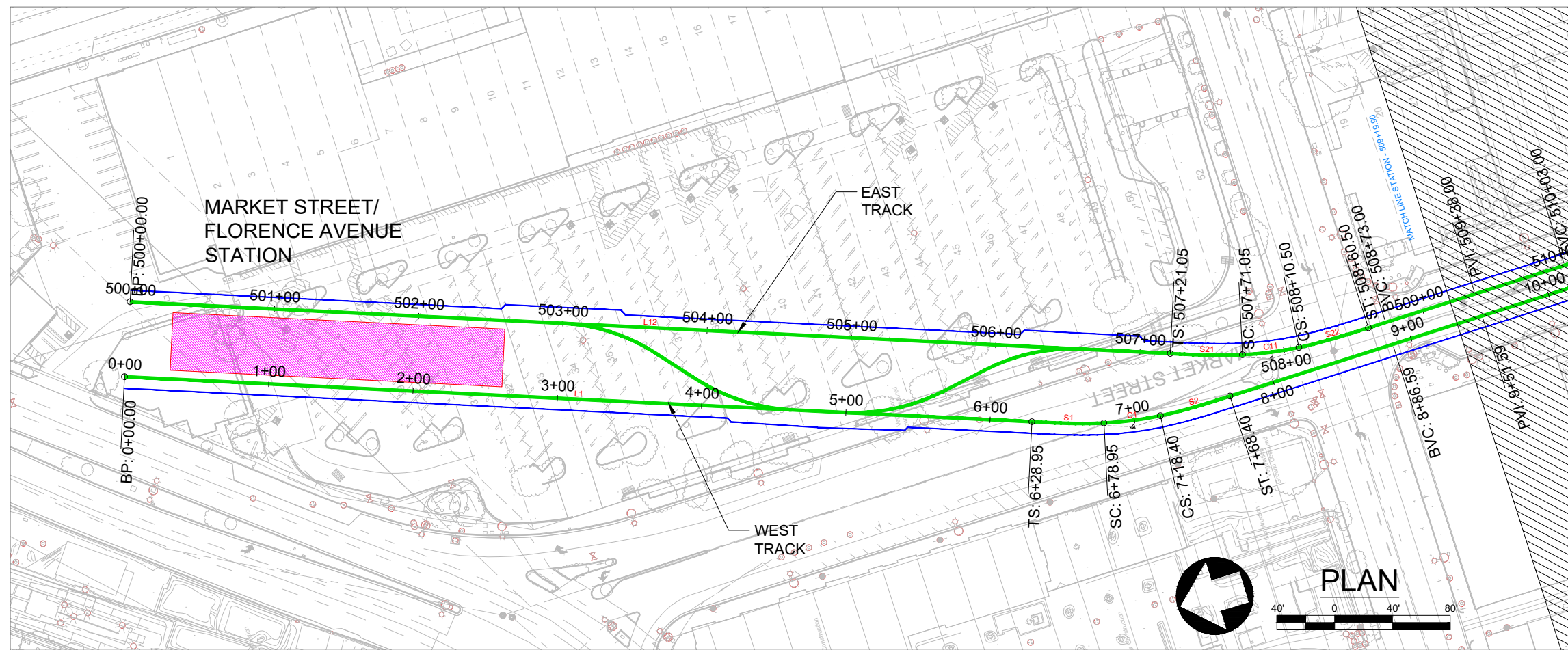
As shown in **Figure 3.0-4b**, at the northeast corner of the Market Street and Manchester Boulevard intersection, the guideway would partially extend beyond the public right-of-way and into the private property at 150 S. Market Street.

This parcel is currently occupied by a 2-story commercial building (World Hat and Boot Mart). Acquisition of this parcel is proposed as part of the Project. This parcel would accommodate the guideway and public parking that would extend to an adjacent parcel owned by the former Inglewood Redevelopment Agency.

Manchester Boulevard Segment

The Manchester Boulevard segment of the guideway is approximately .50 miles in length. This segment extends from the intersection of Market Street/Manchester Boulevard to the west, and the intersection of Prairie Avenue/Manchester Boulevard to the east as shown in **Figure 3.0-4c** through **3.0-4e**.

The MSF is located on this portion of the alignment to the southwest of Manchester Boulevard and will be accessed by the ATS trains from the elevated guideway (see **Figure 3.0-4d**). The MSF houses functional spaces required for the operation and maintenance.



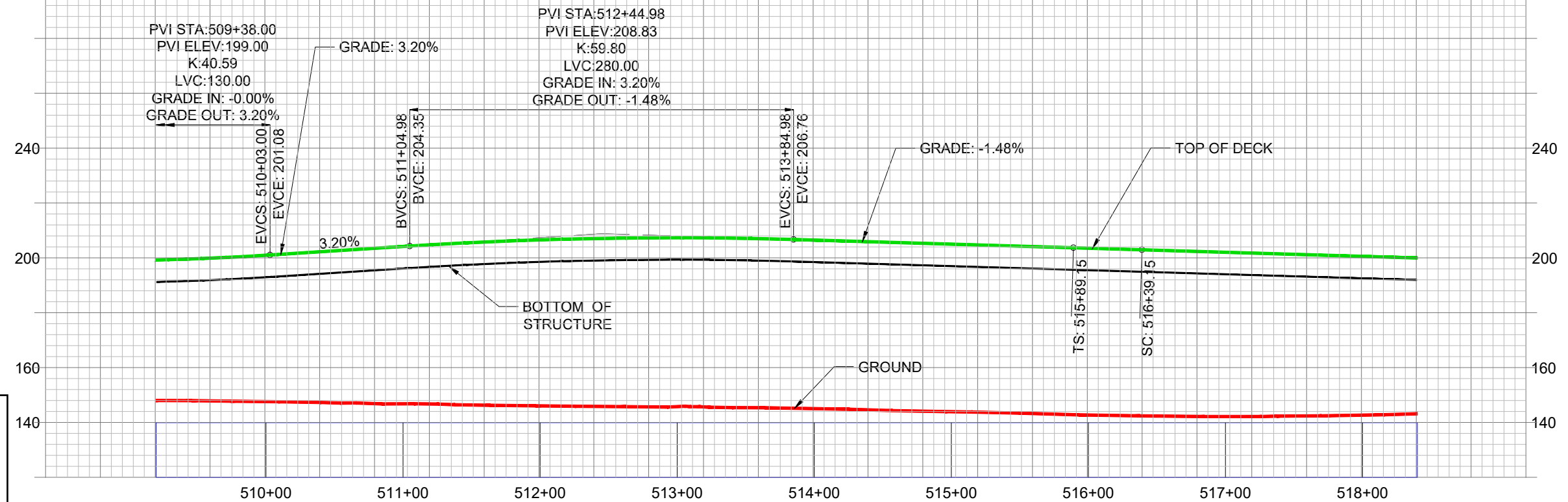
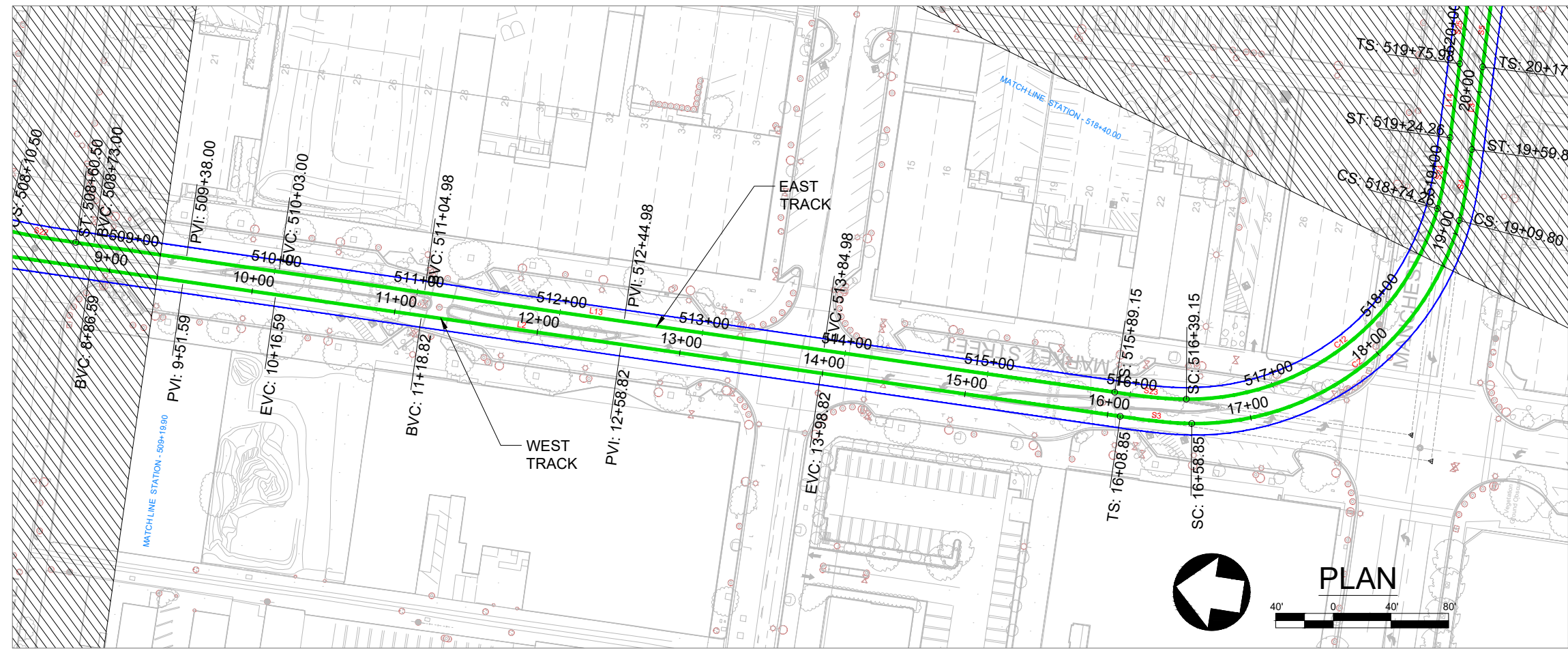
- Legend**
- Edge of Guideway
 - ATS Tracks
 - Station Location

SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4a





- Legend**
- Edge of Guideway
 - ATS Tracks
 - Station Location

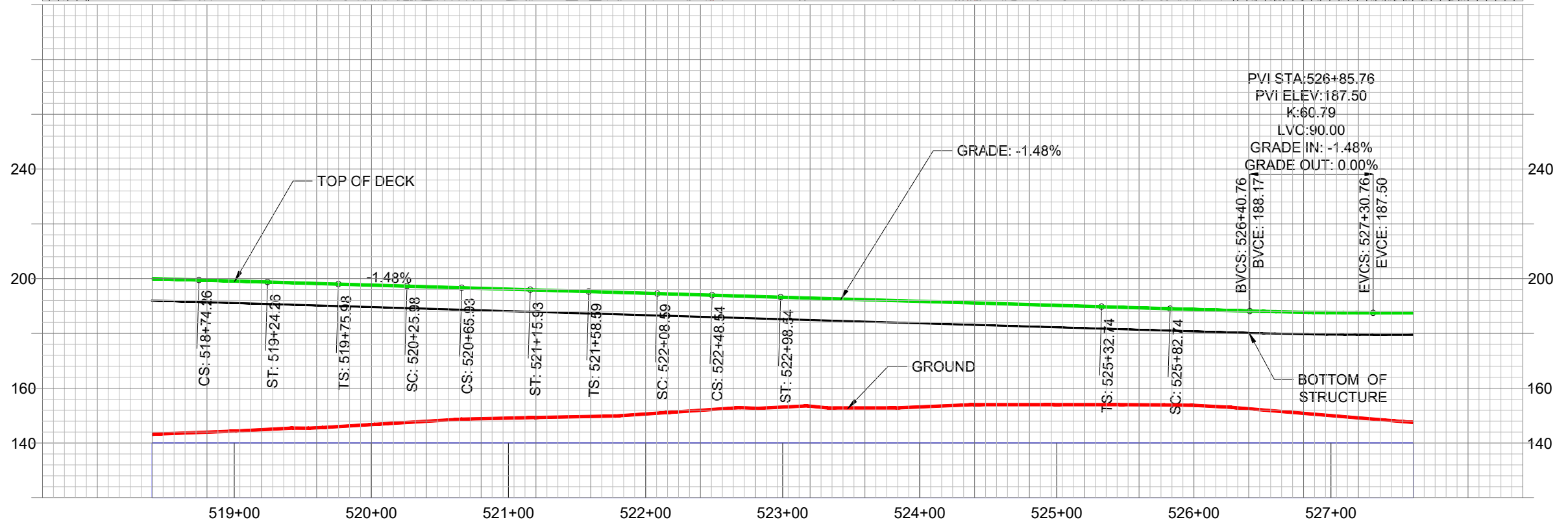
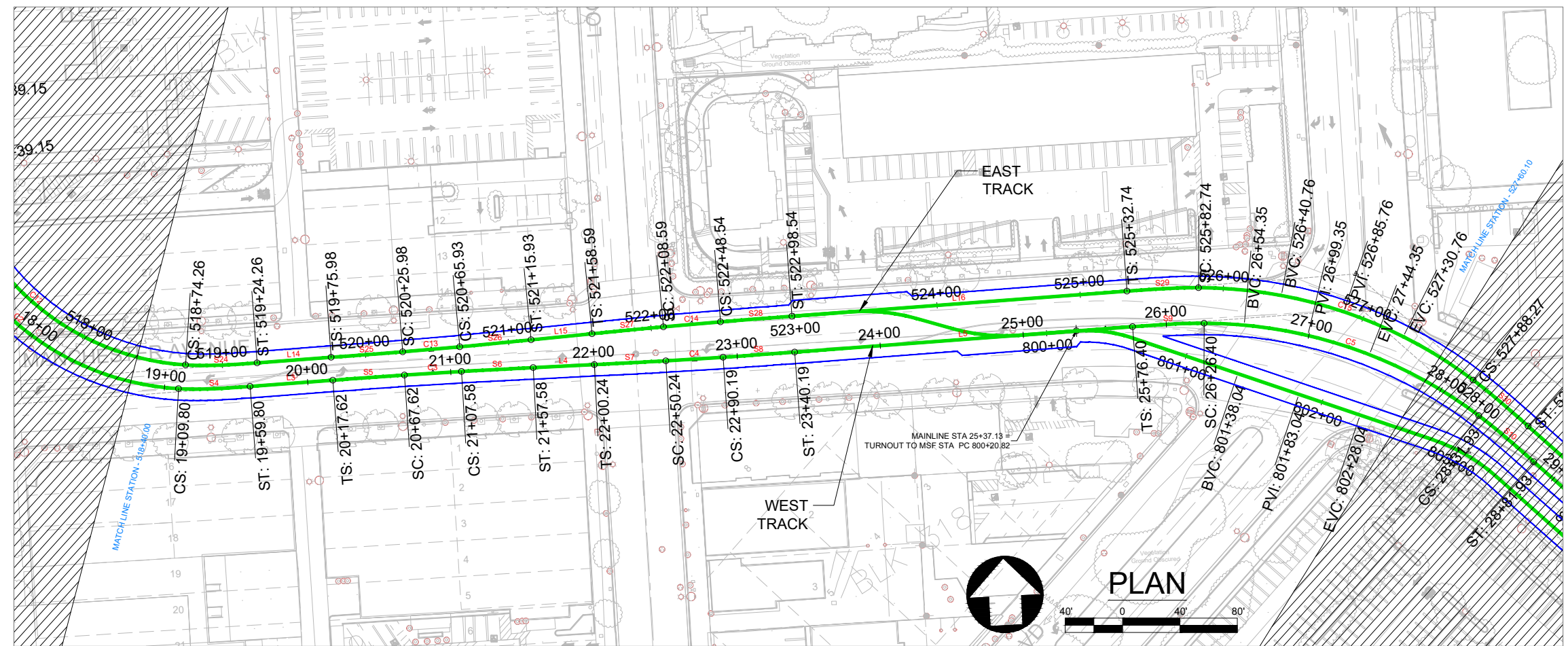
SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4b



Proposed Project Alignment Plans and Profiles



Legend

- Edge of Guideway
- ATS Tracks
- Station Location

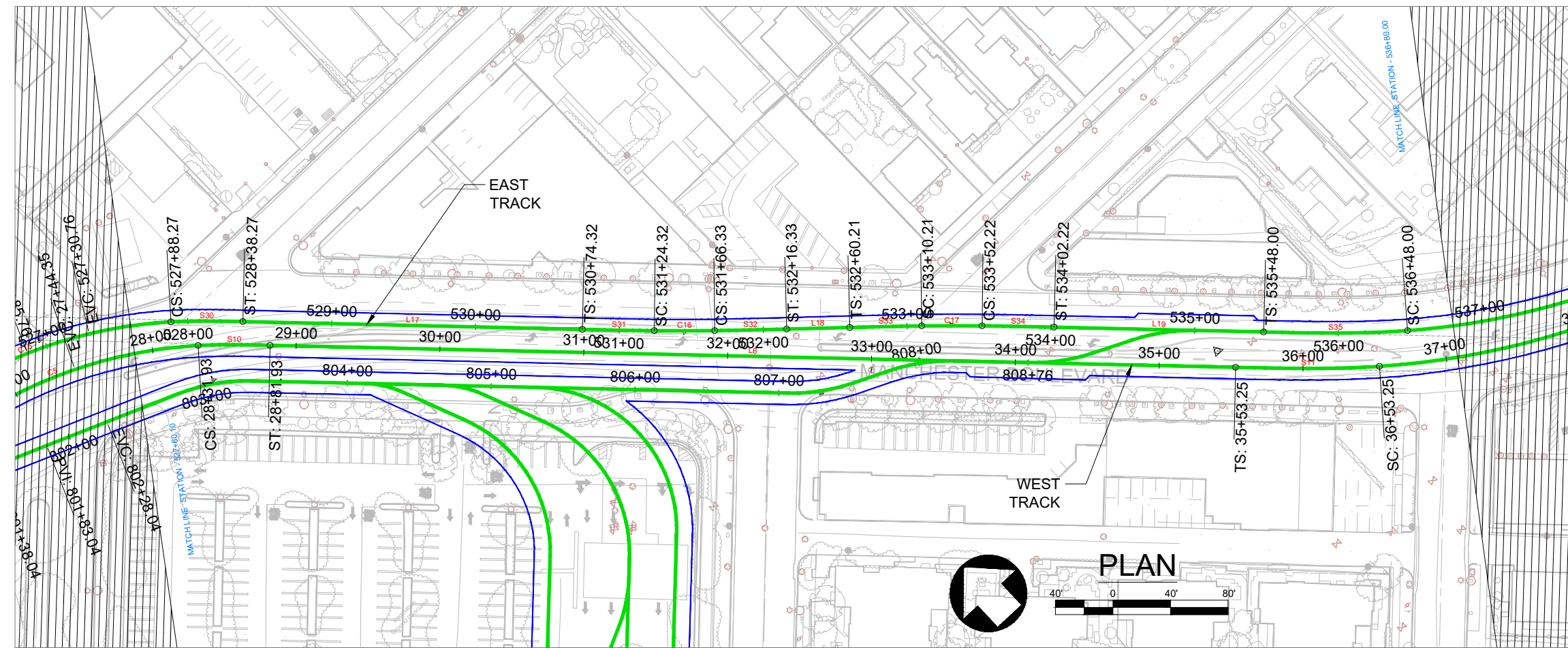
SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4c



Proposed Project Alignment Plans and Profiles



Legend

- Edge of Guideway
- ATS Tracks
- Station Location

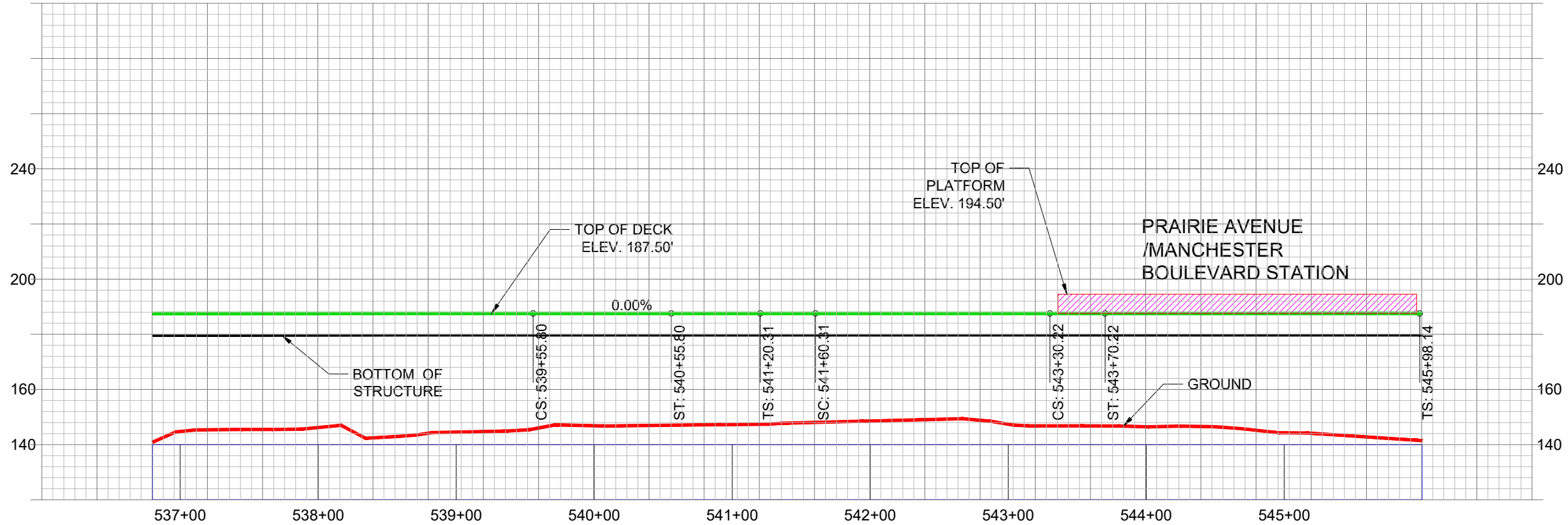
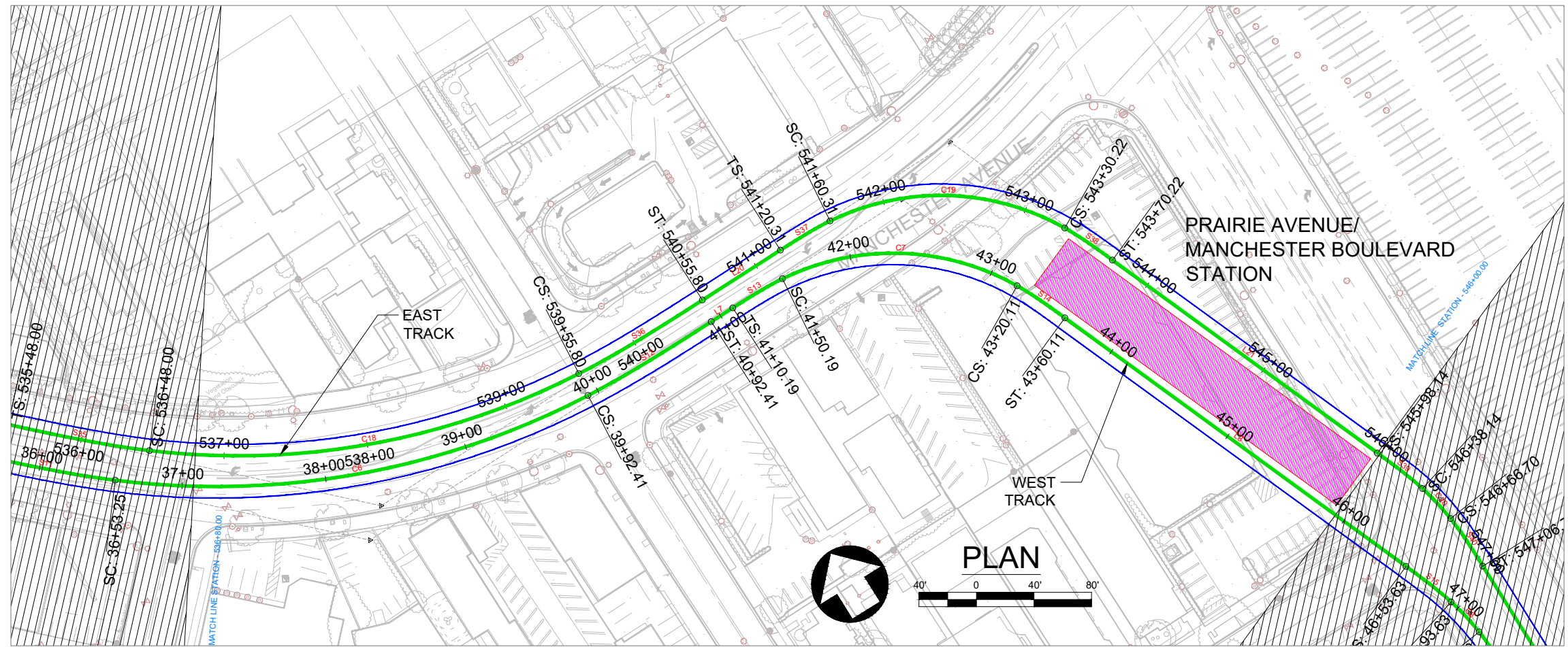
SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4d



Proposed Project Alignment Plans and Profiles



Legend

- Edge of Guideway
- ATS Tracks
- Station Location

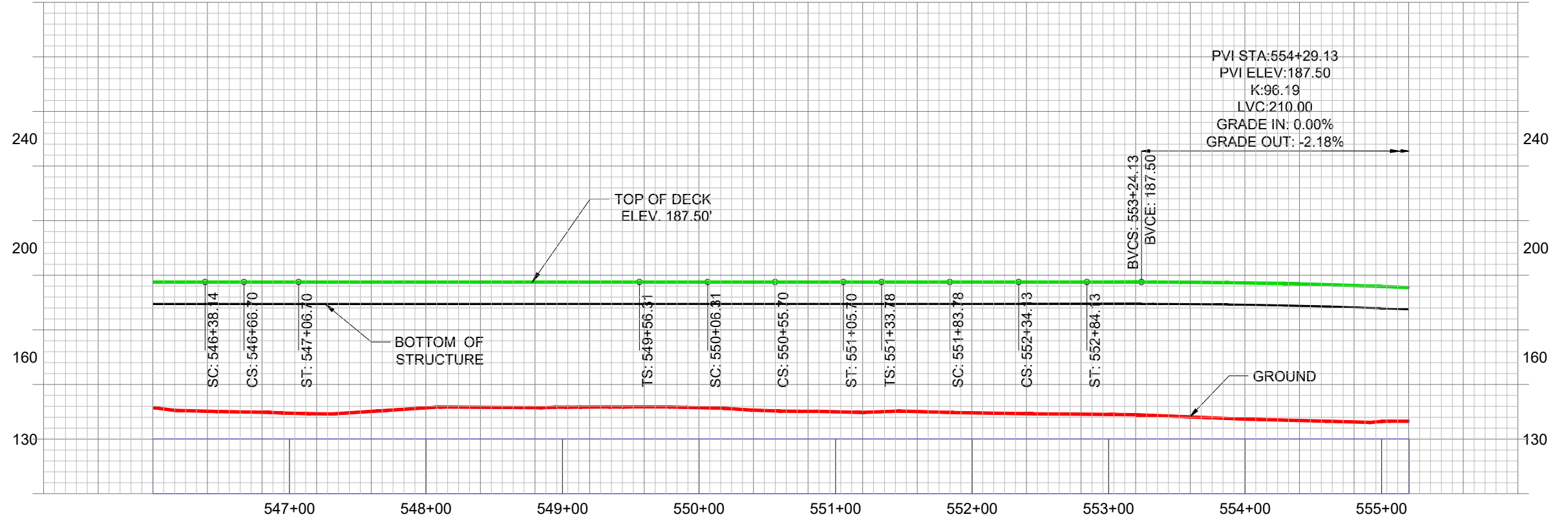
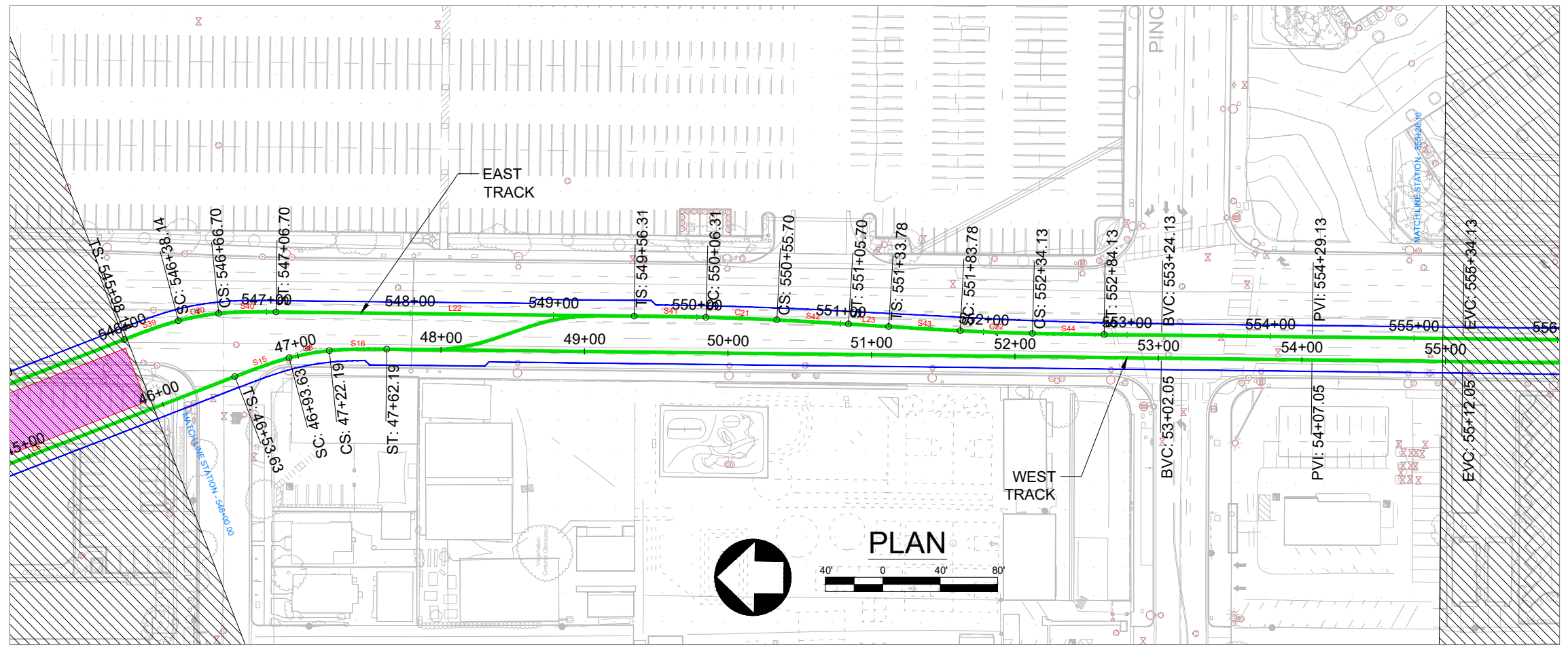
SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4e



Proposed Project Alignment Plans and Profiles



Legend

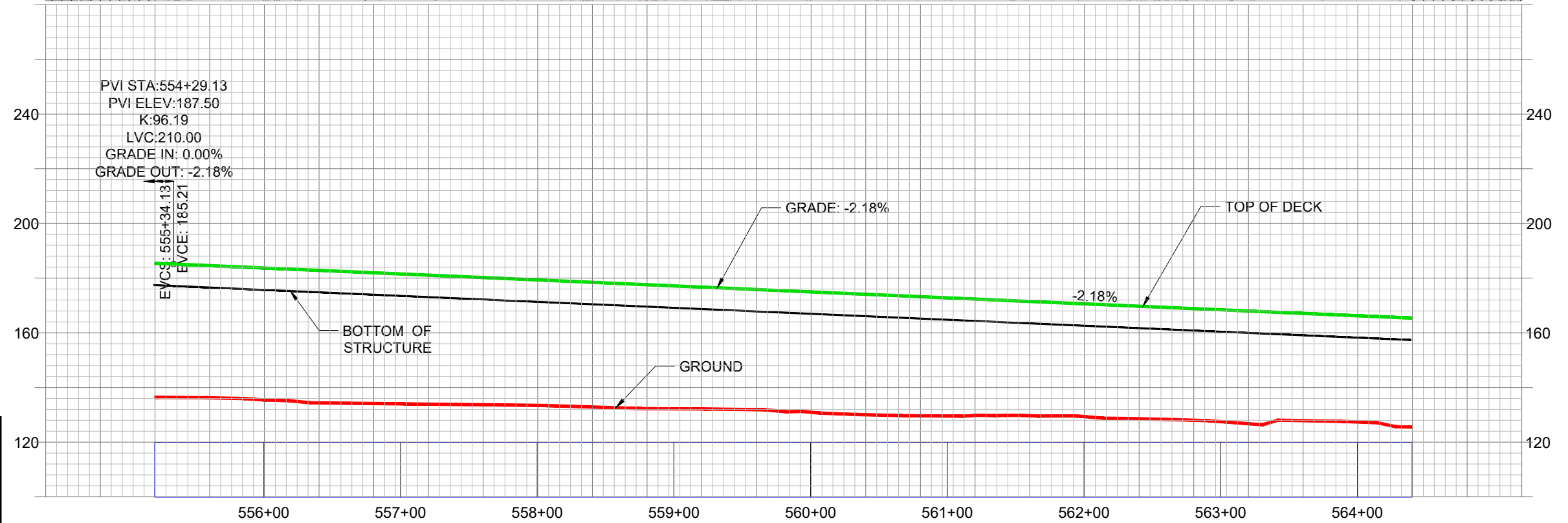
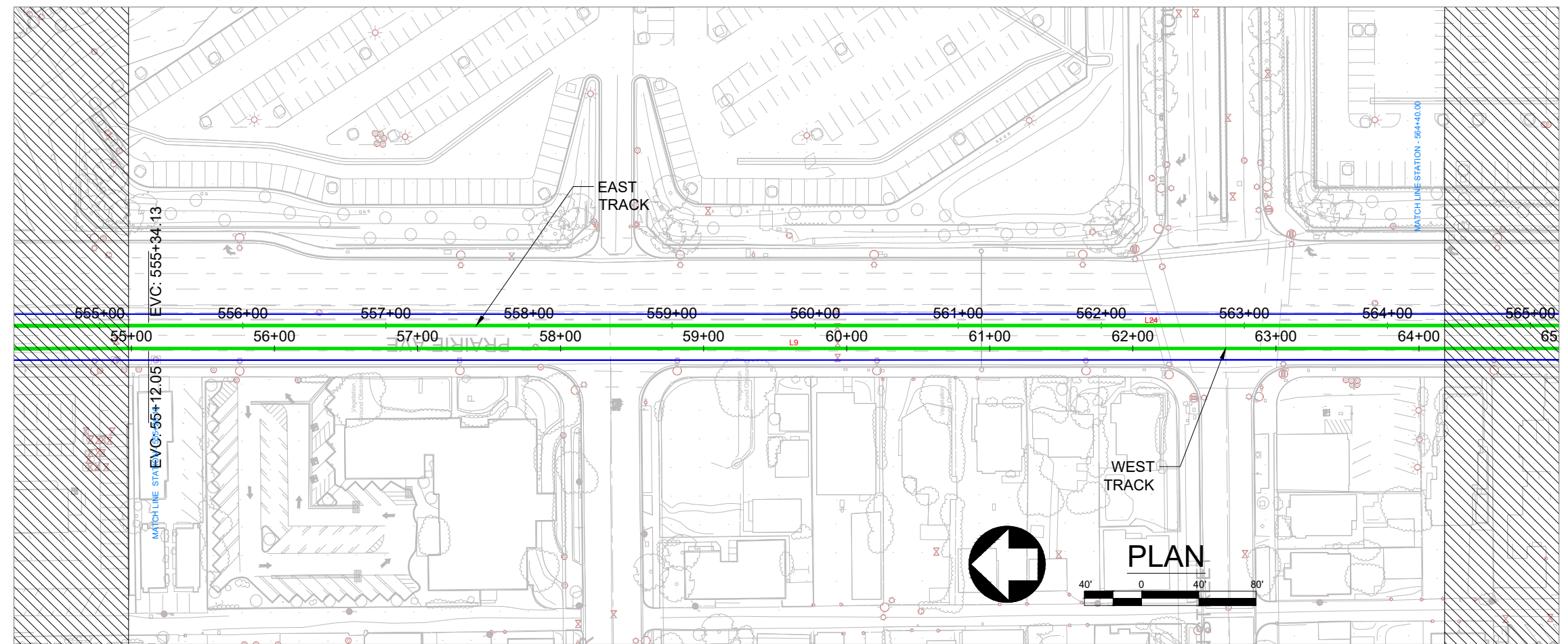
- Edge of Guideway
- ATS Tracks
- Station Location

SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4f





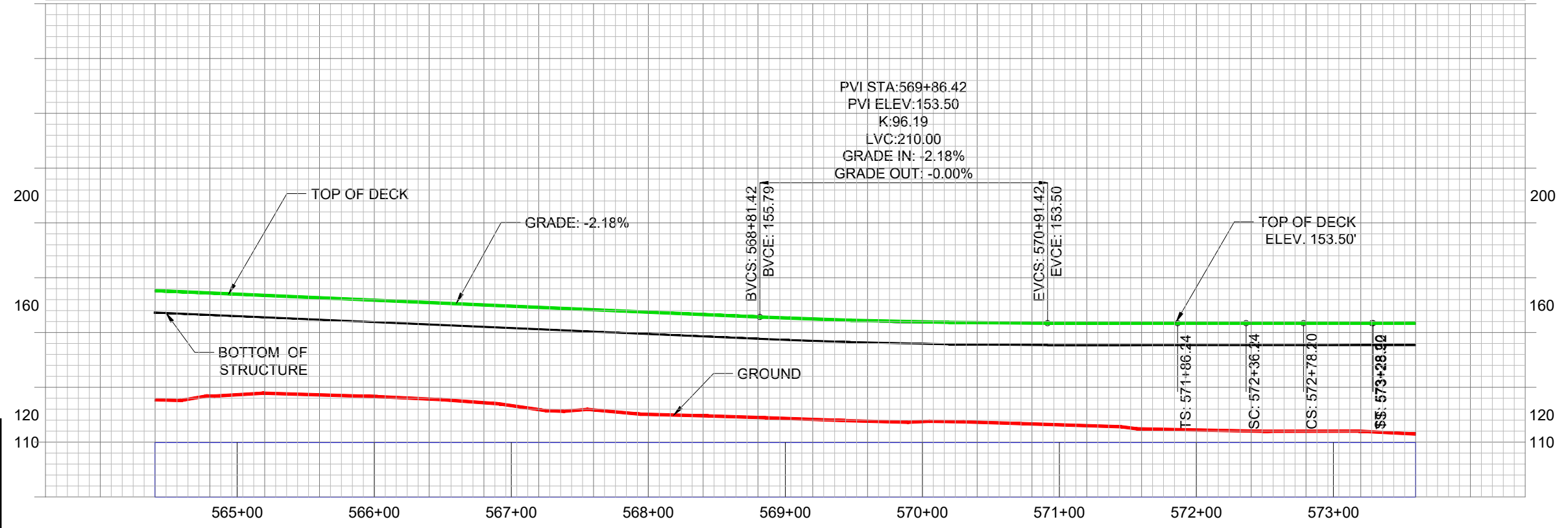
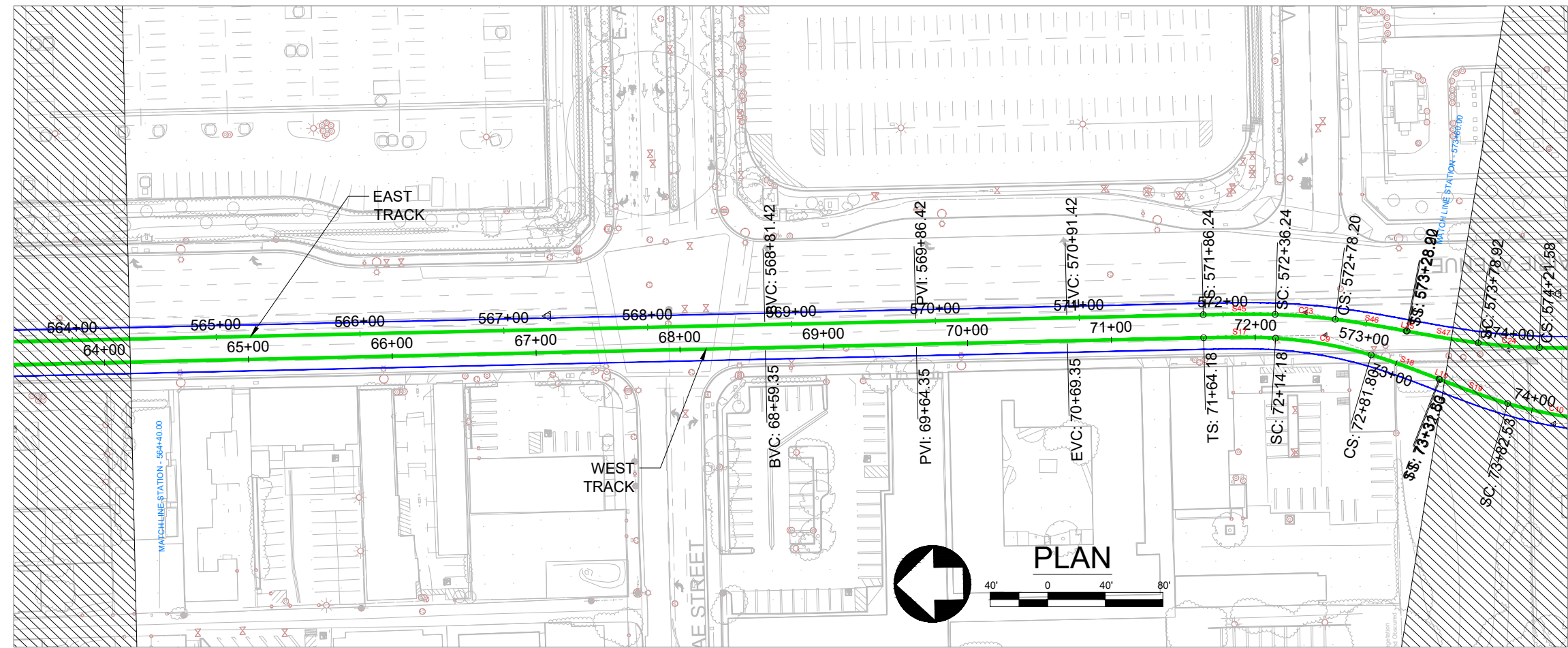
- Legend**
- Edge of Guideway
 - ATS Tracks
 - Station Location

SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4g





Legend

- Blue line: Edge of Guideway
- Green line: ATS Tracks
- Pink rectangle: Station Location

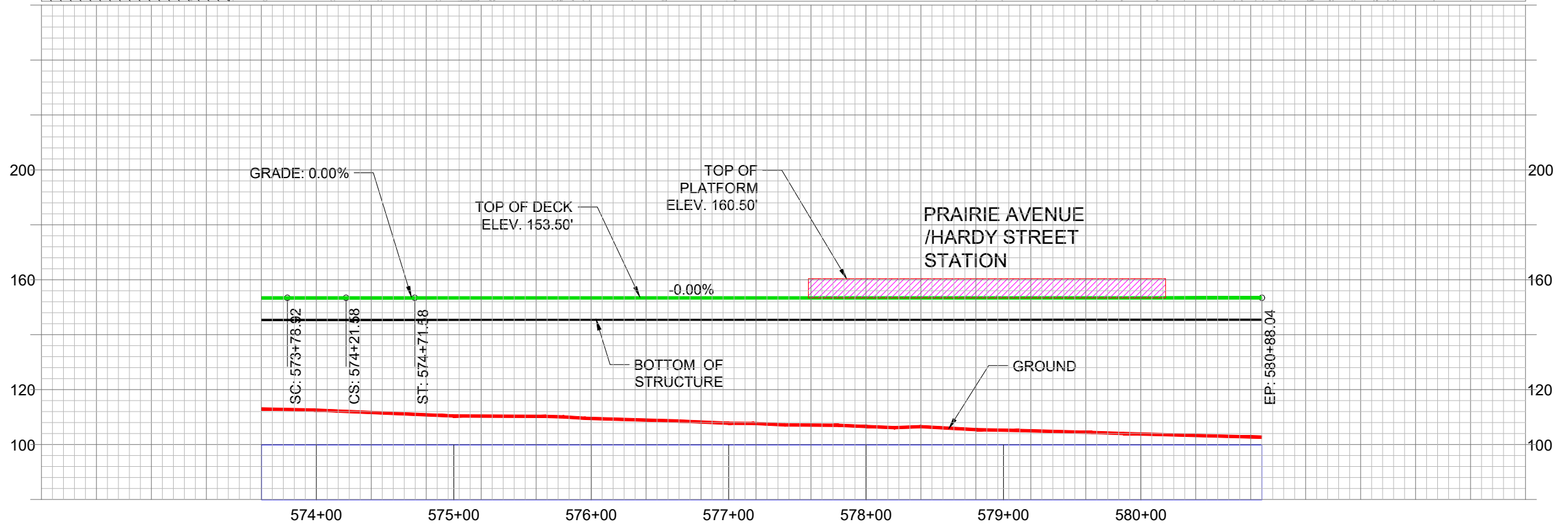
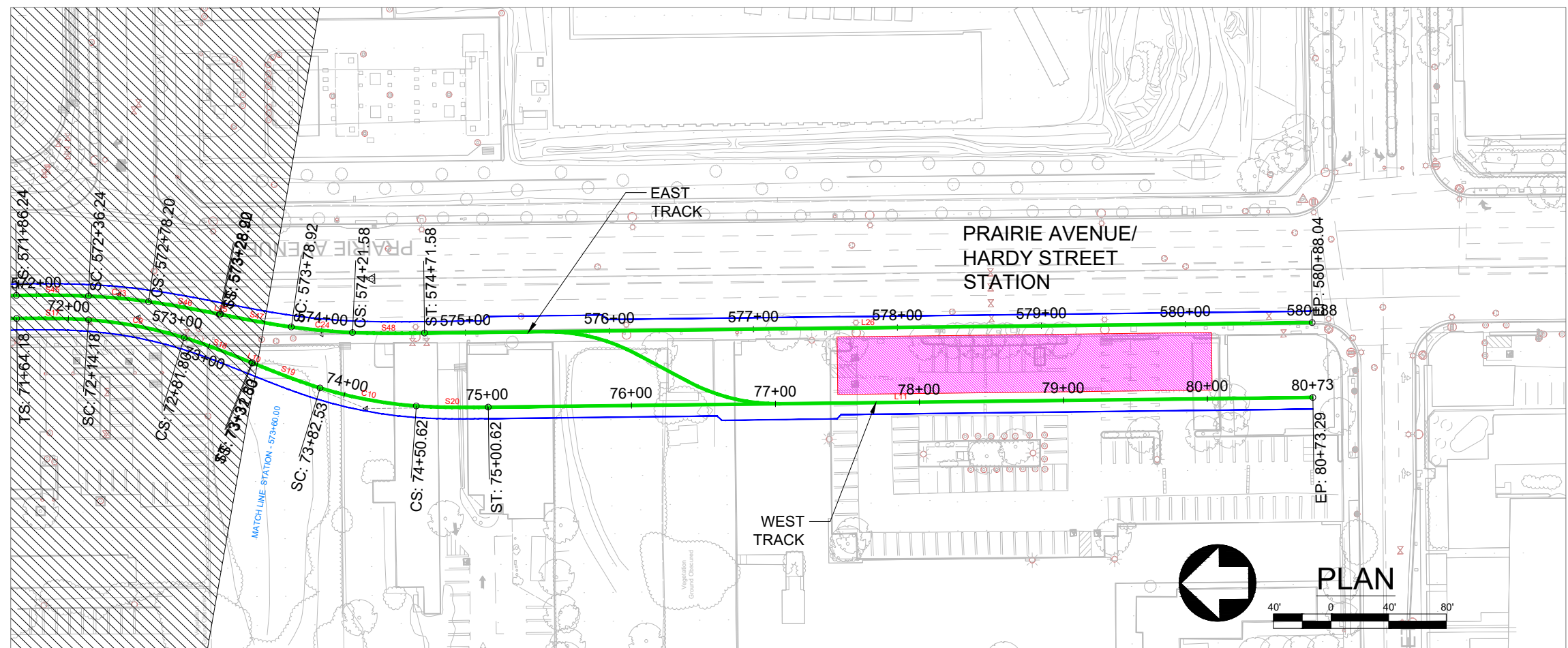
SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4h



Proposed Project Alignment Plans and Profiles



Legend

- Edge of Guideway (Blue line)
- ATS Tracks (Green line)
- Station Location (Pink shaded area)

SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-4i



The proposed MSF facility will be located on a site containing an existing retail commercial building at 500 E. Manchester Boulevard containing a Vons grocery store, a private fitness gym, and a bank branch, and a gas station operated by Vons. The MSF is proposed on the eastern portion of this site and a new replacement Vons store, which would include amenities similar to the existing store, is planned on the corner of Manchester Boulevard and Hillcrest Boulevard. The guideway would include a side (tertiary) track to access the MSF. Additional track switches would be needed to allow for the access of trains from the guideway to and from the MSF; these switches would be located on the east side of the MSF near Manchester Boulevard's intersections with Hillcrest Boulevard and Spruce Avenue as shown in **Figure 3.0-4d**. The MSF is described further below in Section 3.5.4.

At the southwestern corner of the Manchester Boulevard and Prairie Avenue intersection, the edge of the guideway would extend beyond the existing public right-of-way and onto the vacant property at 401 Prairie Avenue where the Prairie Avenue/Manchester Boulevard Station is proposed (see **Figure 3.0-4e**). Acquisition of this property is proposed as part of the Project. The guideway would approach the Prairie Avenue/Manchester Boulevard station with dual tracks straddling the center platform station and include crossover rail switches located on the southern approach of the station. The Prairie Avenue/Manchester Boulevard station is proposed on the southwest corner of Prairie Avenue and Manchester Boulevard on private property to be acquired as part of the Project. This station would provide access to The Forum, the LASED, including SoFi Stadium and other existing and future businesses and residences. The elevated guideway extending south from the station would be located on the western side of Prairie Avenue with no more than three straddle bent columns for a switch zone located immediately south of Nutwood Street. These three straddle bents would span Prairie Avenue, and potentially require acquisition of private property from the Forum. Passengers will be able to access the ground level below the station or access the Forum site directly via an elevated passenger walkway over Prairie Avenue.

Prairie Avenue Segment

The Prairie Avenue segment is approximately .75 miles in length beginning at the intersection of Prairie Avenue and Manchester Boulevard and provides access to the Forum, LASED including SoFi Stadium, the IBEC and other existing and future businesses and residences. This segment extends from the intersection of Prairie Avenue/Manchester Boulevard to the intersection of Prairie Avenue/Hardy Street to the south as shown in **Figure 3.0-4f** through **3.04i**.

The guideway would extend south along the west side of Prairie Avenue and cross the intersections of Prairie Avenue with Nutwood Street, Kelso Street/Pincay Drive, La Palma Drive, Buckthorn Street, and Arbor Vitae Street, before ending just north of Hardy Street. Between Arbor Vitae and Hardy Street the guideway will turn west from the public right of way onto property that is proposed to be acquired a part of the Project for the Prairie Avenue/Hardy Station which will be located entirely west of the existing Prairie Avenue right-of-way.

Upon exiting the Prairie Avenue/Manchester Boulevard station and continuing south, the elevated guideway would continue along the west side of Prairie Avenue until both tracks gradually transition

together immediately north of Kelso Street and continue in this configuration south to Victory Street, where the tracks diverge to enter into the Prairie Avenue/Hardy Street station, proposed on a site located west of the Prairie Avenue right of way (see **Figure 3.0-4i**). The guideway would terminate at the Prairie Avenue/Hardy Street station located on the northwest corner of the Prairie Avenue and Hardy Street.

Columns and Structures

As previously discussed, over the length of the alignment, the Project has been configured to minimize impacts on existing facilities, roadways and to create an alignment envelope that would minimize the need for columns and double column/straddle bent support systems to the extent possible. The final column locations will ultimately be defined by the selected contractor as part of the final design process in consultation with the City. The columns, for the most part, will be required to be located within the existing public right-of-way, either within sidewalks or parking lanes, except immediately south of the Manchester Boulevard/Prairie Avenue Station where three straddle bent columns will be located south of Nutwood Street to support a switch zone that will space across Prairie Avenue.

Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundation will likely be deep shafts with depths ranging from approximately 60 to 100 feet.

Market Street/Florence Avenue Segment

This segment includes one center platform station on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue; the station is connected to the Metro K Line Downtown Inglewood station via an easily accessible elevated passenger walkway. This elevated passenger walkway will connect passengers from the at-grade plaza at the Metro station to the mezzanine level of the proposed ATS Market Street/Florence Avenue station to avoid the need for passengers to cross Florence Avenue at-grade.

The Market Street/Florence Avenue station would be supported by columns below each guideway from the northern terminus to just north of Regent Street. Here, the dual lane tracks would separate to accommodate the station's center platform and turn-back switches. As the guideway approaches Regent Street, the dual lane tracks would converge and be supported by single columns until Manchester Boulevard. The columns would be primarily located in a reconstructed median area along Market Street between Regent Street to Manchester Boulevard. From Manchester Boulevard, the guideway turns eastward towards Prairie Avenue.

Manchester Boulevard Segment

As the guideway turns east onto Manchester Boulevard, the guideway would transition from single columns to a one-half straddle bent to support the turn onto Manchester Boulevard before going back to

single columns in a new median located in Manchester Boulevard. As the guideway approaches the MSF it will widen and require straddle bents that will span across Manchester Boulevard. From the MSF to Prairie Avenue, a combination of single column supports and straddle bents across Manchester Boulevard will be used.

Straddle bent columns will be placed in sidewalks and/or parking lanes so as to not reduce the existing roadway capacity of Manchester Boulevard. Single column supports will be located in a median within Manchester Boulevard that will not restrict existing traffic capacity or turning movements at intersections to other City Streets.

Prairie Avenue Segment

No more than three straddle bent columns will support the guideway as it proceeds south onto Prairie Avenue from the Prairie Avenue/Manchester Boulevard Station just past Nutwood Street, transitioning to single column supports as the guideway converges after leaving the Manchester Boulevard/Prairie Avenue station. As the guideways converge, it will transition to single column supports located on the western side of Prairie. The guideway begins diverging south of Victory Street to the west of Prairie Avenue on its approach to the Prairie Avenue/Hardy Street station and will be supported by straddle bents in the sidewalk and west of the public right of way. There will be no straddle bents located across Prairie, south of Pincay Street.

Maintenance and Emergency Access

A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuating passengers and safe access for operations and maintenance personnel to access guideway and wayside equipment.

Maintenance walkway considerations and requirements will comply with the applicable requirements that generally include the following:

- The walkway must be continuous through crossovers/switches or other elements that may act as barriers.
- The walkway should be located at or below the vehicle floor level under both normal and worst-case vehicle suspension failure conditions. It is desirable to locate the emergency walkway not more than 12 inches below the vehicle floor level. The walkway must not be more than 40 inches below the vehicle floor level under any circumstances.
- Walkways without a railing should be at least 44-inches wide and walkways with a railing should be at least 30-inches wide.
- The walkway should provide a clear cross-sectional envelope at least 30 inches wide to a height of 6 feet-8 inches above the walkway surface.
- Emergency walkway lighting is required along the entire walkway and egress route and will normally be turned on only when passengers are required to evacuate a train or during maintenance activities.

3.5.3 Stations

The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station will provide connections to the Metro K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard station will include an elevated pedestrian walkway crossing over Prairie Avenue to provide a connection to the Forum, local businesses, and residences, and the LASED. The Prairie Avenue/Hardy Street station will provide connections to the LASED including SoFi Stadium, the commercial uses at Hollywood Park, the IBEC as well as existing and future local businesses and residences.

Each station is designed in three levels including the ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation (stairs/escalators/elevators) from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. The mezzanine level provides connections for passengers received from connecting elevated passenger walkways to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue station will include an elevated passenger walkway connecting to the Metro K Line Downtown Inglewood station. The Prairie Avenue/Manchester Boulevard station will include an elevated passenger walkway connecting to the Forum property, and the Prairie Avenue/Hardy Street station will include an elevated passenger walkway connecting to the LASED properties on the east side of Prairie. **Figure 3.0-5: Typical Station Design** shows the configuration that would be used for the stations; the typical design would be modified as needed to address site specific conditions, and the elevated passenger walkways will be located in consultation with affected property owners. With the exception of the elevated passenger walkway, the Prairie Avenue/Hardy Street Station will not encroach onto or over Prairie Avenue.

As noted, station design capacity would be established by passenger demand volumes under typical peak conditions, service disruptions, and emergency evacuation situations. Queuing and circulation requirements would be determined using the number of peak-hour passengers boarding and deboarding the ATS trains defined by the long-range planning horizon. Like all public elements of the Project, stations would be required to be fully accessible to passengers with disabilities. The station configurations would be refined as necessary to be compatible with the designs of the major venues the system would serve, and utility alignments.

Center platform configurations generally result in a smaller footprint and are proposed for the stations. These platforms would be located between guideways and serve as both boarding and deboarding platforms for passengers traveling in either direction.

Vertical circulation would be provided at either or both ends of station platforms, or within the length of the platform. A mezzanine level is anticipated under the station platform to connect to the street level through passenger walkways.

Vertical Circulation at the stations

The stations will provide vertical access to the various station levels (Platform, mezzanine, and street level). The platform level where the ATS train will access the stations will be above the mezzanine and street levels. The mezzanine level will allow ATS riders to reach the street level and access passenger walkways to connect to other facilities such as the Metro K Line Downtown Inglewood Station or areas beyond the normal street level landing areas.

Vertical circulation to the platform may be at the ends or along the platform. The configurations with access at the ends of the platform are referred to as “single-ended” and “double-ended” if they provide access at one end or both ends, respectively. Several factors will determine where vertical circulation is located on the platforms, including the station orientation in relation to the adjacent facility, physical and geometric constraints, and the orientation of the station relative to adjacent facilities, such as the Metro K Line, the Forum, the SoFi Stadium at LASED, and the IBEC.

The concentration of passenger demand will also influence the size and location of vertical circulation. Vertical circulation for each station will address the concentration of passenger demands to minimize congestion and long passenger queues. To the degree feasible, the passenger demand will be evenly distributed throughout the station.

Design of the vertical circulation components will also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act (ADA)). From a safety point of view, adequate passenger egress capacity will be provided to ensure that the passengers alighting from the ATS trains to the platform can be dissipated through the available vertical circulation prior to the next ATS train arrival. Consideration will be given to the fact that escalators and elevators can be unavailable for use due to either unforeseen failures or preventative maintenance.

Based on analysis of passenger demands, each station platform will likely include 2 escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, 2 elevators and 6-foot-wide stairs to serve all levels will be provided. Exact requirements will be established during the design phase of the Project.

3.5.4 Maintenance and Storage Facility (MSF)

The MSF would be used for regular and preventive maintenance of the ATS trains and operating equipment, as well as space for storage of the vehicle fleet. As shown in **Figure 3.0-6: MSF Site Plan**, the 75,000 SF MSF is proposed on the eastern portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF building will be elevated to match the track elevation.

This site is currently developed with a retail commercial building containing a Vons grocery store, a private fitness gym and a gas station operated by Vons. The existing commercial building would be demolished

and a new Vons store, approximately 46,400 SF in size, would be built in a more prominent location on the corner of Manchester Boulevard and Hillcrest Boulevard. Parking for the new Vons store, consisting of approximately 205 spaces, will be provided east and south of the store on the site and will include parking under the MSF building. Parking for MSF employees and visitors, consisting of approximately 50 spaces, will be provided in a gated surface parking lot located within the site. west of the MSF building. A PDS substation is proposed on this site.

As shown in **Figure 3.0-7: MSF Plan and Section Views**, the MSF would be elevated from ground level, with double height clearance over the maintenance tracks, and a largely unenclosed ground floor. The maintenance level for ATS train cars would be located on the second floor to match the guideway track elevation. The maintenance level will contain mezzanine administrative office space. The ground level would include multiple rows of columns and support beams for structural support. The approximate dimensions of the MSF are shown on **Table 4.0-3**.

The ground floor would consist of a generally unenclosed space containing public parking for the new Vons store. A gated surface parking area containing approximately 50 parking spaces for employees and visitors to the MSF will be provided west of the MSF building. A loading dock and circulation area for large trucks, access driveways, and one of the two PDS substation (~30 feet by 100 feet) will be located on the southern portion of this site.

The central area of the MSF would consist of two train docks for light maintenance of the trains. Finally, near the northwestern side, the MSF would include two more train docks to be used for heavy vehicle maintenance. The heavy maintenance docks would be located on top of a solid platform structure to capture and contain any mechanical fluids or components during maintenance activities. The space occupying the southeastern-most side of the MSF would be used for inventory, equipment storage, mechanical/electrical shops, and employee facilities.

The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center where automated train operations are monitored and controlled. In addition, this level would include office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

Vehicle and passenger access to the MSF would be provided via controlled gates. Security measures for the MSF would include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

The MSF will be designed consistent with the ITC Design Standards and Guidelines (Design Guidelines) (see *section 3.5.8*), whereby massing and height will be minimized, rooftop equipment will be fully screened, color palette will be generally uniform and neutral in tone, and transparent glazing shall be provided to maximize daylight to the extent feasible. Additionally, lighting will be placed to minimize spillover to adjacent properties and building entrances and passenger paths will be clearly lit.

3.5.5 Power Distribution System Substations

Propulsion power which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs would be provided by two Power Distribution System (PDS) substations located along the alignment. The two PDS substations would be located at the MSF and Prairie Avenue/Hardy Street station sites. The SCE service connection for the system would be provided to the PDS substation on the MSF site.

Each PDS substation is approximately 3,000 SF (approximately 30 feet by 100 feet) with 14 feet of clearance above the finished floor (see **Figure 3.0-8: Typical PDS Substation Layout**). Each PDS substation includes equipment to transform the medium- to high-voltage power feed provided from the power companies to the typically required 750-volt direct current (VDC) needed to power the vehicles and power for housekeeping and other ancillary equipment.

Based on a distribution study completed by SCE, upgrades to the existing distribution system are required to accommodate the maximum power load for the Project. These upgrades consisting of approximately 1,500 feet of new civil work/duct banks, 1,860 feet of new 1000 jacketed concentric neutral (JCN) cable, 1,700 feet of upgrading/re-cabling of the existing SCE primary cable to 1000 JCN, and two new gas switches, will be constructed as part of the Project.

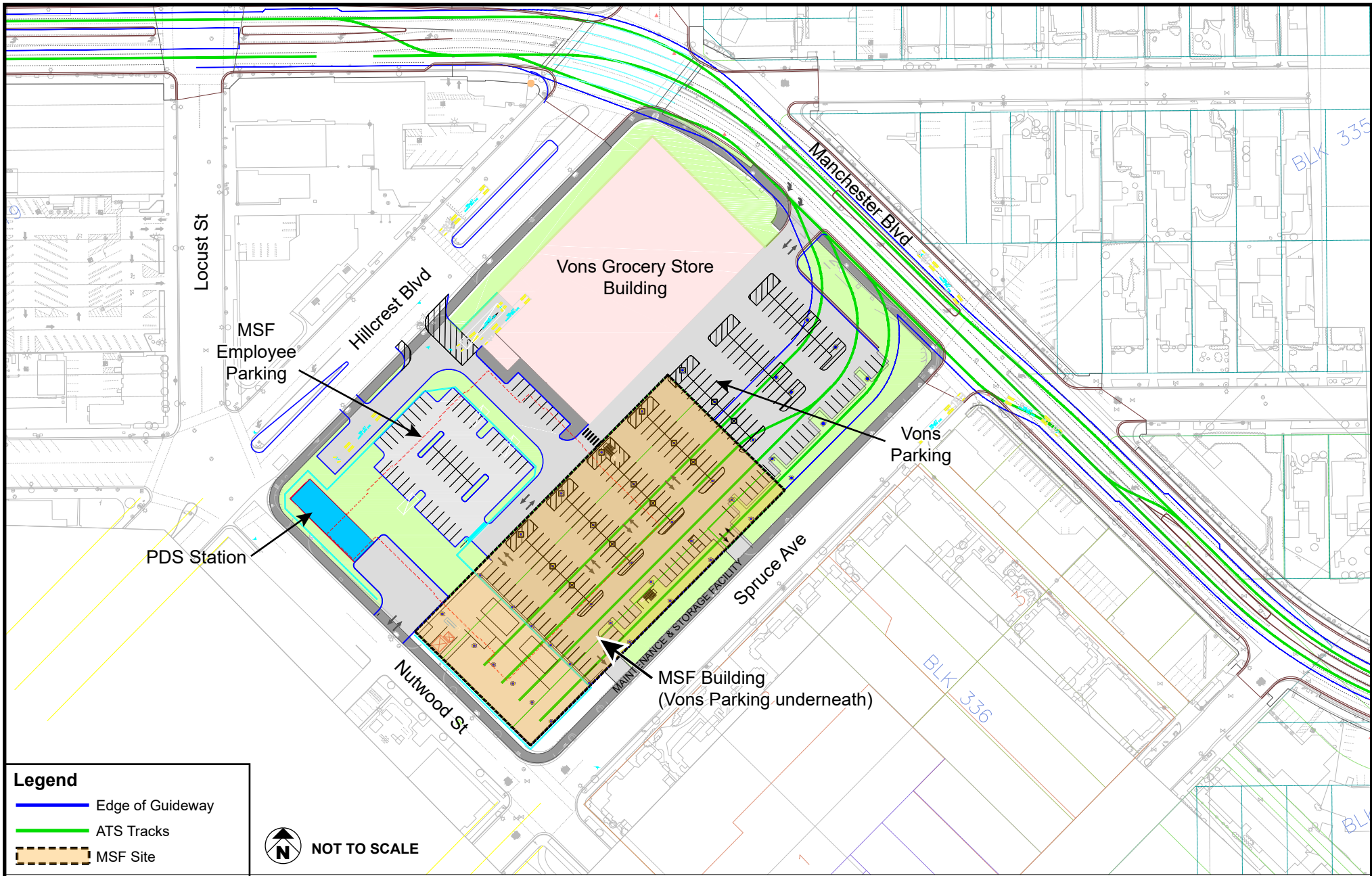
To assure the ATS trains can reach the nearest stations to offload riders in the event of loss of electrical supply, each PDS substation will be equipped with backup power generators. The backup generators would be capable of supplying power to the ATS trains for either 100 percent or 50 percent electrical capacity for a limited time to allow trains to complete their route so that riders can disembark at a station.

3.5.6 Roadway Improvements

To achieve the City's goal of maintaining existing roadway capacity while accommodating the components of the Project, a series of roadway improvements are proposed as described below.

Restriping and Lane Modifications

A brief description of the existing and proposed characteristics of these roadway segments including number of lanes, intersection geometry, traffic control, on-street parking, sidewalks and crosswalks, and speed limits is provided below. Roadway striping and cross-sections are included in **Figures 3.0-9 to 3.0-23: Striping Plans**, and **Figures 3.0-24 to 3.0-31: Cross-Sections**.

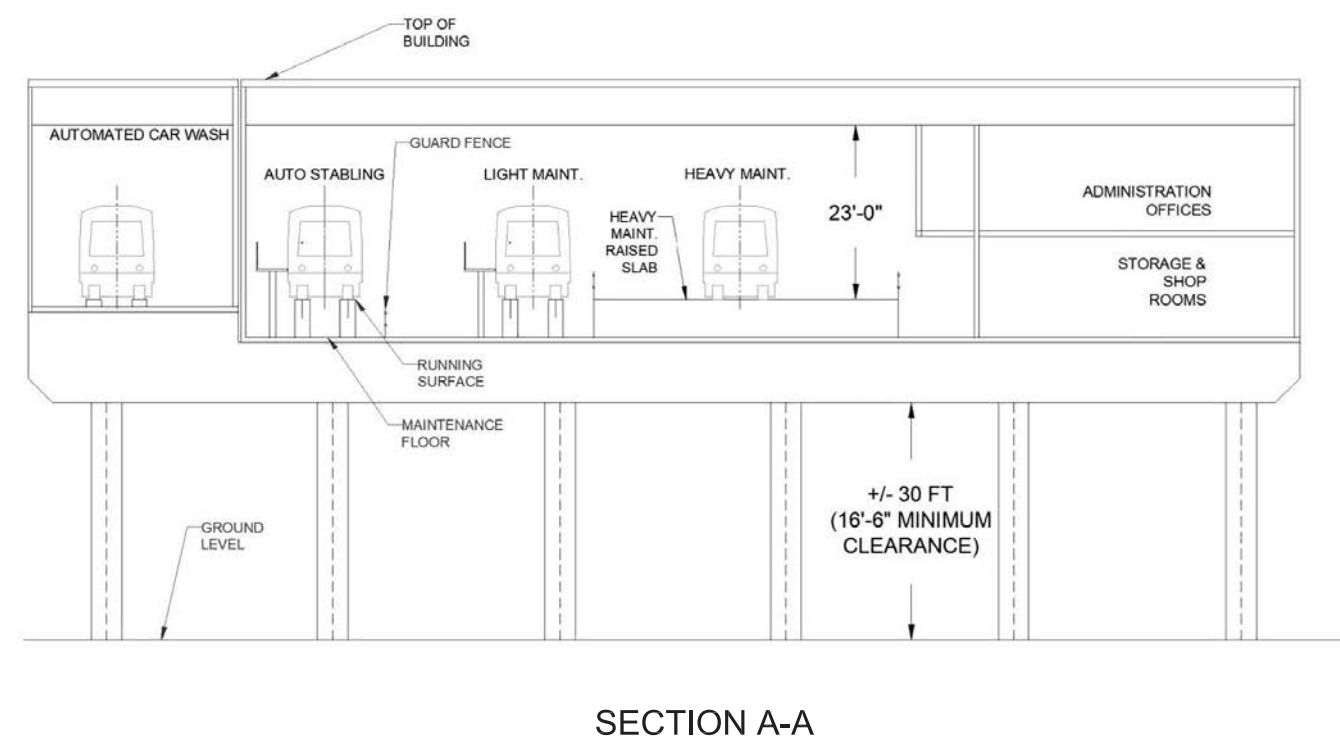
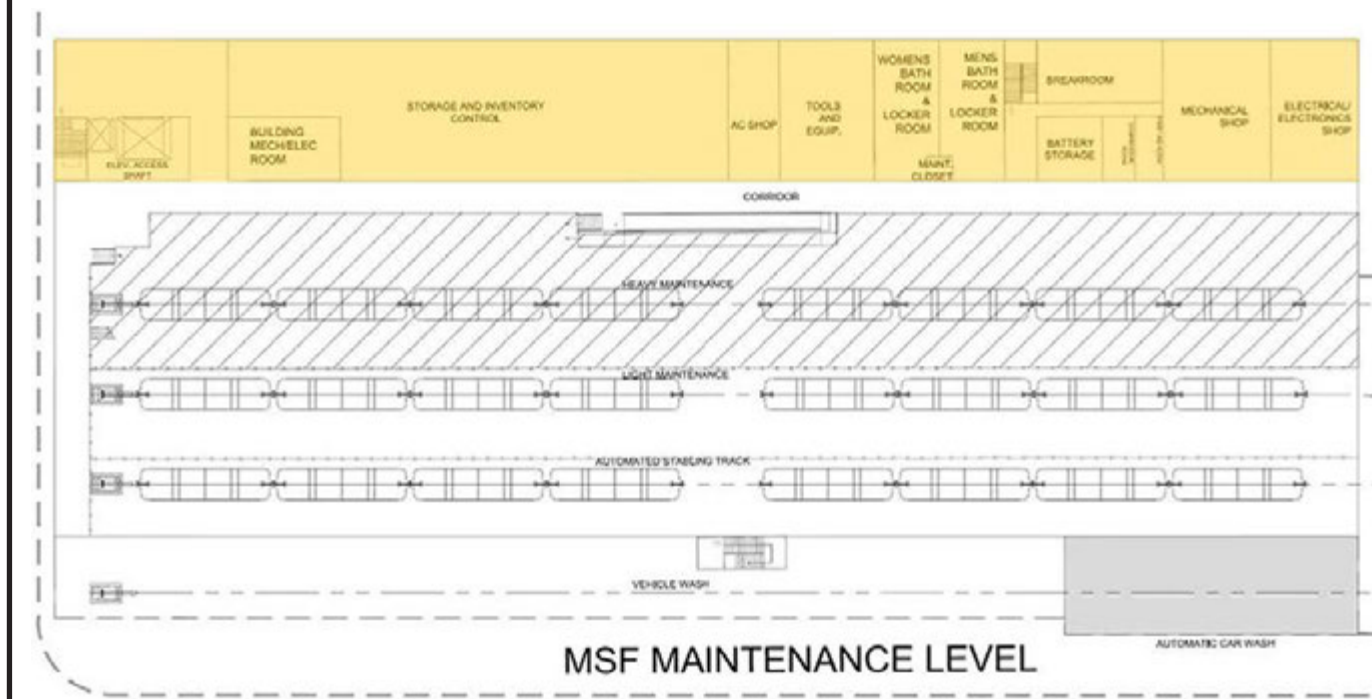
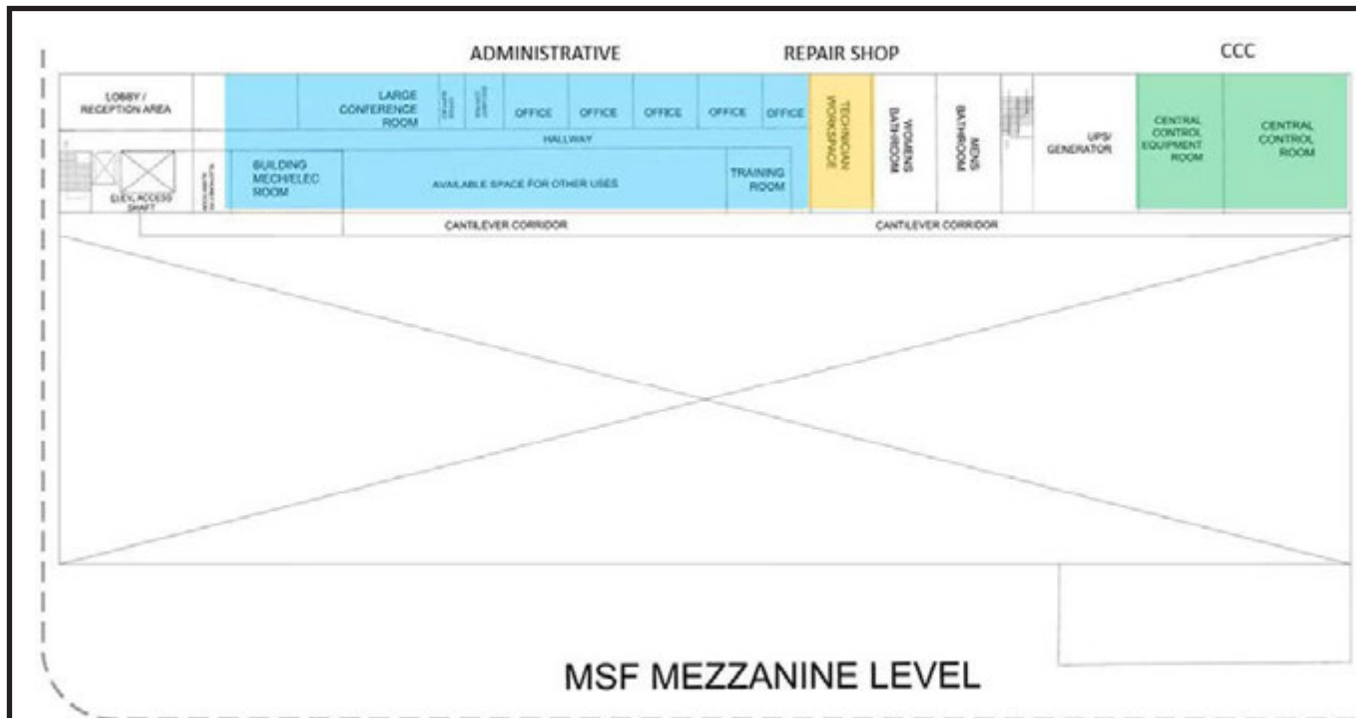


SOURCE: Lee+Elliott - 2021; Meridian Consultants - 2021

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

FIGURE 3.0-6





NOT TO SCALE

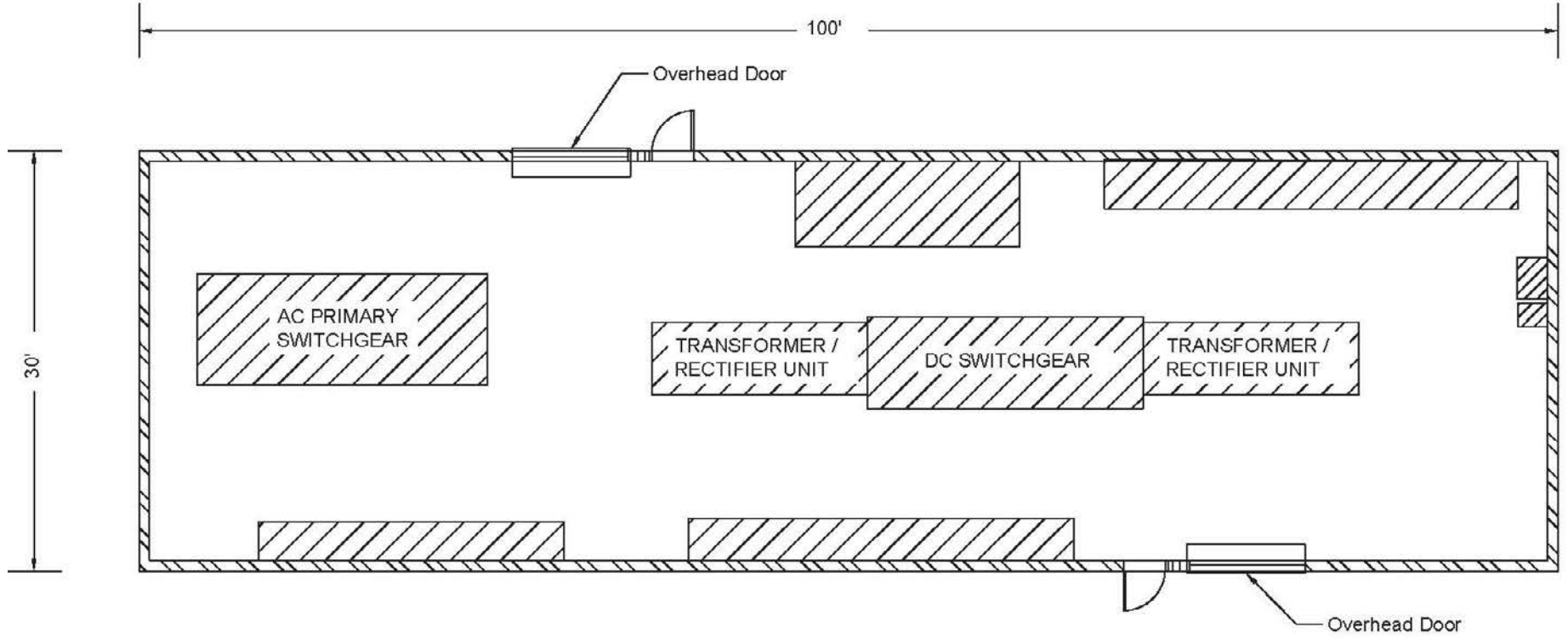
SOURCE: Lee+Elliott - 2021, Meridian Consultants - 2021

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

FIGURE 3.0-7



MSF Plan and Section Views



NOTES:

- 1- DUCT BANKS/CONDUIT STUB-UPS REQUIRED FOR AC AND DC SWITCHGEAR. COORDINATION REQUIRED BETWEEN FF CONTRACTOR AND APM CONTRACTOR.
- 2- 14' MINIMUM CLEARANCE (FLOOR TO CEILING).

LEGEND:

 APM CONTRACTOR FURNISHED EQUIPMENT

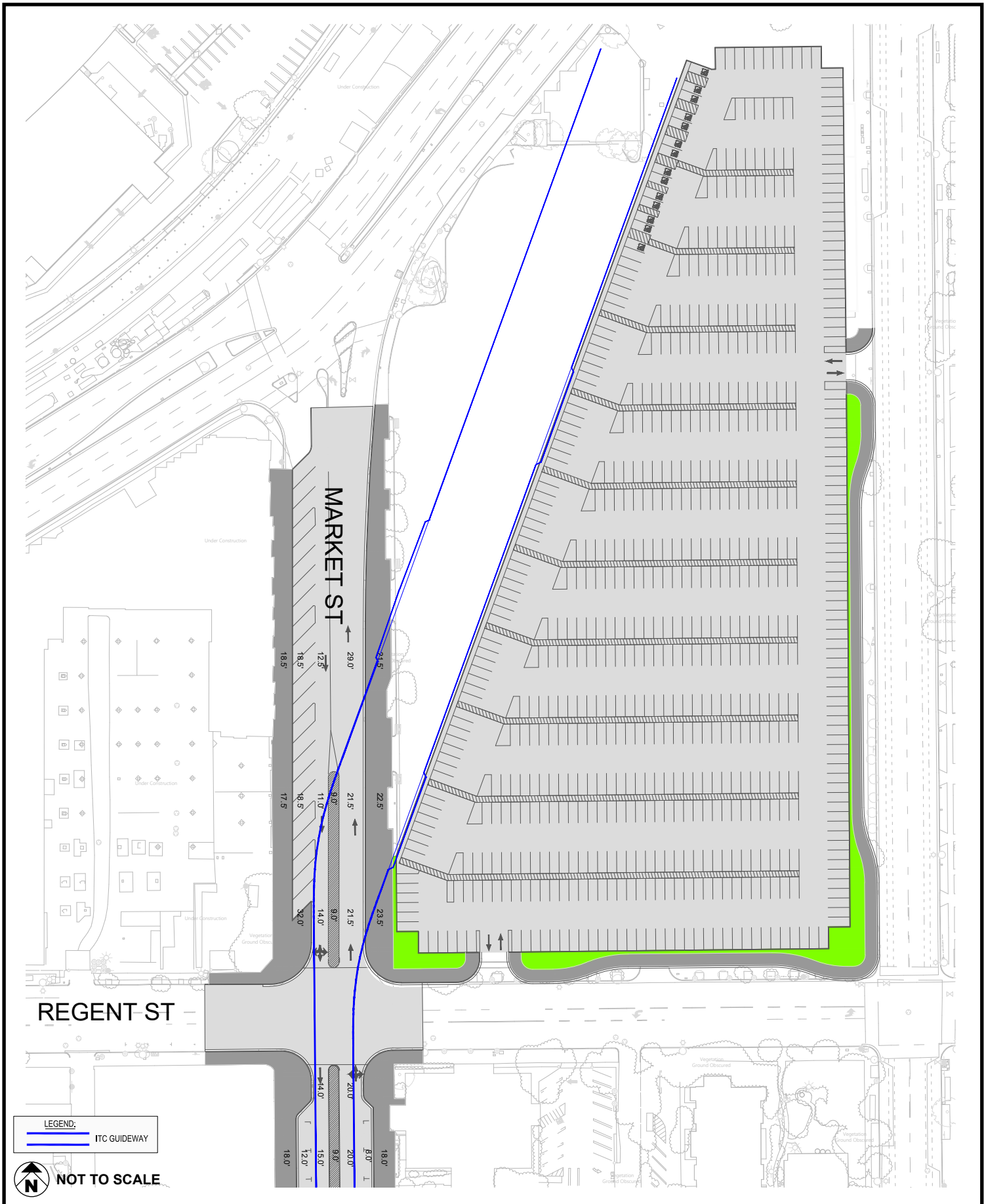
SOURCE: Lee+Elliott - 2021

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

FIGURE 3.0-8



Typical PDS Layout



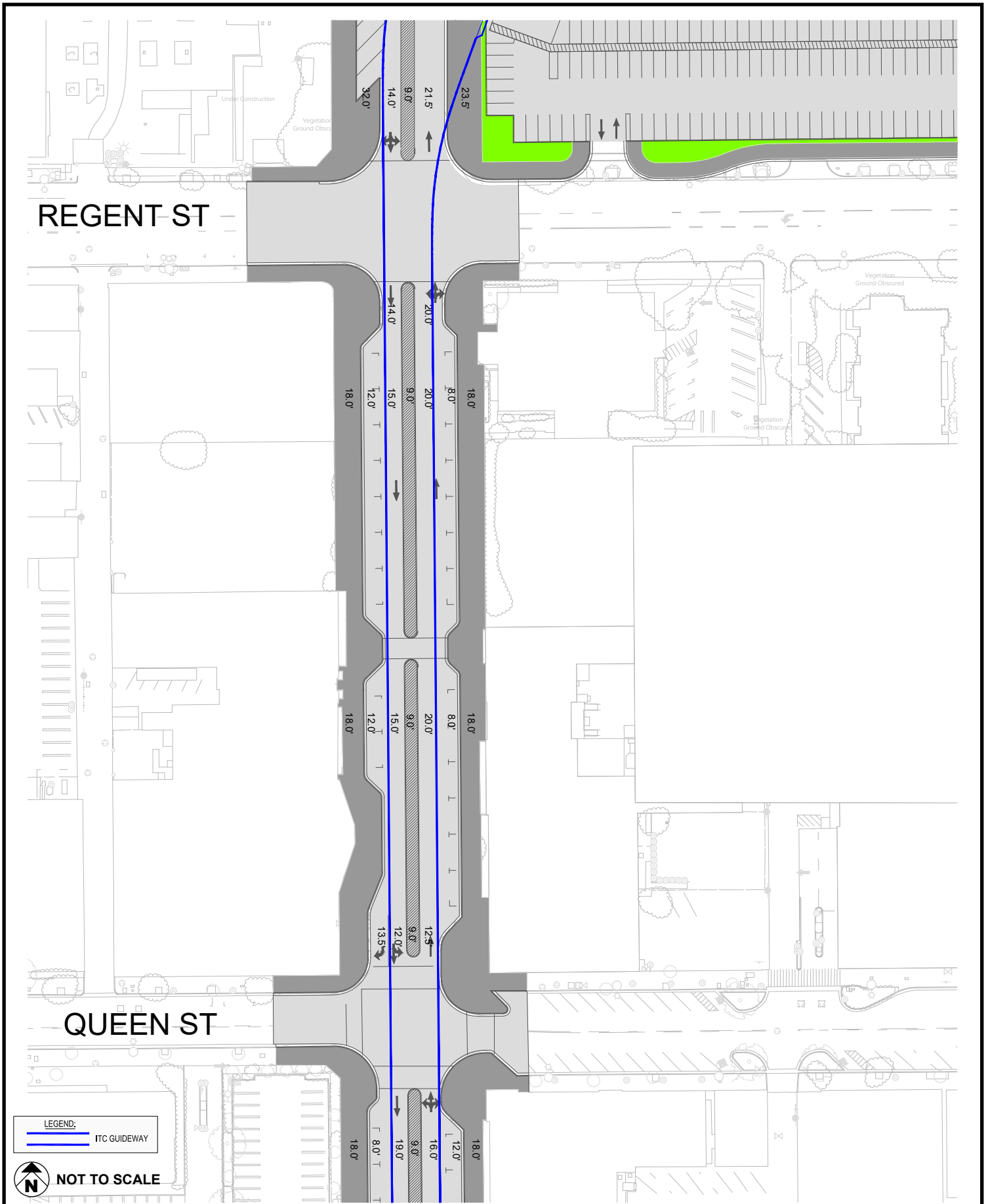
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-10



Market Street Conceptual Striping Plan – Florence Avenue to Regent Street



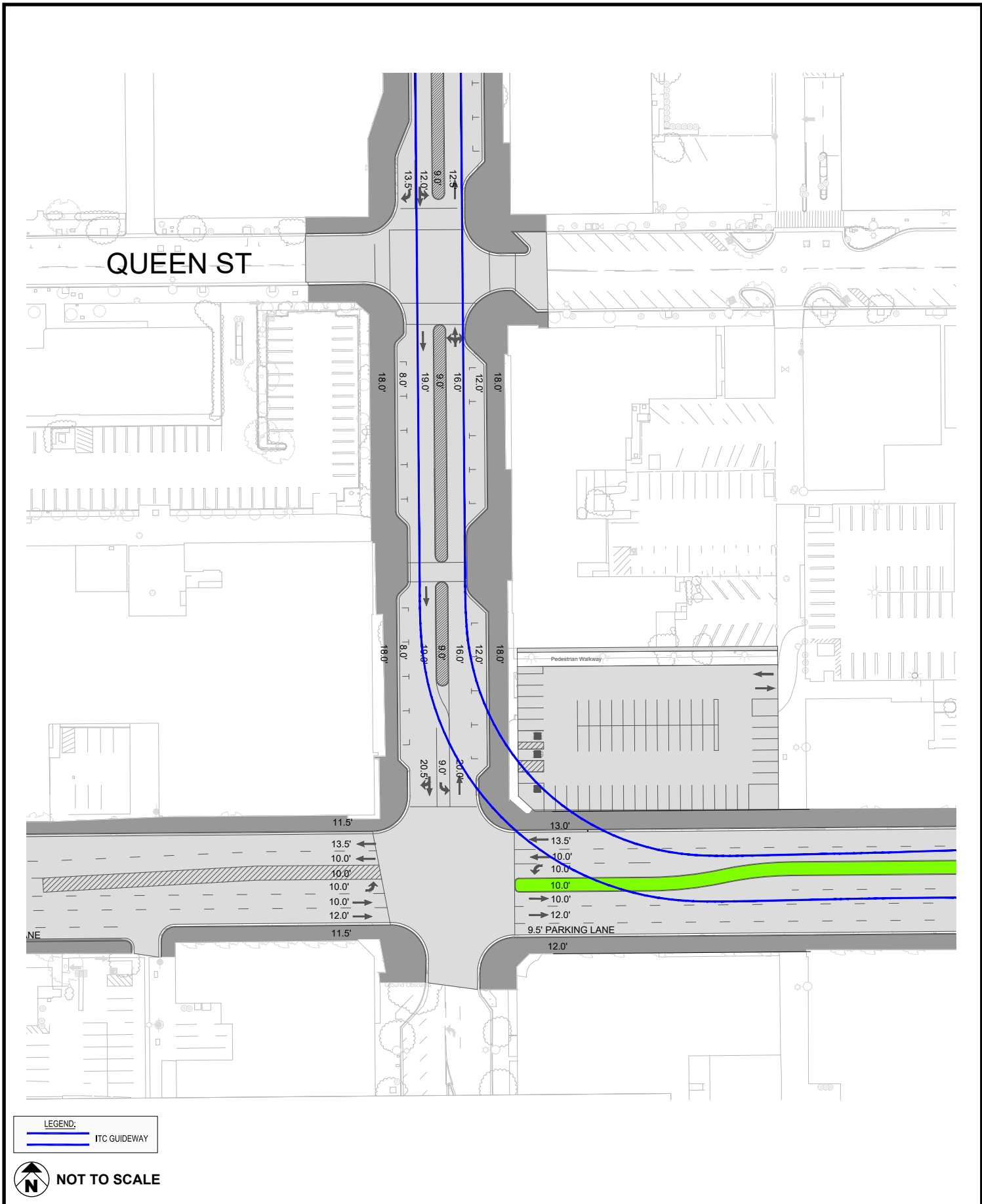
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-11



Market Street Conceptual Striping Plan – Regent Street to Queen Street



SOURCE: Raju Associates - 2021


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


FIGURE 3.0-12



Market Street Conceptual Striping Plan – Queen Street to Manchester Boulevard



LEGEND:
 ITC GUIDEWAY

 NOT TO SCALE

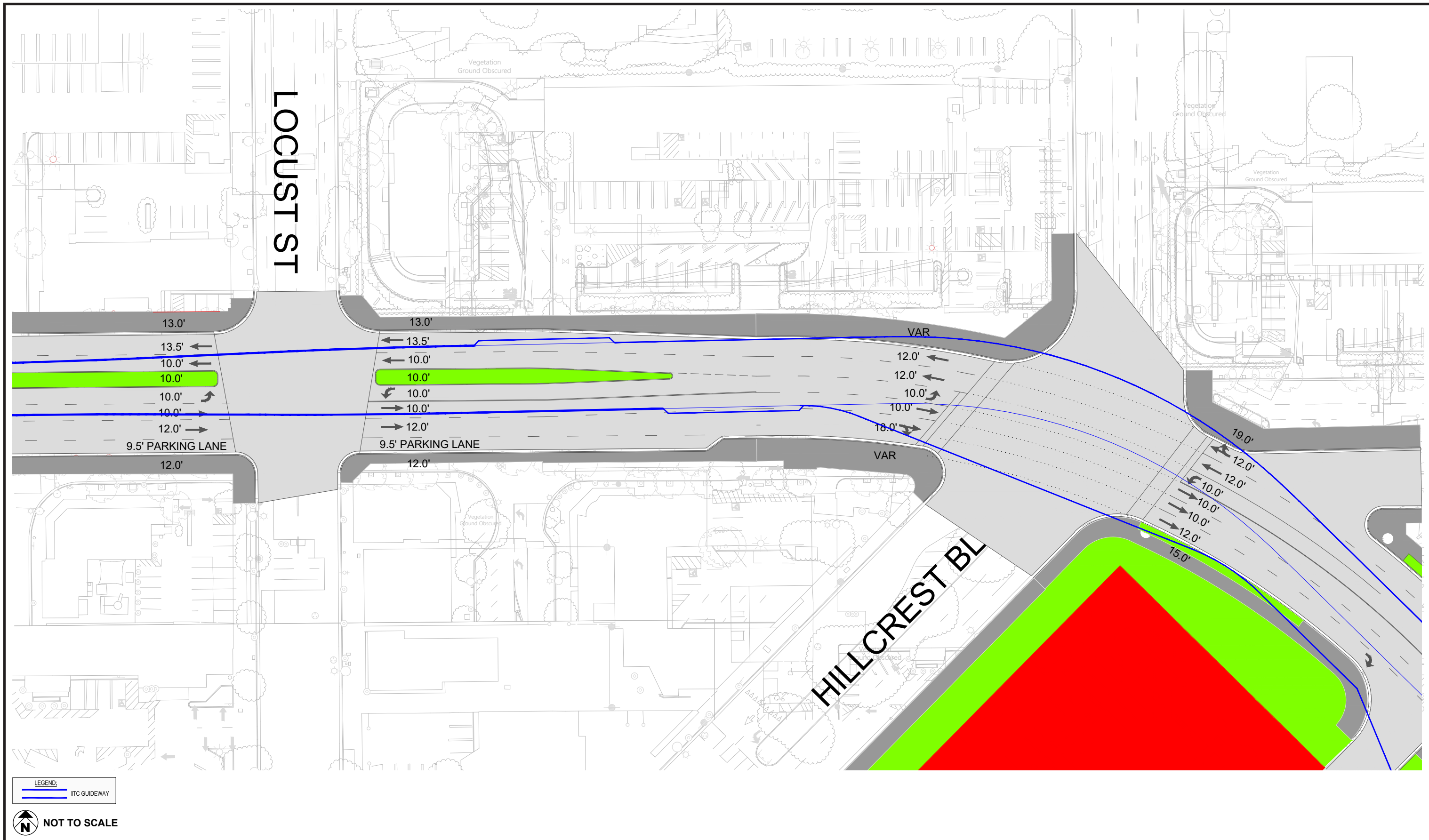
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-13



Manchester Boulevard Conceptual Roadway Striping Plan Overview



SOURCE: Raju Associates - 2021

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

FIGURE 3.0-15



Manchester Boulevard Conceptual Striping Plan – Locust Street to Hillcrest Boulevard



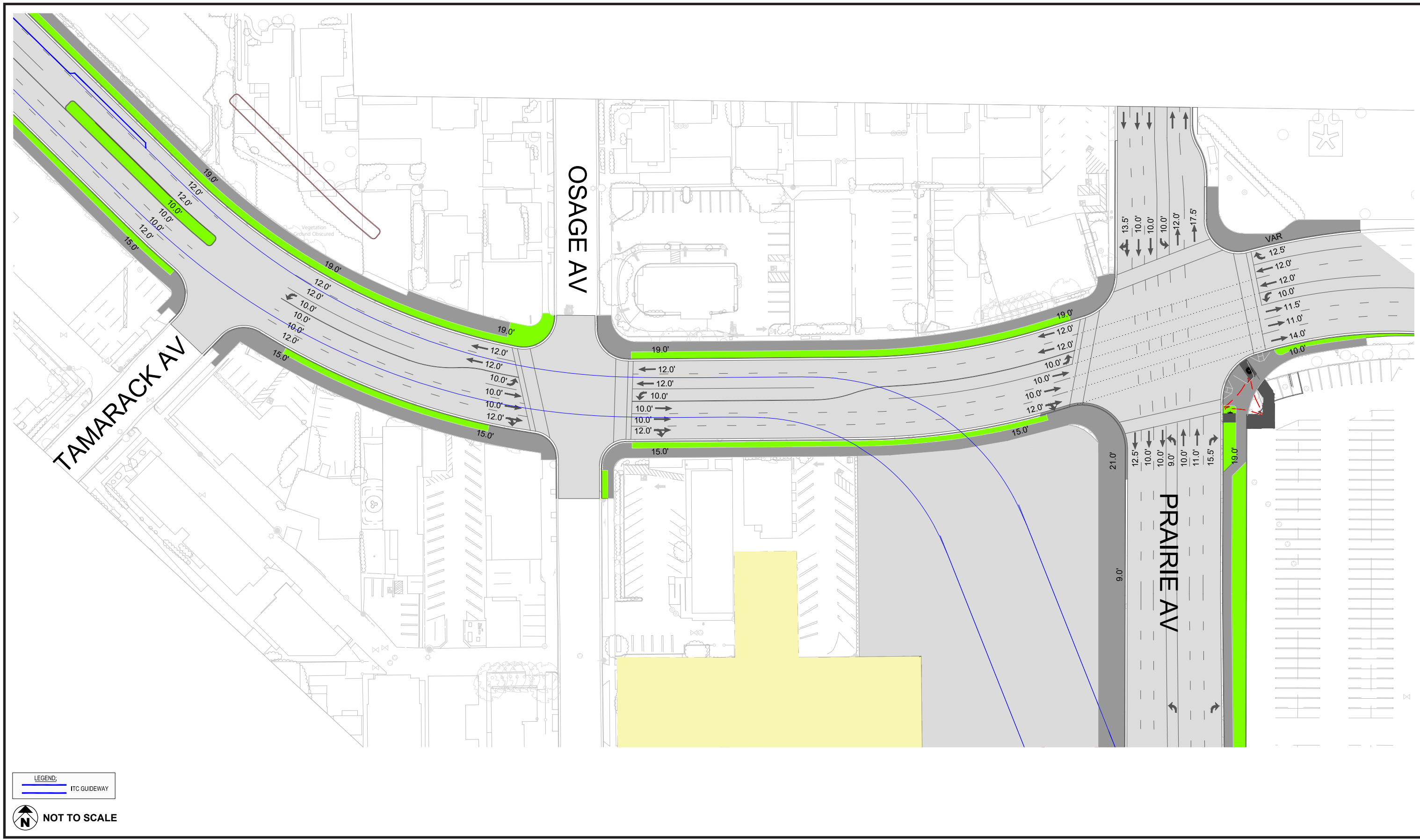
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-16



Manchester Boulevard Conceptual Striping Plan – Hillcrest Boulevard to Tamarack Avenue



SOURCE: Raju Associates - 2021


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


FIGURE 3.0-17



Manchester Boulevard Conceptual Striping Plan – Tamarack Avenue to Prairie Avenue



LEGEND:
 ITC GUIDEWAY

 NOT TO SCALE

SOURCE: Raju Associates - 2021

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

FIGURE 3.0-18



Prairie Avenue Conceptual Roadway Striping Plan Overview



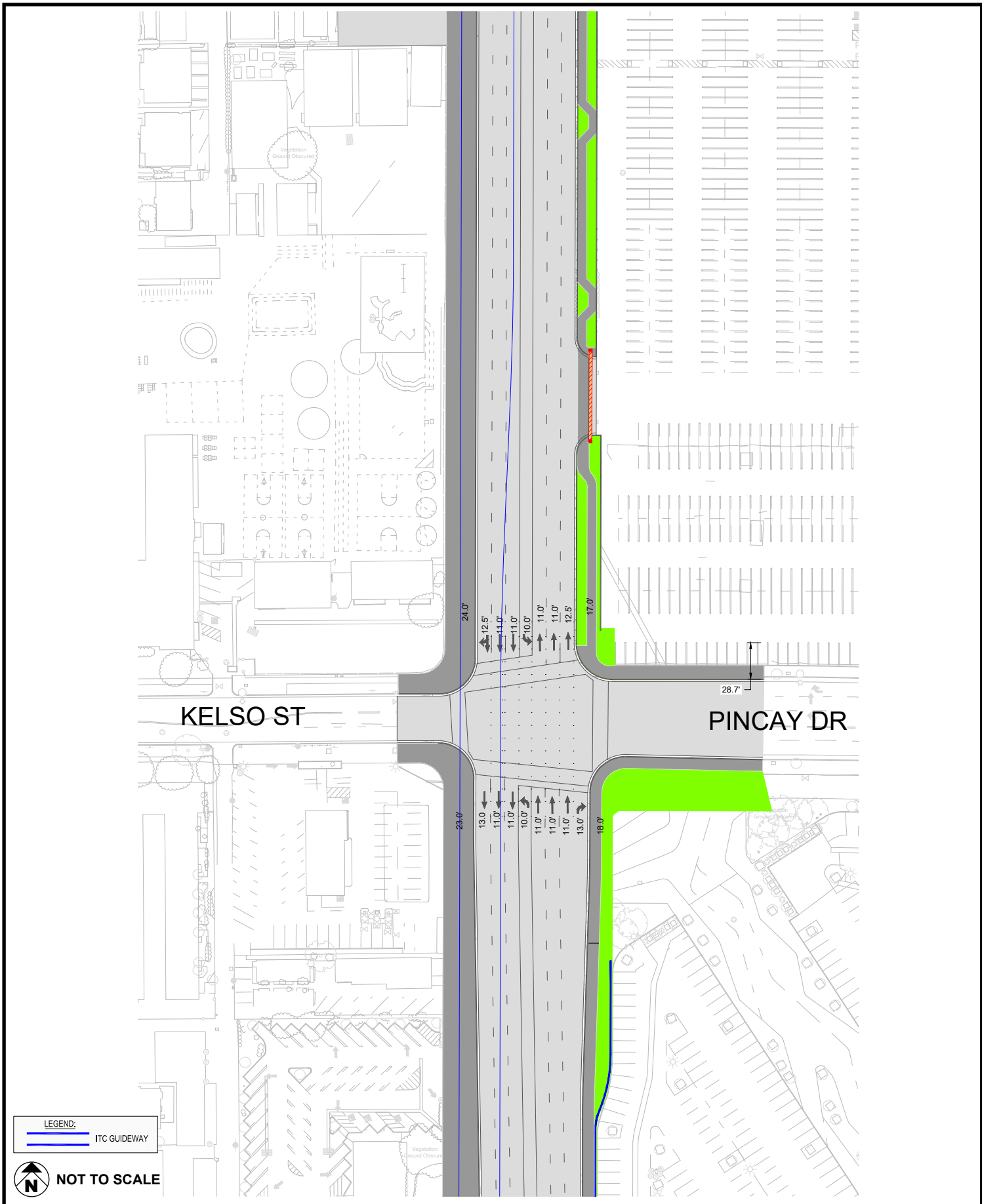
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-19



Prairie Avenue Conceptual Striping Plan –
 Manchester Boulevard to Nutwood Street



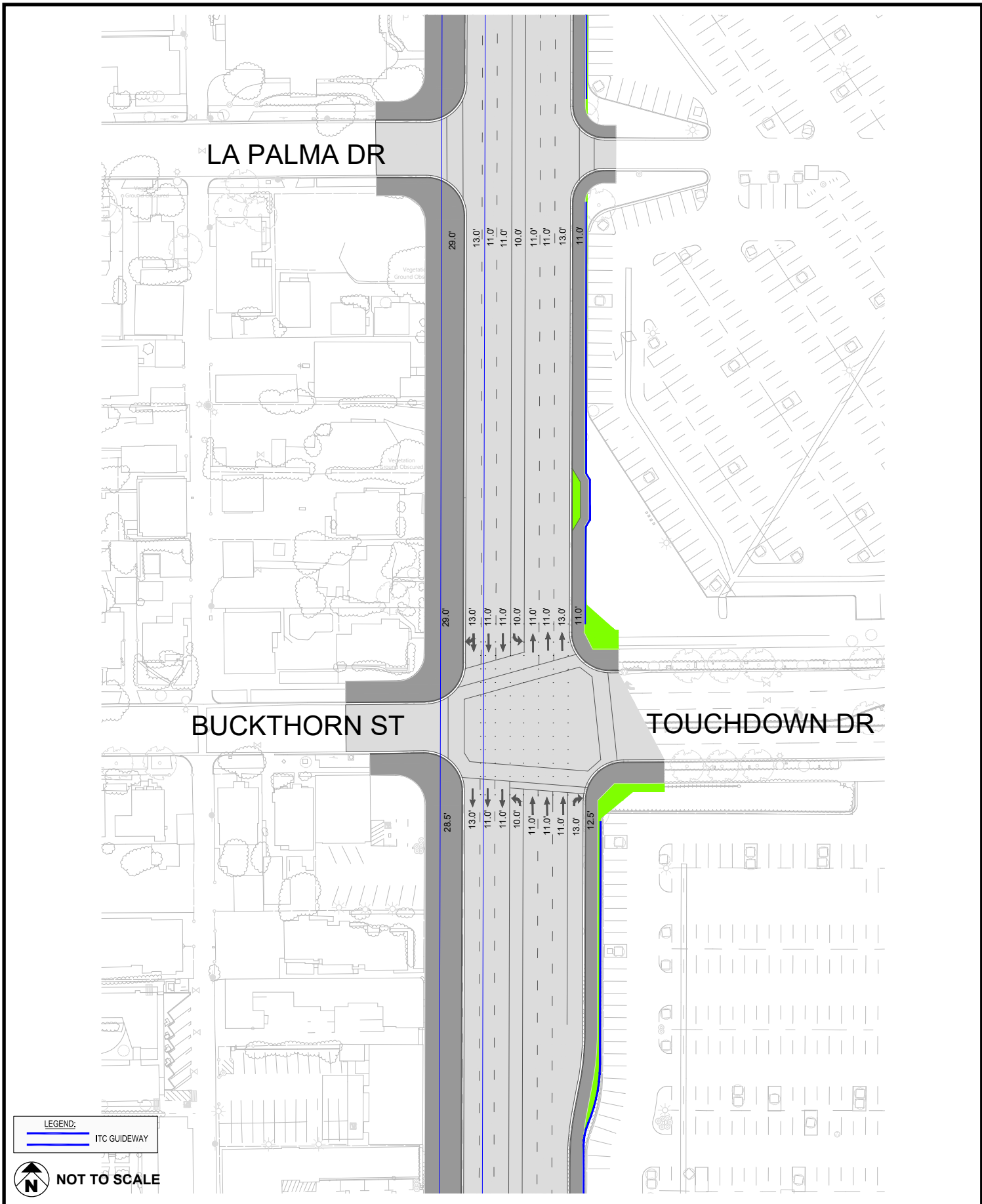
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-20



Prairie Avenue Conceptual Striping Plan – Nutwood Street to Kelso Avenue



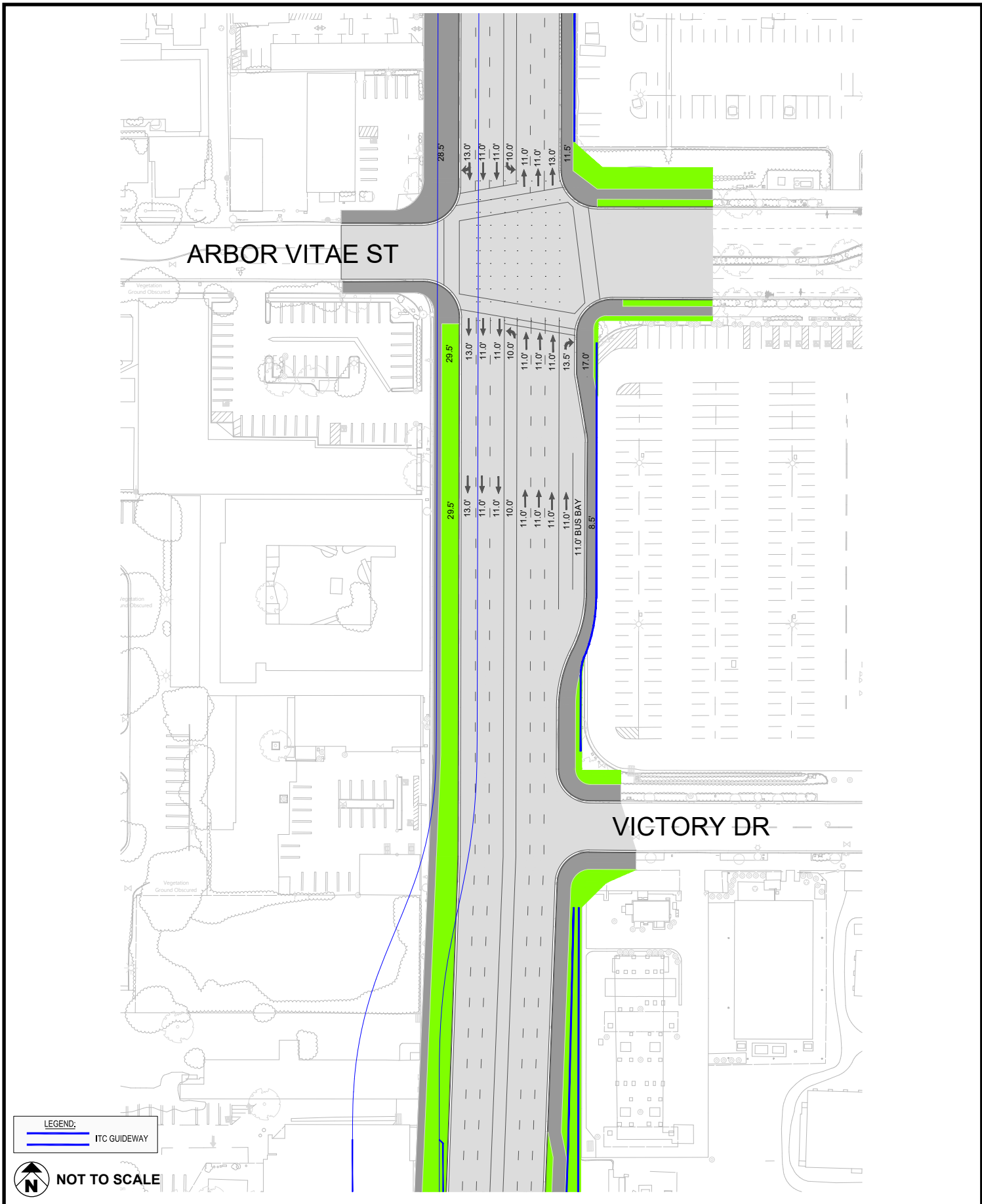
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-21



Prairie Avenue Conceptual Striping Plan – La Palma Drive to Buckthorn Street



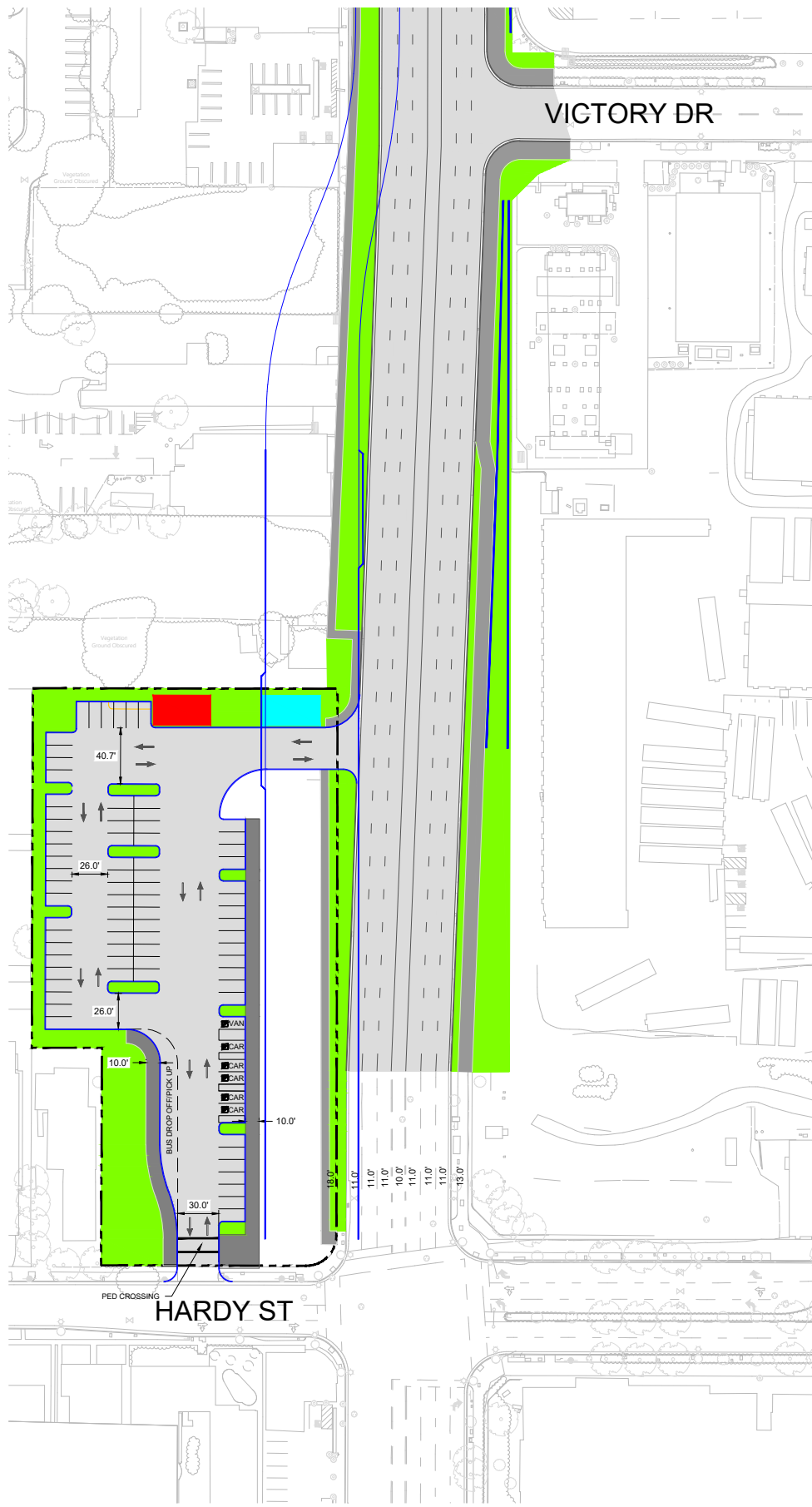
SOURCE: Raju Associates - 2021

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

FIGURE 3.0-22



Prairie Avenue Conceptual Striping Plan –
 Arbor Vitae Street to Victory Street



SOURCE: Raju Associates - 2021

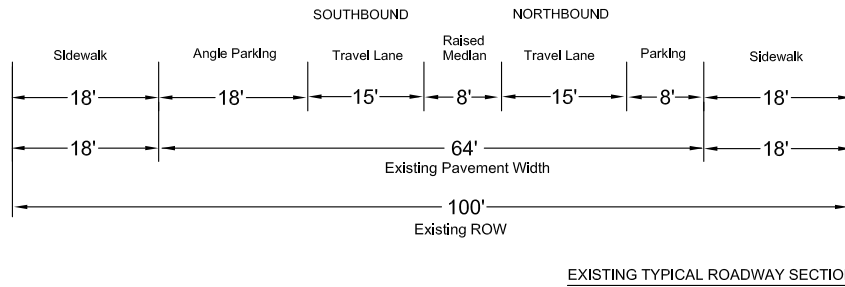
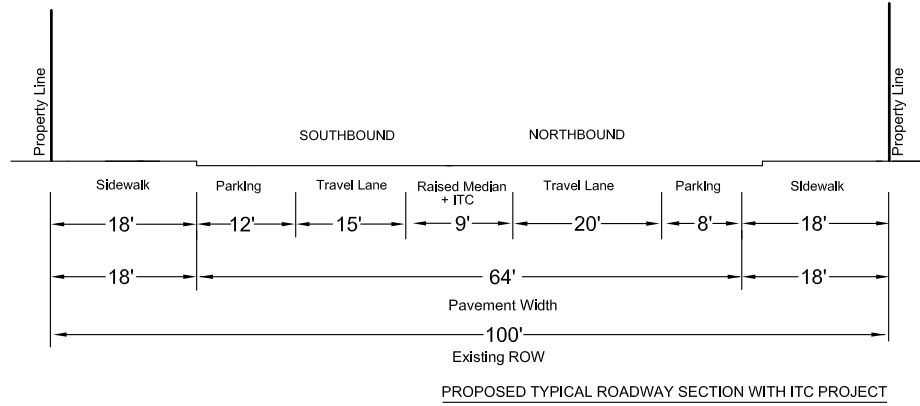
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-23

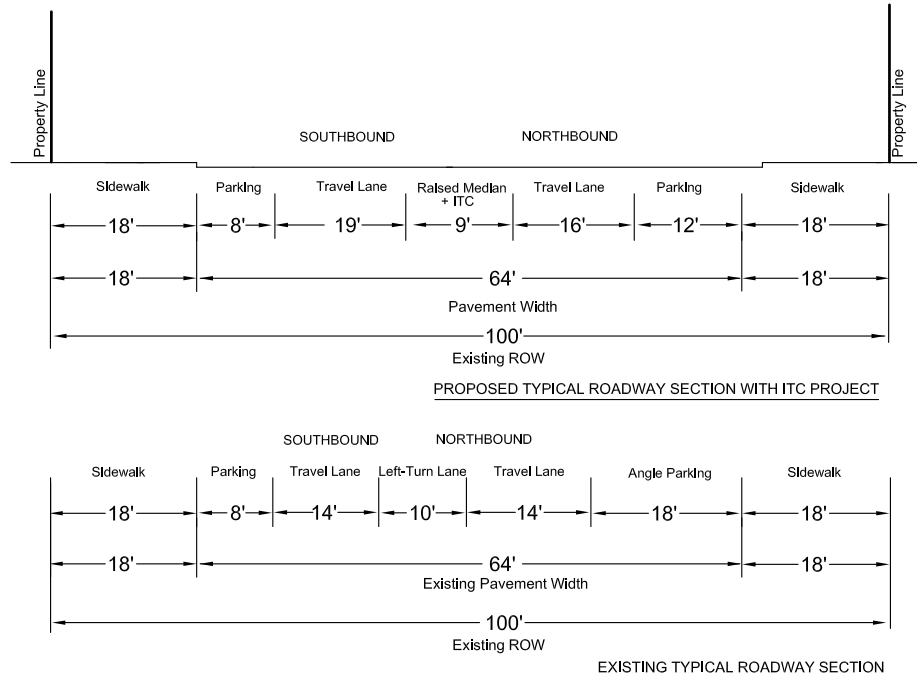


Prairie Avenue Conceptual Striping Plan – Victory Street to Hardy Street

MARKET STREET, LOOKING NORTH BETWEEN REGENT ST & QUEEN ST



MARKET STREET, LOOKING NORTH BETWEEN QUEEN ST & MANCHESTER BL



NOT TO SCALE

SOURCE: Raju Associates - 2021

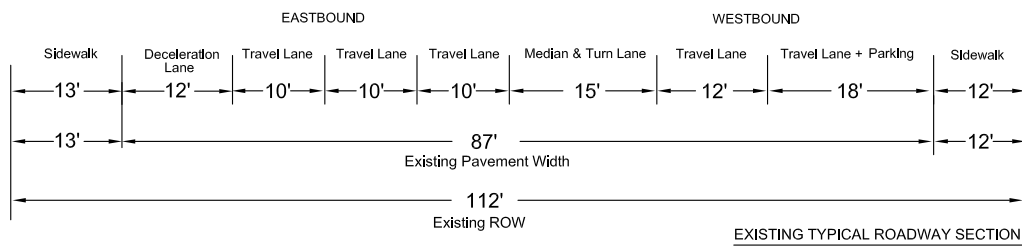
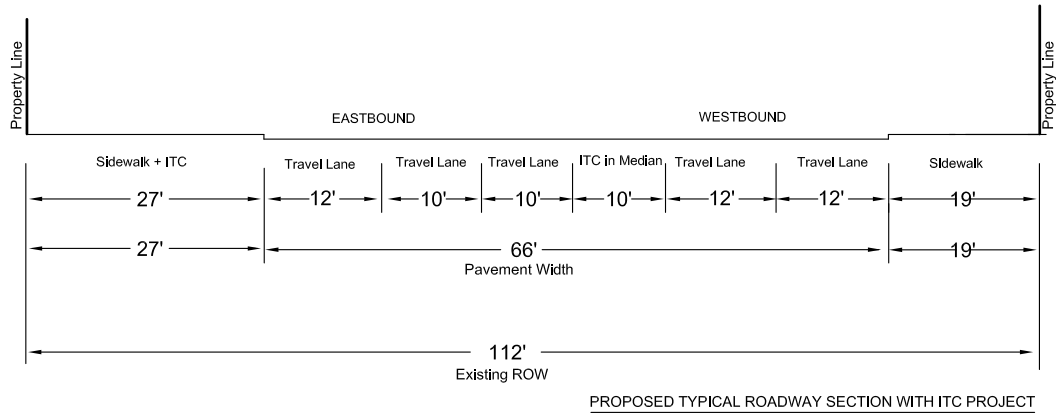
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-24

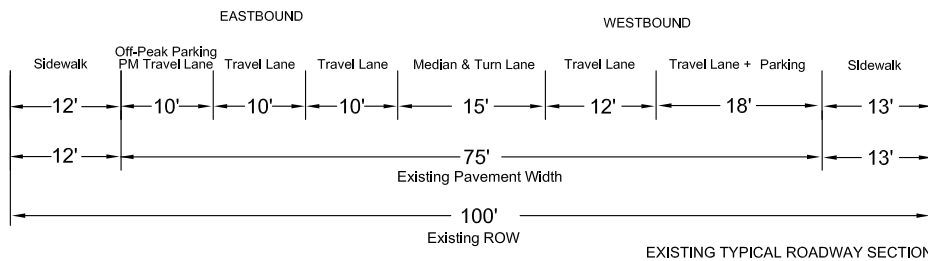
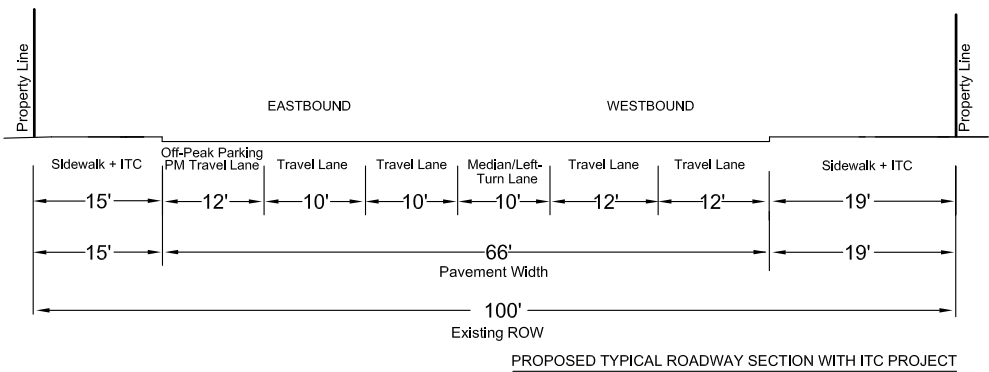


Market Street – Typical Cross Sections

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN HILLCREST BL & SPRUCE AV



MANCHESTER BOULEVARD, LOOKING WEST BETWEEN SPRUCE AV & TAMARACK AV



NOT TO SCALE

SOURCE: Raju Associates - 2021

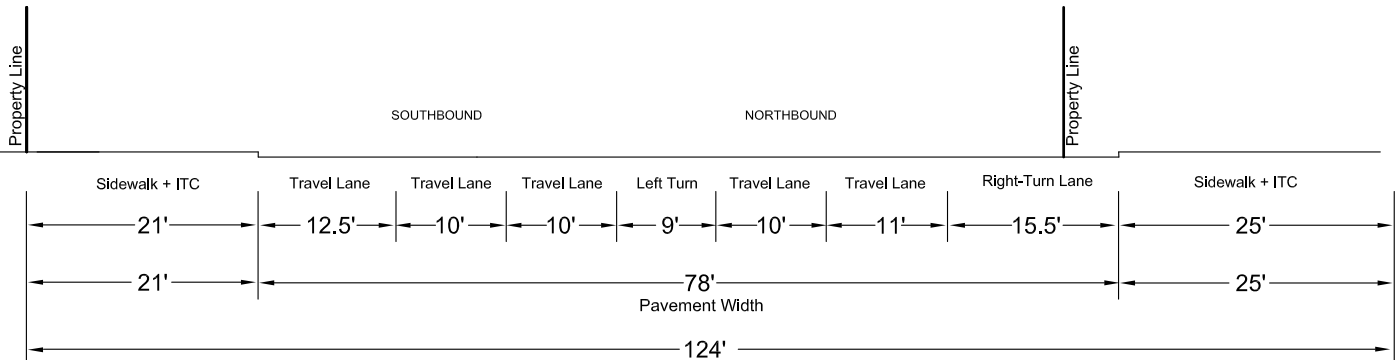
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-26

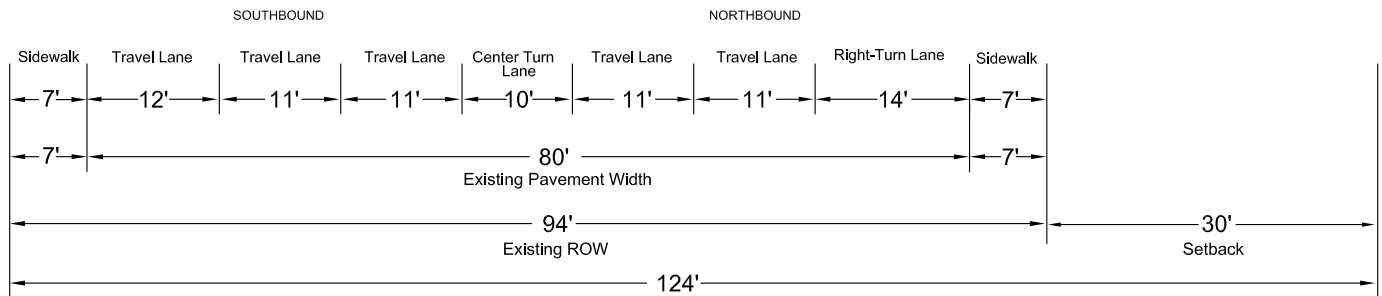


Manchester Boulevard – Typical Cross Sections Hillcrest to Tamarack Avenue

PRAIRIE AVENUE, LOOKING NORTH BETWEEN MANCHESTER BL & NUTWOOD ST

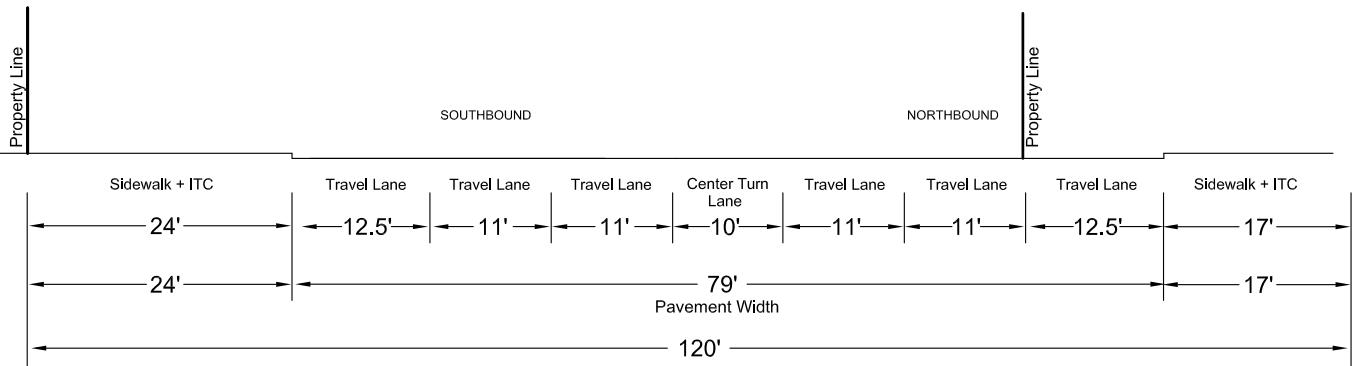


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

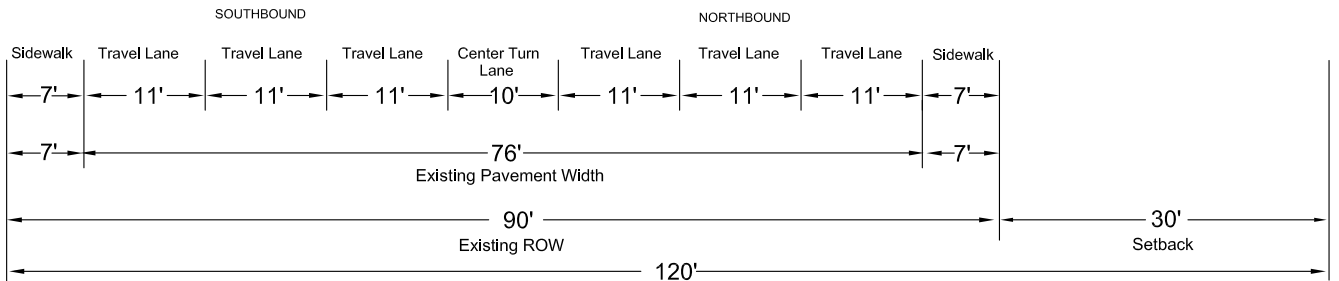


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN NUTWOOD ST & KELSO ST/PINCAY DR



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION

NOT TO SCALE

SOURCE: Raju Associates - 2021

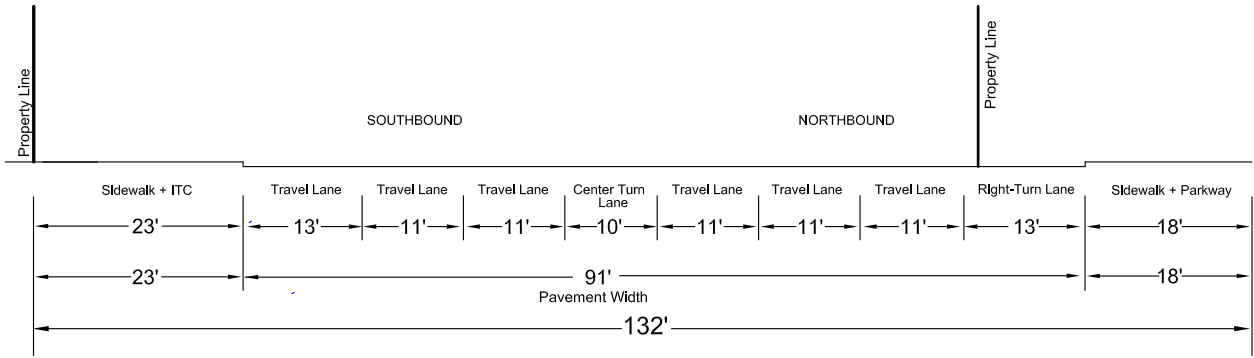
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-28

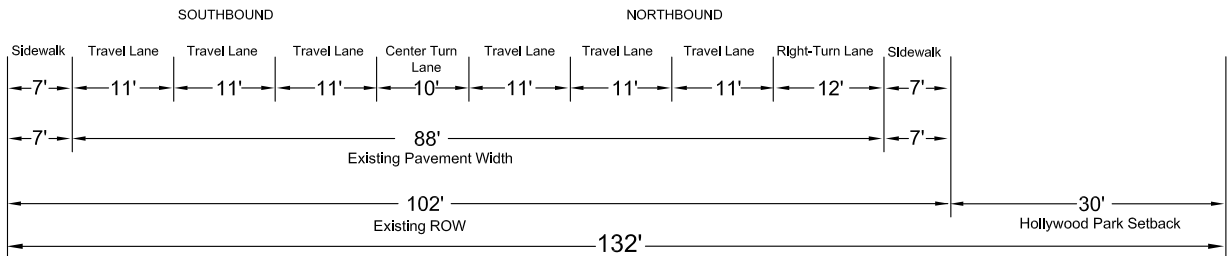


Prairie Avenue – Typical Cross Sections Manchester Boulevard to Kelso Street/Pincay Drive

PRAIRIE AVENUE, LOOKING NORTH BETWEEN KELSO ST/PINCA Y DR & LA PALMA DR

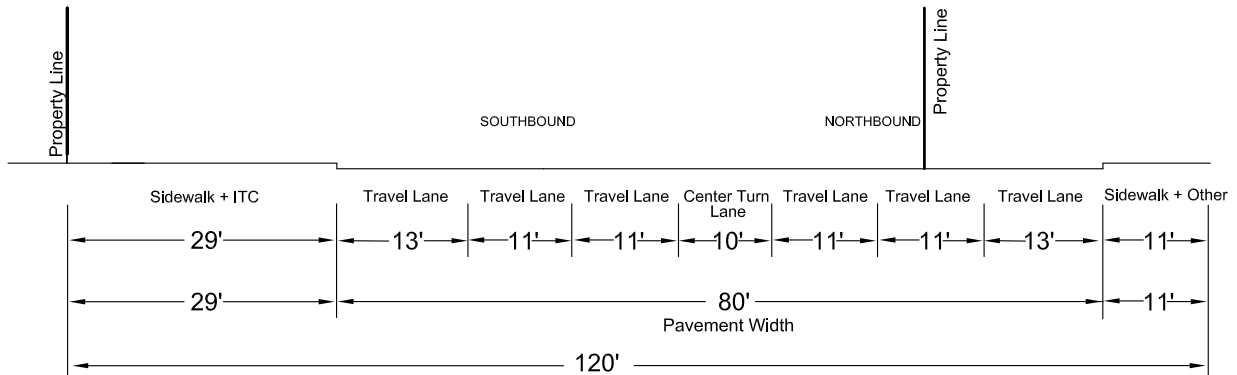


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

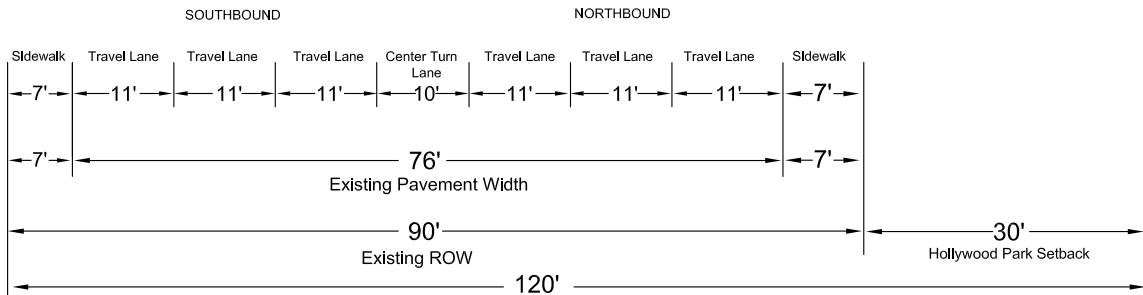


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN LA PALMA DR & BUCKTHORN ST/TOUCHDOWN DR



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION

NOT TO SCALE

SOURCE: Raju Associates - 2021

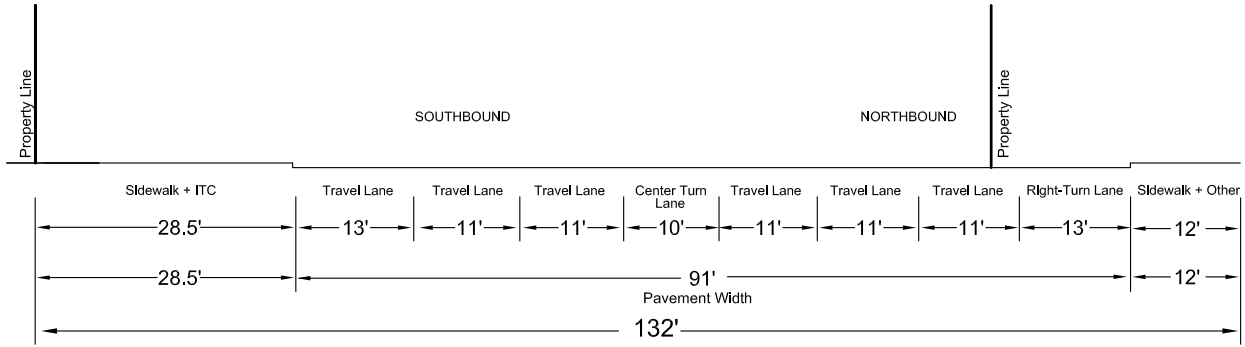
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-29

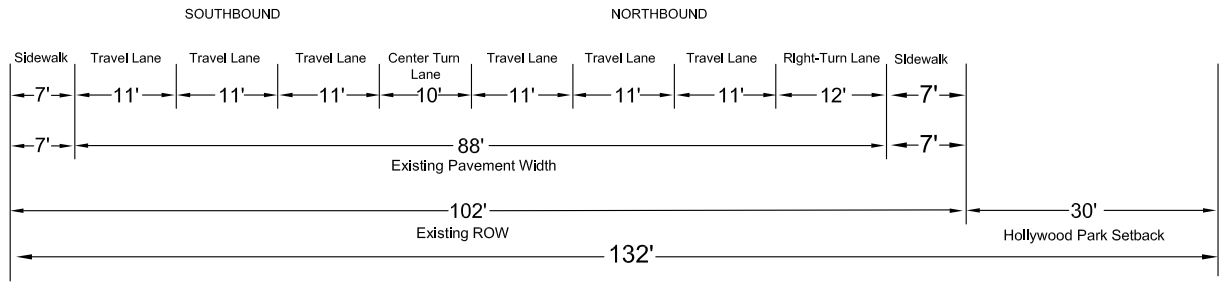


Prairie Avenue – Typical Cross Sections Kelso Street/ Pincay Drive to Buckthorn Street/Touchdown Drive

PRAIRIE AVENUE, LOOKING NORTH BETWEEN BUCKTHORN ST/TOUCHDOWN DR & ARBOR VITAE ST

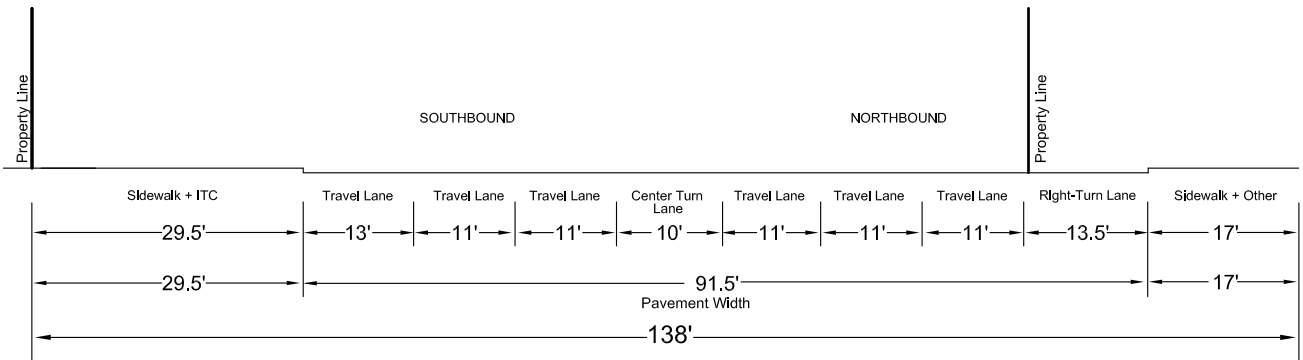


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

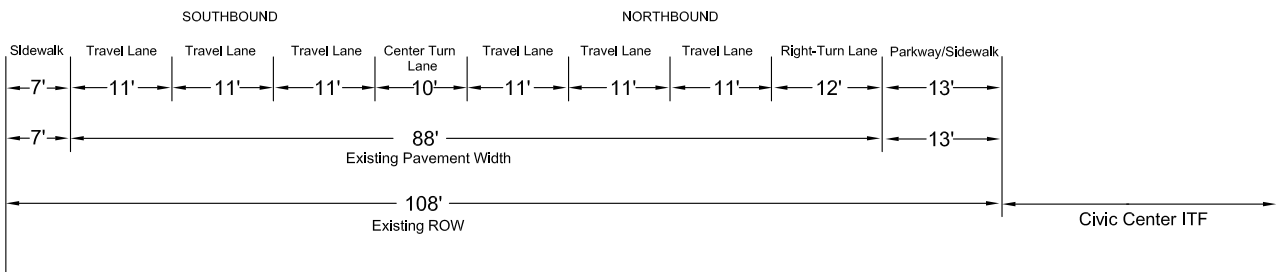


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN ARBOR VITAE ST & VICTORY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION

NOT TO SCALE

SOURCE: Raju Associates - 2021

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

FIGURE 3.0-30



Prairie Avenue – Typical Cross Sections Buckthorn Street/Touchdown Drive to Victory Street

Market Street between Florence Avenue and Manchester Boulevard

Market Street between Florence Avenue and Manchester Boulevard will include the same number of lanes as existing conditions (one lane in either direction). No change to roadway throughput or capacity is proposed as part of the Project. The speed limit along Market Street will remain at 25 mph, similar to existing conditions. Conceptual roadway striping plans and typical cross-sections are included in Attachment A-1.

At the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, lane configurations and traffic controls will mostly remain similar to existing conditions, resulting in very little to no changes to intersection capacities. At the intersections of Market Street/Regent Street and Market Street/Queen Street, there would be changes to the lane configurations, but traffic controls proposed at these intersections would not be changed. A brief description of the resulting lane configurations at the intersections along this stretch of Market Street with the ITC Project is summarized below:

- **Intersection of Market Street/Florence Avenue** – There would be no changes to the lane configurations and traffic control due to the Project at this signalized intersection, compared to existing conditions. Similar to existing conditions, the northbound approach would provide a left-turn lane and a right-turn lane. The eastbound approach would provide two through lanes and a shared through/right-turn lane, while the westbound approach would provide a left-turn lane and two through lanes.
- **Intersection of Market Street/Regent Street** – The Project would result in the removal of the northbound left-turn lane at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left-/through/right-turn lane. The adjacent D3 (Market Gateway) Project (anticipated to be completed in 2022) would modify the southbound approach by removing the right-turn lane, resulting in a shared left-/through/right-turn lane. The Project would not change the southbound, eastbound, and westbound approaches. The eastbound and westbound approaches would both provide a left-turn lane and a shared through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the ITC Project compared to existing conditions.
- **Intersection of Market Street/Queen Street** – As a result of the Project, the northbound and southbound approaches would provide a shared left-/through/right-turn lane, removing the separate left-turn lanes, compared to existing conditions. The southbound approach would provide a shared left-turn/through lane and a separate right-turn lane. The Project would not change the eastbound and westbound approaches. The eastbound and westbound approaches would both provide a shared left-/through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the ITC Project compared to existing conditions.
- **Intersection of Market Street/Manchester Boulevard** - There would be no changes to the lane configurations or traffic control due to the ITC Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and

a shared through/right-turn lane. The eastbound and westbound approaches would both provide a left-turn lane, one through lane and a shared through/right-turn lane.

Manchester Boulevard between West of Market Street and Prairie Avenue

Manchester Boulevard between Market Street and Prairie Avenue will include the same number of lanes as existing conditions, i.e., two lanes in either direction with turn lanes at intersections between Market Street and Hillcrest Boulevard; and two lanes / three lanes in the westbound / eastbound directions, respectively, with turn lanes at intersections between Hillcrest Boulevard and Prairie Avenue. No change to roadway capacity or traffic control is proposed as part of the Project. The speed limit along Manchester Boulevard will remain at 35 mph, similar to existing conditions.

Lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities and little to no reductions in turn-lane storage lengths would occur at any of the intersections within this stretch, as part of the ITC Project. Minor modifications to lane configurations at the intersection of Manchester Boulevard and Prairie Avenue may be required or desired based on prevailing demands at the time of construction of the Project. This could be achieved by restriping at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Manchester Boulevard as a result of the ITC Project is summarized below:

- **Market Street/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.
- **Intersection of Locust Street/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left/through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right- turn lane.
- **Intersection of Hillcrest Boulevard/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left turn lane, a through lane and a right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.
- **Intersection of Spruce Avenue/Manchester Boulevard** - There would be small changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared

to existing conditions. The northbound approach would provide a shared left/through/right-turn lane similar to existing conditions. The southbound approach is a driveway and would provide a right-turn lane only. The eastbound approach would provide two through lanes and a separate right-turn lane (in the evening peak period, on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The eastbound approach left-turn lane to the small driveway would be removed. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane, similar to existing conditions. Due to the low volume of traffic making the left-turn from the eastbound Manchester Boulevard to the Driveway, removal of the left-turn pocket and restricting the eastbound left-turns into that driveway would have minimal effect on the circulation at this intersection.

- **Intersection of Tamarack Avenue/Manchester Boulevard** - There would be no changes to the lane configurations or traffic control (stop-sign at Tamarack Avenue northbound approach) due to the Project at this un-signalized intersection compared to existing conditions. The northbound approach would provide a shared left-/right-turn lane. The eastbound approach would provide two through lanes and a separate right-turn lane (except in the evening peak period, when on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The westbound approach would provide a left-turn lane and two through lanes.
- **Intersection of Osage Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (stop-signs at Osage Avenue northbound and southbound approaches) due to the Project at this un-signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left-/through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane during the morning peak hours and off-peak hours. During the evening peak hours, with on-street parking restrictions, the eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane.
- **Intersection of Prairie Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.

Prairie Avenue between Manchester Boulevard and Hardy Street

Prairie Avenue between Manchester Boulevard and Hardy Street will include the same number of lanes as existing conditions (three lanes in either direction with a central turn lane including the turn lanes at

intersections). No change to roadway capacity is proposed as part of the Project. The speed limit along Prairie Avenue will remain at 40 mph, similar to existing conditions. No on-street parking will be allowed along Prairie Avenue within this stretch similar to existing conditions.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Prairie Avenue due to the ITC Project is summarized below:

- **Intersection of Prairie Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.
- **Intersection of Prairie Avenue/Nutwood Street** - There would be no changes to the lane configurations and traffic control (stop-sign control at the eastbound Nutwood Street approach) due to the Project at this unsignalized 'T' intersection. The northbound approach would provide a left-turn lane (central turn lane), three through lanes. The southbound approach would provide two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane.
- **Intersection of Prairie Avenue/Kelso Street-Pincay Drive** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/La Palma Drive-Stadium Driveway** - There would be no changes to the lane configurations and traffic control (stop-signs at the LA Palma Drive- Stadium Driveway approaches) due to the Project at this unsignalized intersection, compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane. The westbound approach would provide a right-turn lane.

- **Intersection of Prairie Avenue/Buckthorn Street-Touchdown Drive** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/Arbor Vitae Street** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/Victory Street** - There would be no changes to the lane configurations and traffic control (stop sign at Victory Street westbound approach) due to the Project at this unsignalized 'T' intersection, compared to existing conditions. The northbound approach would provide two through lanes and a shared through/right-turn lane. The southbound approach would provide three through lanes. The westbound approach would provide a right-turn lane.
- **Intersection of Prairie Avenue/Hardy Street** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, a shared left-turn/through lane and a separate right-turn lane.

Pick-Up /Drop-Off Areas and Parking Lots

Market Street Segment

A surface parking lot with approximately 650 parking spaces at the adjacent Florence Avenue and Market Street Station site, would be provided after construction of the Project is completed. This site will be initially used for construction staging. This public parking at Florence and Market Street is proposed to accommodate anticipated public parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at the Forum, the LASED and IBEC areas. While the ITC is designed to increase transit ridership along the Metro Rail system, the City anticipates that the provision of additional public parking would support use of public transit and attract patrons to the downtown Inglewood area along Market Street. Moreover, this surface parking lot at the Station site would provide

the replacement parking spaces for the reduced parking along Locust Street and Regent Street where Pick-up/Drop-off areas are proposed.

Pick-up and Drop-off areas would be provided along the west side of Locust Street south of Florence Avenue, as well as along the north-side of Regent Street between Locust Street and Market Street. A reduction in on-street parking spaces of approximately 13 spaces along Regent Street and 17 spaces along Locust Street would occur due to the Pick-up / Drop-off areas and the surface parking lot driveways proposed as part of the ITC Project. Additionally, the parking lot would provide replacement parking for 37 on-street parking spaces along Market Street that would be removed to accommodate the Project.

Conceptual roadway striping plans for the Locust Street segment between Florence Avenue and Regent Street and for the Regent Street segment between Market Street and Locust Street indicating the Pick-up/Drop-off areas and conceptual parking layout plans at the surface parking lots at the Market Street / Florence Avenue Station site are provided in **Figure 3.0-32: Market Street/Florence Avenue Station Proposed Parking Plan** and **Figure 3.0-33: 150 S. Market Street Proposed Parking Plan**.

Manchester Boulevard Segment

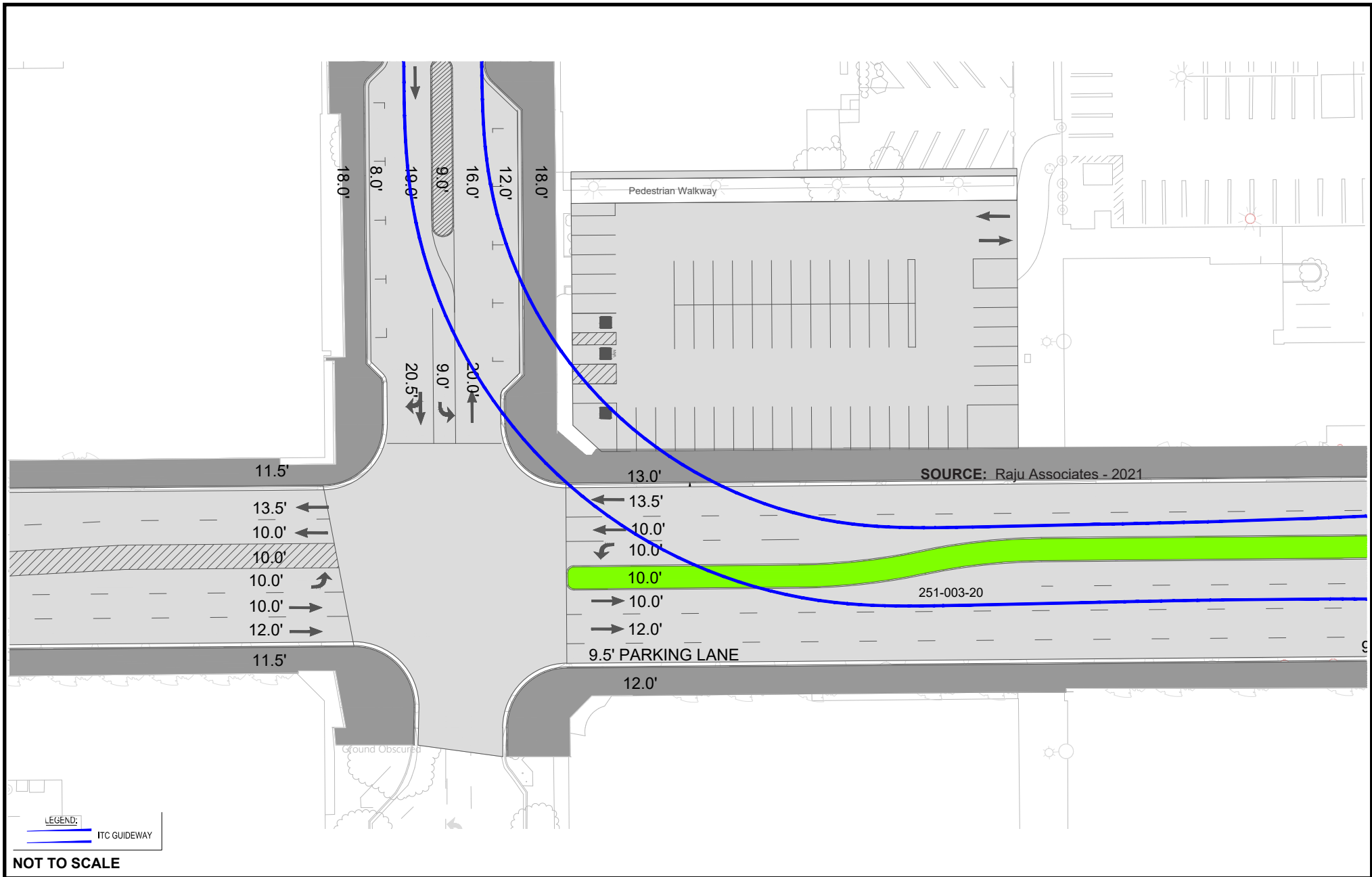
There are currently 81 on-street parking spaces along Manchester Boulevard within this segment. The proposed Project would result in reduction of approximately 48 metered on-street parking spaces. An off-street surface parking lot would be provided at the northeast corner of Market Street and Manchester Boulevard. This surface parking lot is anticipated to provide approximately 50 parking spaces, replacing 6 existing spaces, and obtaining access off of the alley east of the site.

Prairie Avenue Segment

A surface parking lot is proposed at the Hardy Street Station located at the northwest corner of the intersection of Prairie Avenue and Hardy Street as shown in **Figure 3.0-34: Prairie Avenue/Hardy Street Station Proposed Parking Plan**. This parking lot would have approximately 80 parking spaces and a shuttle bus pick-up and drop-off area. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

Sidewalks

Sidewalks on both sides of the street segments along the alignment will be provided by the proposed Project consistent with the requirements of the ADA. The acquisition of temporary and/or permanent easements may be required for these sidewalks. Crosswalks will be provided at intersections similar to existing conditions.



SOURCE: Raju Associates - 2021

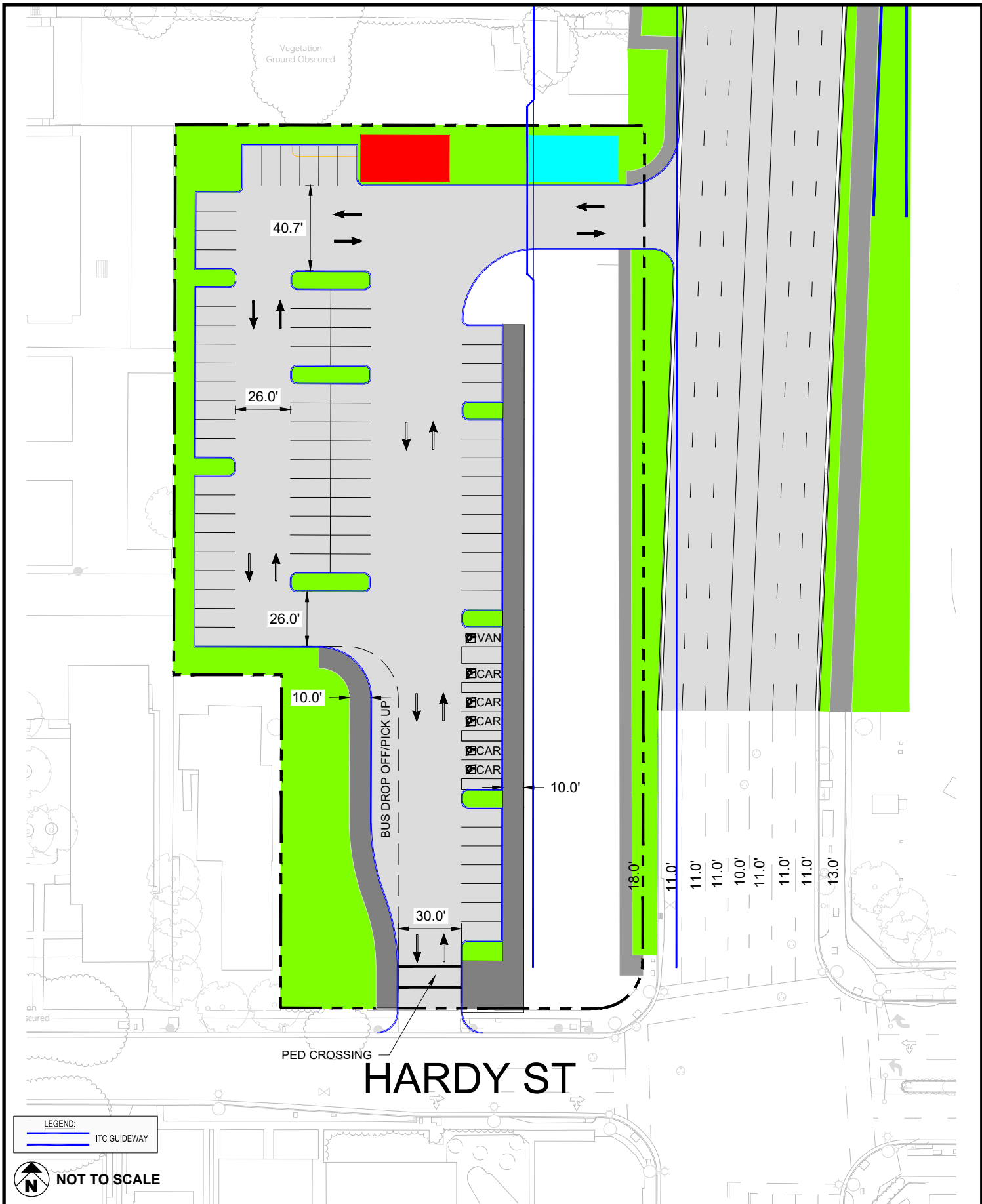
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-33



251-003-20

150 S. Market Street Proposed Parking Plan



SOURCE: Raju Associates - 2021

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

FIGURE 3.0-34



Prairie Avenue/Hardy Station Proposed Parking Plan

3.5.7 Utility Improvements, Upgrades, and Relocations

The proposed Project would require utility systems improvements and upgrades. Based upon preliminary review, it appears that some utility relocations will be required, but these relocations would be generally minor in nature for a project of this size. The Project will not impact the existing utility substation located within the HPSP area that serves SoFi Stadium. The location of utilities is based on a review of existing documentation and non-evasive field confirmation methods. Physical utility pothole locating work will be conducted during the final design phase to supplement the pot-hole survey work completed to date. The design and construction of the elevated-guideway structures, stations, and support facilities would strive to avoid existing utility and other infrastructure to the extent possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations. Any affected utility infrastructure will be relocated and replaced as needed.

3.5.8 Design Guidelines

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

The overall purpose of the Design Guidelines is to provide a framework for enhancing the experience in and around downtown Inglewood in a way that is consistent with both the existing urban context and future development vision. These guidelines encourage the development of sustainable and user-friendly spaces with a focus on unified, distinctive architecture and urban design. They will also shape a seamless interaction between a variety of users including passengers, cyclists, transit riders, and automobile drivers with an emphasis on the public experience.

The Design Guidelines also address the comprehensive wayfinding, sign and communications program proposed as part of the Project. Signs will be designed and located to provide clear information and direction for both passengers and transit passengers along the ITC alignment and around station locations. The signage guidelines include design and performance standards for both static and dynamic signage systems. Approval of a Signage and Lighting Design Plan is required that demonstrates that lighting from all proposed signs will not adversely affect nearby uses is required.

3.5.9 Sustainability Features

The City has developed sustainability guidelines included in the Design Guidelines that are to be incorporated into the design, construction, and operation of Project facilities. The ITC Project will be designed and constructed to achieve a minimum of Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System or equivalent. The MSF will be designed and constructed to meet a LEED Silver Certification for BD+C (Building Design and Construction) under the category of Warehouses and Distribution Centers or equivalent. Sustainable measures achieved beyond Silver certification for both Envision and LEED or equivalent are encouraged and recommended.

Standards and Guidelines are identified in the areas of site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. These measures illustrate the City's sustainability considerations including, but not limited to, the measures necessary to meet the certifications referenced above. These guidelines apply to the ATS guideway and stations, passenger walkways, parking areas, and all other components of the ITC.

The design of the individual components of the overall ITC Project will be designed to facilitate the use of other low impact forms of transportation such as walking, bicycling, carpooling, and the use of electric and alternative fuel vehicles.

To facilitate this objective, stairways and passenger pathways will be designed to be easily identified, accessible, comfortable, and visually appealing. Similarly, bike parking, carpool parking, electric vehicle charging stations and public transportation connections should be convenient and easy to locate.

The ITC Project will also incorporate landscaped outdoor spaces to reduce heat island impacts and provide stormwater detention and treatment, where possible by reducing hardscape areas and increasing landscape. Other strategies for heat island reductions identified in the Design Guidelines include the use of cool-roof materials and light-colored construction materials.

Where California Energy Efficiency Standards apply, the project will be more energy efficient than required. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies will be used. Advanced commissioning of building systems will be conducted to ensure systems are operating as designed. To achieve energy use reduction, passive strategies taking advantage of the favorable local climate will be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy that will be considered in the design of the individual components of the overall ITC Project.

Water efficiency and conservation opportunities will be implemented to reduce or eliminate potable water use indoors and in landscape areas.

Material conservation and resource efficiency guidelines are included to reduce the environmental impact from the use of construction materials by minimizing use of virgin materials, increasing use of recycled materials, using rapidly renewable materials, using local materials, using durable materials, and looking for opportunities to reuse materials.

3.5.10 Construction Commitment Program

As part of the Project, the City of Inglewood has developed a Construction Commitment Program to proactively address the effects of the construction of the 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 to review implementation of the CCP.

The Transit Access and Circulation Program will include coordination with Metro and any other transit service providers to ensure access to bus transit stops and bus circulation are always maintained, unless infeasible and temporary closure is approved by the City.

The Construction Staging and Traffic Control Program will be developed by members of the Project Task Force 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
- 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 unless otherwise approved by the City.

Construction noise reduction measures in this Program require the use of construction equipment that generates the least amount of noise (to the extent feasible), 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.

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

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.

3.6 PROPERTY ACQUISITIONS

The proposed Project would require a number of full and partial property and air rights acquisitions and easements or leases for construction and operation of the guideway, stations, MSF, and other support facilities included in the Project as identified in **Table 3.0-5: Anticipated Project Acquisitions** and otherwise described in this Section.

3.6.1 Guideway

At the northeast corner of the Market Street and Manchester Boulevard intersection, the guideway would partially extend beyond the public right-of-way and into the private property at 150 S. Market Street which currently is occupied by a 2-story commercial building (see **Table 3.0-5**). Additionally, an approximately 50-space surface public parking lot will be developed at this location as part of the proposed Project. This lot will be created by combining the currently private property at 150 S. Market Street with an adjacent existing public surface parking lot (which currently contains 6 parking spaces). As a result, acquisition, and demolition of the property at 150 S. Market Street is necessary to implement the proposed Project.

The guideway will also need to pass from Manchester Boulevard to access the MSF just north of the intersection of Manchester Boulevard and E. Spruce Avenue. The acquisition associated with this is more fully described below in *Section 3.6.4*.

The guideway will also need to pass from Manchester Boulevard to access the MSF just north of the intersection of Manchester Boulevard and E. Spruce Avenue. This proposed acquisition is more fully described below in *Section 3.6.4*.

Further along the alignment, the guideway will also pass through a private property at 401 S. Prairie Avenue as it transitions from the Manchester Boulevard stretch to the Prairie Avenue stretch of the alignment. The acquisition associated with this is more fully described below in *Section 3.6.2*. The proposed Project also requires moving one lane of Prairie Avenue to the east to maintain the existing roadway capacity of Prairie Avenue while accommodating the columns to support the guideway, stations, vertical circulation elements, ADA-compliant sidewalks, and landscaping. This relocation requires the acquisition of private property for public right-of-way purposes to expand Prairie Avenue by up to a maximum of 30 feet to the east of its current location, including frontage along the Forum property at 3900 W. Manchester Boulevard and frontage on the east side of Prairie Avenue in the HPSP area.

The guideway along Prairie from south of Arbor Vitae to the Prairie Avenue/Hardy Street station extends into properties west of Prairie. As a result, acquisition of these parcels is needed and demolition of some existing facilities will be necessary. Further details of these parcels are noted in *Section 3.6.2* below.

Finally, to the south of Arbor Vitae Street, the guideway will expand beyond the existing public right-of-way onto currently private property, requiring the acquisition of some or all of 6 additional private parcels. The guideway will ultimately pass-through private property at 1035 S. Prairie Ave. to terminate at the Prairie Avenue/Hardy Street Station. The property acquisition associated with these improvements are more fully described below in *Section 3.6.2*.

**Table 3.0-5
Anticipated Project Acquisitions**

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of K Line	Easement or partial acquisition	Market Street/Florence Avenue Station elevated passenger walkway
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-022	226 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

3.0 Project Description

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Advance America, Inglewood Optometric Center, Inglewood Beauty Supply, Inglewood Beauty Salon	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts and Chinese Foot To-Go, Luxe Gold Salon, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full Acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and US Bank branch located inside Vons)	Partial Acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full Acquisition	Prairie Ave./Manchester Blvd. Station, guideway, construction staging, and future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway and construction staging
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway and construction staging
4024-009-003 4024-009-005	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full acquisition, partial acquisition, or easements	Guideway and construction staging

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition, partial acquisition, or easements	Guideway and construction staging
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full Acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easement or partial acquisition	Roadway, sidewalks, and parkway, and elevated passenger walkway connection from Prairie Ave./Manchester Blvd. Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Up to 30' for roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Up to 30' for roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-086	Address Not Available	Parking Lot	Easement or partial acquisition	Up to 30' for elevated passenger walkway connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway,

3.6.2 Stations

The Market Street/Florence Avenue station, along with the accompanying surface parking lot and multimodal pick-up and drop-off area, is proposed on private property located between Florence Avenue and Regent Street. As shown in **Table 3.0-5**, acquisition of 15 parcels is proposed to accommodate the Market Street/Florence Avenue Station and the accompanying parking and pick-up/drop-off areas. Passenger access points to connect the station to the Metro K Line Downtown Inglewood station would extend outside the right-of-way and land in the adjacent properties where the Downtown Inglewood Station is located. Easements or other property rights for columns, vertical circulation, and passenger access points will likely be required; additional coordination with Metro will help define the exact rights needed.

The Prairie Avenue/Manchester Boulevard station and accompanying surface parking lot is proposed on two contiguous private parcels under common ownership that are on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard. Acquisition of these parcels is proposed. An elevated passenger walkway across Prairie Avenue to provide access to the Forum would also require an easement or partial acquisition on the Forum property for this passenger walkway connection.

The Prairie Avenue/Hardy Street station and accompanying surface parking lot is proposed on two contiguous private parcels under common ownership located on the southwest corner of the intersection of Prairie Avenue and Hardy Street. Acquisition of these parcels is proposed. As shown in **Table 3.0-5** and discussed in *Section 3.6.1* above, acquisition (partial or full) of 7 additional parcels north of 1035. S. Prairie Avenue is also proposed to accommodate the guideway north of this station.

3.6.3 Construction Staging and Parking

As described above, the proposed Project includes providing additional public parking in certain locations along the ITC alignment. These parking areas will be used as staging areas during construction but will ultimately provide public parking needed to support use of the ITC Project and the revitalization of Downtown Inglewood, and also replace public parking on streets and one existing public parking lot that will be removed to implement the ITC Project. Additional properties identified in Table 3.0-5 or described in Section 3.6.5 will also be used as staging areas during construction.

Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station. Approximately 50 public parking spaces would be provided in a surface parking lot at 150 S. Market Street. Additional surface parking would be provided at the Prairie Avenue/Hardy Street Station. Acquisition of these sites is proposed for use as construction staging areas. After construction is complete, these sites will be improved as public parking lots. While additional parking

spaces will be provided at the MSF Facility site at 500 E. Manchester Boulevard, these spaces are will be dedicated for used by Vons’s customers and MSF employees and visitors.

3.6.4 Maintenance and Storage Facility

The MSF and adjacent surface public parking lot would occupy the eastern portion of the parcel at 500 E. Manchester Boulevard, the southern portion of which is currently developed with a retail commercial building containing a Vons grocery store and other commercial businesses. and the northeast portion of which is currently developed with a gas station. The MSF Facility will be approximately 75,000 SF in size and is proposed on the eastern half of this block to allow the Vons store currently located on the block to remain on the site in a new building. A new Vons store is proposed to be built on the northwest corner of this block on the corner of Manchester Boulevard. and Hillcrest Boulevard. Demolition of existing structures and the gas station, along with a partial acquisition of this parcel, is proposed to implement the proposed Project.

3.6.5 Potential Permanent and Temporary Easements and Other Property Acquisitions

In addition to the anticipated acquisitions listed in **Table 3.0-5**, additional permanent and/or temporary easements may need to be acquired on private properties located immediately adjacent to existing street right of way to accommodate the following Project improvement conditions:

- Grading repairs and adjustments due to roadway, sidewalk, and hardscape improvements.
- Access and/or staging areas to construct guideway, columns, station, and roadway improvements.
- Utility service line reconfiguration necessary from utility mainline relocation/modifications.

3.7 CONSTRUCTION

Construction of the proposed ATS System is planned to occur in multiple phases over approximately 46 months between January 2024 and November 2027. Construction of the new replacement Vons store would occur prior to construction of the ATS System. The analysis of the potential impacts that would result from the construction of the Project is based on the definition of the phases of construction as defined in the Inglewood Transit Connector Project Baseline Construction Phasing Narrative, June 2021 provided in **Appendix F** to this Recirculated Draft EIR. To meet the schedule objectives, multiple phases would occur concurrently. Construction of the proposed Project is contingent on Project approvals; it is anticipated that the Inglewood City Council will consider the Project for approval in late 2021/early 2022. The general sequence of construction developed for analysis in this Draft EIR represents the best available information at the time of review. The following is a summary of the planned phases of the construction of the Project.

3.7.1 Construction Phasing

The construction phasing as described below represents a reasonable set of assumptions for analysis of the potential impacts from construction of the Project. The construction phasing described below will likely be refined as design and implementation of the Project progresses and a contractor is selected.

Prior to Phase 1 construction activities being initiated on the MSF site, the owner/operator of the Vons supermarket currently located on this site would demolish the existing Vons gas station on the corner of Manchester Boulevard and Spruce Avenue and pave this area for use as a parking area for the new Vons store to be built on the corner of Manchester Boulevard and Hillcrest Boulevard. This construction would occur over an approximate 10-month period prior to Phase 1 of the ITC construction.

Phase 1

Phase 1 would include demolition of buildings and site improvements on properties acquired for construction of the project, the beginning of construction of the MSF, trenching and installation of primary power duct bank, and preparatory work on the east side of Prairie Avenue to allow for the roadway shift. Phase 1 construction would start in January 2024.

Phase 1 construction would include the following:

- Demolition of buildings and site improvements on property acquired for the project. As noted below, portions of the areas to be demolished will be used for construction staging.
- Utility locations for protection in place, possible utility relocations, and new utility installation for utilities such as electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Removal and disposal of existing sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks, along the east side of Prairie Avenue.
- Site preparation for installation of the PDS substations, electrical equipment, and subsystems will occur at the MSF site and Prairie Avenue/Hardy Street Station Site.
- Installation of the primary power duct bank along Prairie Avenue.
- Installation of the power duct bank for the SCE power feed from the SCE Inglewood Substation to the MSF site.

The properties where existing buildings and site improvements will be demolished include the existing retail commercial center at Market Street and Regent Street, the commercial buildings located at 500 Manchester Boulevard, the commercial building at 150 S. Market Street on the northeast corner of Manchester and Market Street, the retail commercial center at northwest corner of Prairie Avenue and

Hardy Street, the commercial building at 925 S. Prairie Avenue, and the commercial building at 1003 S. Prairie Avenue.

After demolition, the remaining asphalt flatwork areas at the commercial plaza at Market Street and Regent Street, the commercial building at 150 S. Market Street, and the retail commercial center at northwest corner of Prairie Avenue and Hardy Street, will provide space for construction staging, including but not limited to, space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

Phase 2

Phase 2 would include activities to enable the construction sequence of the guideway along Prairie Avenue from Hardy Street to Manchester Boulevard, and work at the MSF site. Phase 2 construction would occur in 2024 through 2025.

Phase 2 construction would include the following:

- Removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Drilling of the foundations for the MSF building.
- Construct new pavement, sidewalks, streetlights, traffic signals, and other infrastructure on Prairie Avenue, and shift the roadway east to its new alignment.
- The installation of a K-Rail system on the west side of Prairie Avenue to delineate the construction area. The K-Rail system will be installed approximately twenty-two feet into the public right-of-way from the westerly face of curb on Prairie Avenue, excluding sidewalks, from Hardy Street to Manchester Boulevard and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- Installation of buildings for the electrical equipment and subsystems at each of the two PDS substation sites.

Phase 3

Phase 3 would include foundation work for the ATS guideway, foundation work for the Market Street/Florence Avenue Station, and construction for the support structure of the MSF building. Phase 3 work will include utility relocation (if necessary), foundations, cast-in-place (CIP) columns, and setting of prefabricated buildings at the PDS substations. Phase 3 construction would occur in 2024 through 2025.

Phase 3 of construction would include the following:

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Removal of existing sidewalks, roadways, landscaping, and demolition as needed. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- The installation of a K-Rail system on the south side of Manchester Boulevard to delineate the construction area. The K-Rail system will be installed approximately twenty-two feet into the public right-of-way from southerly face of curb, excluding sidewalks, along Manchester Boulevard from Prairie Avenue to Market Street and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- Installation of buildings for the electrical equipment and subsystems at each of the two PDS substation sites.
- Construction of the support structure, columns, and cross girders for MSF building.
- The installation of two rows of K-Rail system along Market Street to delineate the construction area. The K-Rail system will be installed approximately twenty-five feet into the public right-of-way in the center of Market Street, from Manchester Boulevard to Florence Avenue. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and for supports directly under the guideway.
- Drill foundations for the ATS guideway along the west side of Prairie Avenue from Hardy Street to Manchester Boulevard, the south side of Manchester Boulevard from Prairie Avenue to Market Street, Market Street from Manchester Boulevard to Florence Avenue.
- Drill foundations for the Market Street/Florence Avenue Station.
- Drill foundations for the Prairie Ave/Manchester Boulevard Station.
- Drill foundations for the Prairie Ave/Hardy Street Station.

Phase 4

Phase 4 construction would include foundation work for the ATS guideway, guideway column caps along Market Street, and the MSF building deck and shell. Phase 4 activities will include utility relocation (if necessary), foundations, CIP columns, guideway column caps, and installation of equipment at the PDS substations. Phase 4 construction would occur in 2025 through 2026.

Phase 4 of construction would include the following:

- Removal of existing sidewalks, roadways, landscaping, and demolition of other improvements on Manchester as needed along the guideway alignment. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer, temporary traffic signals, and streetlights.
- Installation on of the building deck, shell, and steel roof members on the MSF building.
- Construction of the support structure, columns, and cross girders, for Market Street/Florence Avenue Station.
- Construction of the support structure, columns, and cross girders, for Prairie Ave/Hardy Street Station.
- Construction of the guideway columns and column caps along Market Street.
- Installation of electrical equipment in the PDS substation buildings.
- Reconstruct sidewalk, curb, and gutter on the west side of Prairie Avenue and south side of Manchester Boulevard.
- After construction activities on the west side of Prairie Avenue are completed, construction of the east side of Prairie Avenue would begin. A K-rail system would be installed to delineate the construction area on the east side of Prairie Avenue. The K-Rail system will be installed approximately fifteen-feet into the public right-of-way starting from the easterly face of curb, excluding sidewalk, from Hardy Street to Manchester Boulevard. If needed, a temporary easement or utility setback may be utilized to secure staging areas. The area within the K-Rail system will be used for the installation of foundations, CIP columns, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- After construction activities on the south side of Manchester Boulevard are completed, construction of the north side of Manchester Boulevard would begin. A K-rail system would be installed to delineate the construction area on the north side of Manchester Boulevard. The area within the K-Rail system will be used for the installation of foundations, CIP columns, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.
- Drill foundations for the ATS guideway along the east side of Prairie Avenue from Hardy Street to Manchester Boulevard, and the north side of Manchester Boulevard from Prairie Avenue to Market Street.

Phase 5

Phase 5 construction would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Phase 5 activities will include guideway girders, guideway straddle caps, and installation of equipment at the PDS substations. Phase 5 construction would occur in 2025 through 2026.

Phase 5 construction would include the following:

- Aerial construction of the guideway on Market Street, with precast segments and/or formwork with precast trapezoidal troughs and girders. This work would include temporary closure of Market Street during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms, temporary lane closures would be necessary.
 - The staging and holding area for the delivery of precast segments, girders, and beams will be located in the Market Street/Florence Avenue Station staging area; delivery to the construction area may require street closures.
- Construction on the interior of the MSF building.
- Aerial construction of the guideway formwork for Pincay Station with precast trapezoidal troughs and steel girders, and construction of platform, mezzanine, and vertical circulation elements.
- Aerial construction of the guideway formwork for Prairie Ave/Hardy Station with precast trapezoidal troughs and steel girders, and construction of platform, mezzanine, and vertical circulation elements.
- Aerial construction of the guideway straddle cap formwork on Manchester Boulevard. This work would include temporary closure of Manchester Boulevard during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Aerial construction of the guideway straddle cap formwork on Prairie Avenue. This work would include temporary closure of Prairie Avenue during the following activities for safety measures:

- During the formwork phase, traffic would not be allowed to pass underneath the structure.
- During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
- The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Installation of electrical equipment in the PDS substation buildings.

Phase 6

Phase 6 construction would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, completion of Pincay Station, completion of Hardy Station, and completion of the MSF building, and the elevated passenger walkway to the Metro K Line Downtown Inglewood Station. Phase 6 construction would occur in 2025 through 2026.

Phase 6 construction would include the following:

- Aerial construction of the guideway on Manchester Boulevard, with precast segments and/or formwork with precast trapezoidal troughs and girders. This work would include temporary closure of Manchester Boulevard during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of precast segments, girders, and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
- Completion of the MSF including building commissioning.
- Aerial construction of the guideway on Prairie Avenue, with precast segments and/or formwork with precast trapezoidal troughs and girders. This work would include temporary closure of Prairie Avenue during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - Traffic would not be allowed to pass underneath precast segments while they are being moved and set.
- During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.

- The staging and holding area for the delivery of precast segments, girders, and beams will be located in the MSF staging area; delivery to the construction area may require street closures.
 - Completion of the electrical equipment in the PDS substation buildings.
 - Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of platform, mezzanine, and vertical circulation elements for Pincay Station.
 - Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of platform, mezzanine, and vertical circulation elements for the Prairie Avenue/Hardy Street Station.
 - Construction of the overhead bridge across Florence Avenue, providing a passenger access walkway from the Market Street/Florence Avenue Station to the Metro K Line Downtown Inglewood Station.

Phase 7

Phase 7 construction would include final site work and completion of the stations. Phase 7 would occur in 2026.

Phase 7 construction would include the following:

- Final site work and paving on Manchester Boulevard.
- Completion of the Prairie Avenue/Hardy Street Station.
- Completion of the Prairie Avenue/Manchester Boulevard Station.
- Completion of the Market Street/Florence Avenue Station.
- Final site work at the MSF site.
- Final site work at the Market Street/Florence Avenue Station.
- Construction of all surface parking lots.
- Final roadway improvements and modifications, and re-striping of streets as required.

Phase 8

Phase 8 construction would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems and testing and commissioning of the ATS trains. Phase 8 construction would occur in 2025 through 2027, with the primary construction activities occurring in 2026 and some installation of equipment starting towards the end of Phase 3 construction when sufficient aerial structure is available for the installation of the equipment.

Phase 8 construction would include the following:

- Installation of the ATS track work.
- Installation, testing, and commissioning of the operation and control systems

- Installation of the station platform equipment and systems, such as platform doors, passenger information systems, and ticket vending.
- Installation, testing, and commissioning of the PDS substation and power systems.
- Testing and commissioning of the ATS trains
- Station commissioning.
- This work will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations, and electrical systems, and completing roadway improvements and modifications.

The construction phases described above consist of tasks to occur in the pre-construction, surface construction, aerial construction, and light construction sequences of construction. These associated activities and tasks are described as follows.

Pre-Construction

Pre-construction activities would consist of assembling/drawing design packages; commencing off-site manufacturing; commencing acquisitions; relocating, modifying, or protecting in place utility lines, as needed; identifying traffic lights and signals to be relocated during construction, including preparing temporary signals and street lighting; commencing survey requirements; conducting confirmation geotechnical investigations focusing on geological, groundwater, seismic, and environmental conditions; developing a traffic control plan and determining detours and haul routes; erecting safety devices and noise berries; identifying staging and employee parking areas for each construction phase; and mobilizing construction equipment within designated staging areas.

Surface Construction

The following surface construction activities will occur:

- Inspections to define demolition activities for existing building structures, facilities and utilities including open hardscapes and landscapes impacted by surface and aerial construction.
- Demolition of existing buildings where proposed.
- Removal of underground storage tanks associated with building demolition, and remediation of contaminated soil, if necessary.
- Separation of contaminated soils, if necessary, to be disposed of as soon as they are identified.
- Demolition of sidewalks and streets. Removal of existing asphalt surfaces, concrete sidewalks, and center medians.
- Clearing and grubbing including removal of landscaping as needed.
- Construction of foundations, cast-in-place (CIP) columns, and column caps for ATS guideway.
- Relocation and installation of streetlights and traffic signals.

- Construction of site improvements for the MSF, PDS substations, and adjoining infrastructure.
- Construction of temporary or final concrete sidewalks, curbs, gutters, driveways, roadway improvements, striping, traffic and passenger signage, parking meters, hardscape, and landscape.

Aerial Construction

Aerial construction activities would include:

- Construction of columns and straddle bents for ATS guideway.
- Construction of aerial ATS guideway. It is assumed that the aerial segments would be constructed as precast trapezoidal troughs and/or using precast prestressed concrete “I” girder placed on CIP concrete columns, with post-tensioning strands for the guideway.
- The aerial ATS guideway would be lifted and connected into place atop the cast-in-place pile cap columns, and the top deck would be formed and poured.
- Construction of columns, straddle bents and support structures for the above-grade stations.
- Construction of the above-grade stations. The stations consist of three levels, with ground access leading to a mezzanine level and a platform level. The station would consist of structural concrete slabs with edge girders and post-tension concrete, a roof structure, and vertical circulation.

Light Construction

Light construction activities would consist of:

- Interior and exterior finishes for the MSF building.
- Interior and exterior finishes for the stations.
- ATS systems installation and testing, such as train control systems, communication systems, and electrical and mechanical systems.
- Minor roadway improvements.

Construction Hours

Construction activity would occur 24-hours a day seven days a week with primarily heavy construction activities (those involving large equipment use on site) primarily occurring over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from 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 night-time to minimize traffic impacts.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and/or night hours. Additionally,

construction of the elevated guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic.

Delivery of construction materials would occur during the night shift, as would most temporary lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or material disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, it can be anticipated that some minor activity would occur during periods in between construction shifts for logistics, moving equipment, etc.

Pursuant to the Inglewood Municipal Code,⁷ any construction between the hours of 8:00 PM and 7:00 AM will require the approval of a permit from the Permits and License Committee of the City.

3.7.3 Construction Equipment

Off-Road On-Site Equipment

Off-road construction equipment would include impact pile drivers, auger drill rigs, excavators, backhoes, loaders, cranes, drill rig trucks, compactors, and other heavy-duty construction equipment that is not licensed for travel on public highways. Off-road equipment is inventoried based on equipment type, model, and horsepower rating.

On-Road On-Site Equipment

On-road on-site equipment would include shuttle vans transporting construction employees to and from the site(s), on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks, street sweepers, and other on road-road vehicles licensed to travel on public roadways.

On-Road Off-Site Equipment

On-road off-site vehicles would include personal vehicles for construction employees to come and go to work, and delivery vehicles for materials and equipment.

3.7.4 Workforce Estimates

The proposed workforce estimate is based on the phases of construction, which may overlap in any calendar year. Including all contractor staff and specialty on-site professionals, the approximate workforce would be 50 to 100 for Phase 1, 100 to 140 for Phase 2, 165 to 200 for Phase 3, 210 to 240 for Phase 4, 210 to 240 for Phase 5, 165 to 200 for Phase 6, 90 to 125 for Phase 7, and 50 to 100 for Phase 8.

⁷ City, Municipal Code, Section 5-41, Construction of Building and Projects Noise Regulated.

3.7.5 Construction Staging Areas and Employee Contractor Parking

To the extent possible, construction laydown, staging areas, and employee contractor parking for the proposed Project would be located within the alignment for the proposed facilities. Proposed staging areas are shown in **Figure 3.0-35: Proposed Construction Staging Areas and Haul Routes**. The potential staging areas include the sites for all three stations, the MSF site, and the properties at 150 S. Market Street, 401 S. Prairie Avenue, and 1035 S. Prairie Avenue proposed for acquisition as part of the Project. Further, City-owned lots near the northeast corner of the Market Street and Manchester Boulevard, and others near the proposed Project could be used for construction employee parking.

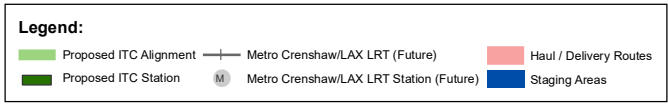
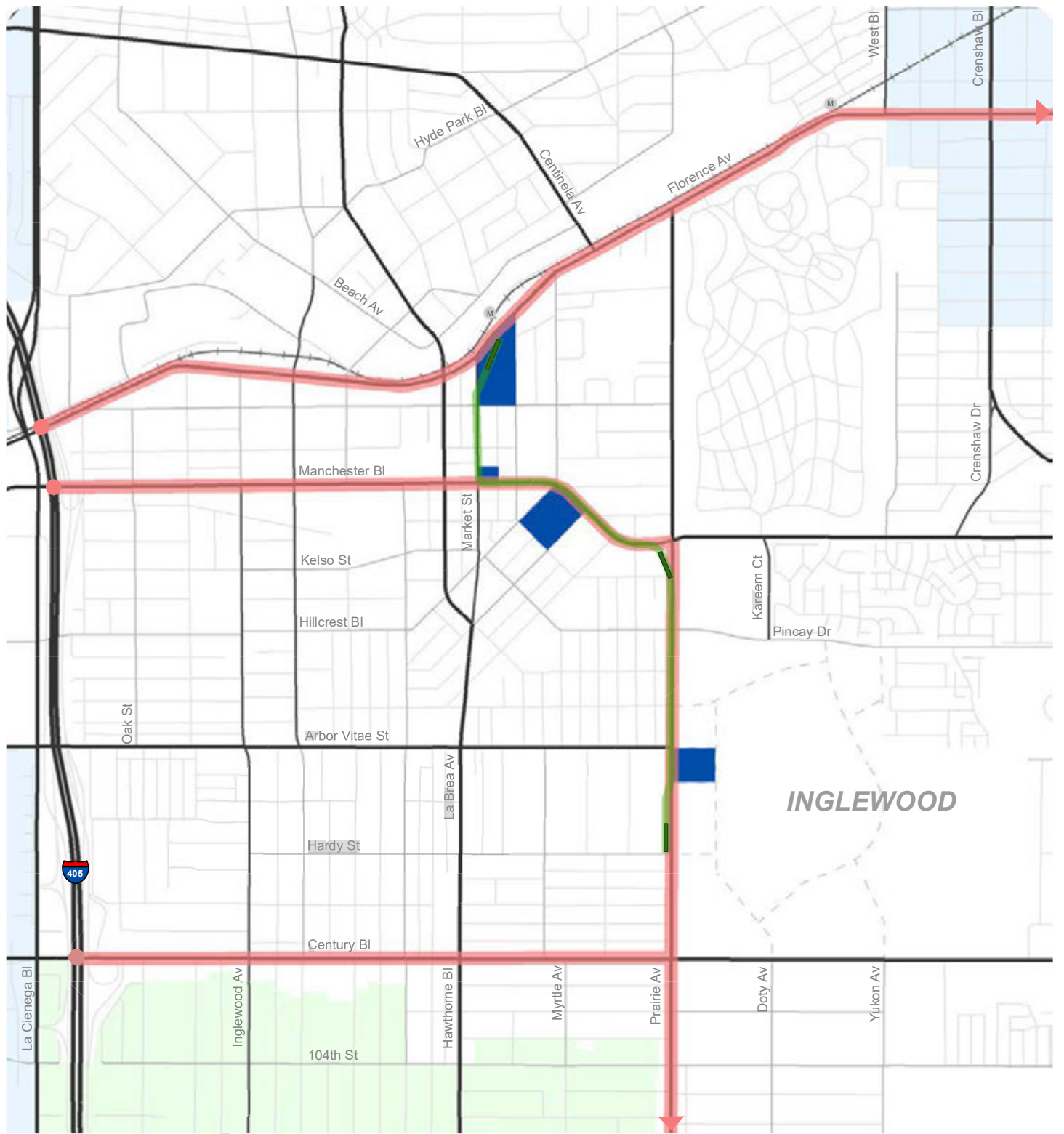
For the MSF site, a portion of the site outside the active construction footprints of the MSF and PDS substation would be used for minor construction staging, such as materials storage. Most of the site is proposed to be occupied by the reconstructed Vons supermarket and associated parking. Additionally, equipment and materials storage would also take place in the linear staging areas in the form of one lane of roadway along the length of alignment separated by K-rail.

At each construction staging area, the contractor would implement, as necessary, security and screen fencing, surveillance cameras, security personnel, and the locking and securing of equipment. Additionally, the proposed Project would incorporate various temporary construction fencing features to screen much of the construction activities along major public approaches and perimeter roadways. If necessary, contractor employees would be shuttled between construction sites and contractor employee parking areas within 1 mile of the proposed Project as needed.

3.7.6 Haul Routes

Designated delivery and haul routes would be established for the proposed Project consistent with the City's General Plan roadway designations and the haul routes currently used for local projects. As noted above, all haul routes would be reviewed and approved by the City as part of the Construction Commitment Program (see **Appendix D**). As shown in **Figure 3.0-35**, the primary delivery and haul routes proposed during construction of the proposed Project would utilize Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard, which have been designated by the City as appropriate for heavy truck use.⁸ For materials delivered to and stored at designated construction staging areas, the contractor haul routes to and from the proposed Project would be generally on public streets. These routes would convey materials to and from regional routes, including the I-405 (Glen Anderson Freeway) and I-405 (San Diego Freeway).

8 City of Inglewood Municipal Code, Section 3-95, Truck Routes Established.
https://www.qcode.us/codes/inglewood/view.php?topic=3-3-3_85&frames=on.



 NOT TO SCALE

SOURCE: Raju Associates - 2021

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

FIGURE 3.0-35



Proposed Construction Staging Areas and Haul Routes

It is anticipated that the haul routes closest to the respective work and staging areas of the Project alignment will be used. Excavated dirt materials may be hauled at night, where possible, due to the busier freeways and surface streets around or near the excavation site during daytime hours. An excavation plan would be prepared that defines haul routes, dust control, sweeping, and the location(s) for final disposal.

3.8 APPROVALS

The proposed Project includes an amendment to the City's General Plan and an amendment to Chapter 12, Planning and Zoning, of the Inglewood Municipal Code (IMC) to create an overlay zone to allow the construction and operation of the proposed Project. In addition, amendments to the City's Medical Enterprise Overlay Zone and the HPSP are proposed. The proposed Project would also include approvals related to the demolition and reconstruction of the Vons market, the reconfiguration of existing parcels through the approval of lot line adjustments, parcel maps, or tract maps and various other approvals as described below.

3.8.1 General Plan Amendment

The City's General Plan consists of the elements required by State law, including the Land Use, Circulation, Safety, Noise, Housing, Open Space, and Conservation Elements. The City adopted an Environmental Justice Element of the General Plan in June 2020.⁹ The proposed Project would include amendments to the Land Use, Circulation, and Safety Elements as described below.

Land Use Element

The City's General Plan Land Use Element, inclusive of amendments through 2020, addresses key issues involving the use of land in the City; provides a framework of goals and objectives for decision makers as they consider the long-term commitment of land resources; and analyzes population and land use requirements into the future.¹⁰

The amendment to the General Plan Land Use Element would include changes to the text and diagrams related to the three components as described below.

First, the Goals and Objectives section would be modified to incorporate the ITC Project into the subsections addressing Circulation and the Downtown Transit Oriented District. The modified objectives address integration of the ATS system into the existing historic core area around Market Street,

9 City of Inglewood, General Plan, Environmental Justice Element, Adopted June 2020.

10 City of Inglewood, *General Plan*, "Land Use Element" (adopted 1980, amended 1986, 2009, and 2016), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>

connecting the Downtown Inglewood Metro Rail station to the LASED including SoFi Stadium, the Forum, and the IBEC with the ITC Project, and supporting the City's goal to promote adequate public transportation within the City and the region by adding the ITC Project.

Second, a description of the proposed ITC Project would be added to the "Passenger Train Service" subsection under the "Development Factors-Transportation Network" section. The subsection provides a list of passenger train services available in the City of Inglewood.

Third, the "Downtown Transit Oriented District" subsection in the "Future Land Uses" chapter would be amended to identify the proposed Transportation Corridor Overlay Zone (TC Overlay Zone) as one of the overlay zones in Downtown Inglewood. The TC Overlay Zone would supersede all other zones and overlay zones in the Project area, including the concept plans and zoning and design guidelines outlined by the Downtown Inglewood and Fairview Heights TOD Plan.

Circulation Element

The amendment to the General Plan Circulation Element¹¹ would include changes to text and diagrams related to the five components described below.

First, Market Street, between Florence Avenue to the north and La Brea Avenue to the south currently has two lanes of traffic in each direction with a center turn lane. With the Project, the configuration of Market Street will be changed to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island. The Circulation Element currently classifies Market Street as a Minor Arterial street. Minor Arterial streets contain two lanes of traffic in each direction.; this section of Market Street will be reclassified as a Collector street; Collector streets have one lane of traffic in each direction.

Second, the Circulation Element identifies typical street sections for common right-of-way widths and sections of streets planned for widening. The second component of the proposed amendment includes defining the maximum right of way for Prairie Avenue, between Manchester Boulevard to the north and Hardy Street to the south, as 132 feet.

Third, a description of the proposed Project, including its connection to the Metro K Line, would be added to the description of light rail facilities in the City.

11 City of Inglewood, *General Plan, "Circulation Element"* (1992), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/128/Circulation-Element-1992-PDF>.

Fourth, changes to the descriptions of the street environment, parkways, medians, and on-street parking on Market Street, Manchester Boulevard, and Prairie Avenue that would be affected by the Project would be made.

Fifth, because insufficient right-of-way is available on Prairie Avenue between Manchester Boulevard and Century Boulevard to accommodate a bicycle lane, modification of the Bike Route Plan is proposed to preserve multimodal transportation options and connections for residents and employees along this section of Prairie Avenue.

Safety Element

The Safety Element¹² would be amended to include descriptions of the proposed Project components including the guideway, stations MSF and PDS substations. Specifically, the proposed Project will be added to the element as a Critical Facility. The description of transportation routes would be updated to incorporate the presence of proposed Project components along its alignment.

3.8.2 Municipal Code Amendment

An amendment to Chapter 12, Planning and Zoning, of the IMC is proposed to create a Transportation Corridor Overlay Zone (TC Overlay Zone) that would apply to the proposed Project areas. A Zone Change and a Zoning Code Amendment are both required to establish the TC Overlay Zone. The TC Overlay Zone would modify the underlying zones to allow the development and operation of the proposed Project and all components on the properties in the underlying zones that overlap with the Project. The TC Overlay Zone would define the uses permitted in this overlay zone area and applicable supplemental development standards for the ITC facilities, and the City's design review process for the ITC Project.

The permitted uses for the TC Overlay Zone would be modeled upon, and expand on, the City's existing Transportation Corridor (T-C) Zone described in Section 12-38.5019 of the IMC, which provides the zoning framework for the Metro K Line within the City, with adjustments made to accommodate the elements necessary for an above-grade guideway, the MSF, the PDS substations, the multilevel stations, vertical circulation elements and connecting walkways and bridges, and all of the related supporting facilities and infrastructure. The proposed T-C-O Zone would allow the following as permitted uses (the TC Overlay Zone Uses):

12 City of Inglewood, *General Plan, "Circulation Element"* (1992), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/128/Circulation-Element-1992-PDF>.

1. The construction, operation and maintenance of any at-grade or elevated fixed guideway transportation system, including, without limitation, light rail (which may consist of an automated people mover system, automated guideway transit, monorail, and/or any other comparable system that may be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on rail(s) from below, straddling, or suspended from overhead beam(s) from above), trolley, busway (including rapid transit), and/or comparable transit or transportation system, including public and private rights-of-way, easements, underground utilities, tracks, spurs, guideways, footings, support columns, support beams, and any appurtenant facilities, improvements, and equipment, including stations (which may be at-grade or elevated and comprise of one or multiple levels), maintenance facilities, storage facilities, operations control centers, related administrative and office facilities, restrooms, vertical and horizontal circulation elements (such as stairs, escalators, elevators, and passenger walkways), plazas or similar open space areas, platforms, signals, utility and storage areas, power distribution elements, electrical or traction power substations, rolling stock, and the like, that are necessary and related to the operation, maintenance and security of the transportation system.
2. Parking facilities (surface, subsurface, or structured) for transportation facilities (including such facilities' employees and users) or for use by adjacent businesses or public facilities.
3. Mobility hubs (which may be co-located with parking facilities) and multimodal pick-up and drop-off facilities.
4. In conjunction with the uses permitted in subsections (1) - (3) of this Section, property in the TC Overlay Zone may be landscaped and otherwise improved with ornamental fencing, ornamental lighting, directional and informational signage, public information and communications signage systems and all related facilities, fiber optics, emergency lighting, security systems, rest areas and seating, café or food service carts, service kiosks or structures, retail, and other similar streetscape improvements, public amenities or other uses typically found in public transit stations.
5. Station sites and maintenance or storage facility sites in the TC Overlay Zone may be jointly developed with station facilities and commercial, residential, public facility, or mixed uses.
6. As interim uses only during periods of construction, construction staging and laydown (including storage of all equipment and materials), fencing, construction-related office, and employee space (which may include restrooms and a canteen and/or food vendor area), interim parking, and ancillary temporary structures and any other temporary use approved by the Director of Public Works as reasonably related to any of the foregoing temporary or permanent uses or otherwise in the public interest.

The TC Overlay Zone would also define development standards applicable to these permitted uses including the following:

- A height limit of 110 feet for station sites, 75 feet for the MSF site, and 75 feet for all other improvements, structures, and elements of the proposed Project, which include the guideway. These are height limits calculated above finished grade.
- No minimum setbacks (0' setback).
- No minimum street frontage requirements.
- Parking and public art requirements as specified in the Design Guidelines.

Additionally, development of the TC Overlay Zone Uses within the TC Overlay Zone will be subject to the Design Guidelines.

The TC Overlay Zone would specify that where the zone is overlaid on a private property, or portions thereof, any such area previously used to satisfy a minimum setback requirement in the underlying zone will still continue to be treated as a legal setback area and shall continue to be counted within any density or Floor Area Ratio calculations under the underlying zone for existing and future development purposes, regardless of whether such area is developed with the TC Overlay Zone Uses or ultimately dedicated as a public right-of-way.

The TC Overlay Zone boundaries would include the following:

- All parcels on which property rights are anticipated to be acquired to site Project infrastructure components, plus
- Along the portion of Prairie Avenue where roadway realignment is occurring, the additional width of Prairie Avenue plus an additional 30' of depth into the parcels directly east of those portions of Prairie Avenue, plus
- To the extent not covered by the above, an additional buffer of 30' around the anticipated envelope of Project infrastructure components

3.8.3 Medical Enterprise Overlay Zone

The Medical Enterprise Overlay Zone applies to R-M (Residential) and C-2 (General Commercial) zoned properties located in the following Planning Areas:

- Planning Area One: Properties that are zoned R-M and located to the north of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Florence Avenue to the north and Manchester Terrace to the south.

- Planning Area Two: Properties that are zoned R-M and located to the south of Manchester Boulevard and those C-2 zoned properties adjacent to the west side of Prairie Avenue that are located between Manchester Boulevard to the north and Hardy Street to the south.

The Medical Enterprise Overlay Zone currently applies to the following properties where the following Project Elements are proposed

- Prairie Avenue/Manchester Boulevard Station
- Prairie Avenue/Hardy Street Station
- Project elements proposed on the west side of Prairie not located within the public right-of-way

As part of the ITC Project, the City will amend the Medical Enterprise Overlay Zone in Chapter 12, Planning and Zoning, Article 5.1. “R-M” Residential and Medical Zone Regulations of the IMC [IMC §12-22.29] to exclude properties within the Project alignment from the Medical Enterprise Overlay Zone is proposed. The TC Overlay Zone would apply to these properties.

3.8.4 Hollywood Park Specific Plan Amendment

To accommodate the ATS and to maintain the existing roadway capacity along Prairie Avenue, the ITC Project includes a relocation of an existing traffic lane on the east side of Prairie Avenue. The relocated lane would be accommodated within a variable easement for street purposes, to be acquired by the City over private property that currently comprises the existing required 30-foot setback area along the west edge of the HPSP area. While existing sidewalk widths along Prairie Avenue would be maintained, landscaping, signs and other streetscape improvements would be reduced or eliminated in certain areas following the property acquisition. To address any potential conflict or inconsistency with the HPSP, the City is proposing the following specific plan amendments and clarifications to the HPSP (which in accordance with the requirements of the Hollywood Park Development Agreement, require the concurrence of the property owner):

- The elimination of the requirement for a 30-foot setback along the western edge of the HPSP to allow zero-lot line development. Accordingly, future buildings and structures within the HPSP would be permitted to be built along the existing property line without requiring any additional setback along Prairie Avenue. Subterranean parking and certain structures, such as balconies, would be allowed to encroach within City’s easement areas, to minimize the loss of the setback area on future development. Consistent with the proposed TC Overlay Zone, any area previously used to satisfy the minimum setback requirement shall continue to be counted within any density or Floor Area Ratio calculations under the Specific Plan, for existing and future development purposes, even though it may have been dedicated as a public right-of-way.

- The landscape area within the 30-foot setback area on Prairie Avenue along the western edge of the HPSP area will be reduced or eliminated in certain areas, as needed to accommodate the new street easement.
- New areas where signs will be allowed will be proposed to support the replacement and relocation of existing monument and wayfinding signs currently located within the existing 30-foot setback area on Prairie Avenue along the western edge of the HPSP.
- Lastly, to support the attractiveness of the ITC Project and increase the transit mode share to the HPSP area, the City proposes to improve public safety, enhance the passenger circulation system and passenger experience to the event and activity centers at Hollywood Park by allowing for routine closures of 2 interior streets on event days to reduce passenger conflicts with vehicles within designated areas. Accordingly, to facilitate passenger only pathways on event days, the City proposes to amend the HPSP to designate Champions Way and Touchdown Drive as private streets and no longer require their public dedication (excluding subsurface, wet, dry and fiber utilities) to the City.

3.8.5 500 and 510 East Manchester Boulevard

The MSF will be located on a parcel containing an existing retail commercial building at 500 E. Manchester Boulevard and 510 E. Manchester, which includes a Vons supermarket store at 500 E. Manchester Boulevard and Vons's gas station at 510 E. Manchester Boulevard. This parcel is currently designated as Historic Core (HC) and is proposed to be included as part of the TC Overlay. As part of the ITC Project, the gas station is anticipated to be demolished and a new supermarket is proposed to be constructed at the site. A City Planning Commission approval of Design Review for new supermarket store (TOD Plan §4.5 and Site Plan Review approval by the Planning and Building Department Director is required for the new grocery store (IMC § 12.39-50 et seq.). Other discretionary permits and approvals may be necessary to support the construction and operation of a new supermarket store and/or the removal of the current gas station. During construction, the City would permit the existing and new grocery store to operate with less than the amount of parking required by the City's municipal code. In addition, any current legal non-conforming uses associated with the existing grocery store, including, but not limited to, alcohol sales would be permitted to continue as legal non-conforming uses.

3.8.6 Subdivision Actions, including Lot Line Adjustments, Parcel Maps, and Tract Maps

The proposed Project would require changes to the configuration and use of existing parcels owned by the City or proposed to be acquired by the City where construction of the proposed Project is proposed. Reconfiguration of existing parcels will occur as necessary either through lot line adjustments or through review and approval of a parcel or tract map.

3.9 REQUIRED APPROVALS AND ACTIONS

The proposed Project would require a number of actions and reviews by the City, acting as Lead Agency, and other local, regional, and state agencies acting as Responsible Agencies as described below.

3.9.1 Lead Agency—City of Inglewood

Pursuant to Section 15051 of the State CEQA Guidelines, the City is acting as Lead Agency for the environmental review of the proposed Project. As such, it has responsibility for the approval of the Project and a number of other related actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project and adoption of the Mitigation Monitoring and Reporting Plan, CEQA Findings of Fact, and, if necessary, a Statement of Overriding Considerations;
- Approval of the proposed General Plan Amendment, consisting of changes to the City General Plan Land Use Element, Circulation Element, and Safety Element;
- Approval of an amendment to Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code to:
 - Add the Transportation Corridor Overlay (T-C-O) Zone; and
 - Amend the Medical Enterprise Overlay Zone to exclude properties within the Project alignment.
- Approval of amendments to the Forum Development Agreement to reflect the acquisition of frontage along Prairie (including loss of Forum parking);
- Approval of a Special Use Permit required for demolition of a gas station, Design Review for the new supermarket, and any other discretionary approval required for a new supermarket at 500 and 510 East Manchester Boulevard;
- Approval of amendments and clarifications to the Hollywood Park Specific Plan and associated Development Agreement;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Approvals of lot line adjustment(s), parcel map(s), and tract map(s) as needed;
- Approval of agreements and/or resolutions necessary to acquire the property necessary for construction and operation of the Project, in fee simple or through easements, licenses, air rights, leases, or other means of access, including through eminent domain;
- Approval of the ITC Design Guidelines;
- Approval of a contract or contracts for the design, finance, construction, and operation of the proposed Project;
- Approvals for federal, State, or local financing plans or grants.

In addition to the above, ministerial approvals may be required as follows:

- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits (including encroachment permits) for infrastructure improvements;
- Tree removal permits; and
- Noise permit for Construction and Building Hours extension.
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project including, but not limited to, the following:
 - California Public Utilities Commission;
 - Los Angeles County Fire Department.

3.9.2 Responsible Agencies

The following State, regional, and other agencies have jurisdiction or review authority over components included in the proposed Project:

- South Coast Air Quality Management District (SCAQMD) would review permits for equipment regulated by SCAQMD;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Permits or approvals required from the Los Angeles Regional Water Quality Control Board (LARWQCB), which may include, but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; (3) Industrial Stormwater General permit; and (4) Submittal of a Recycled Water Report to the LARWQCB for the use of recycled water as a dust control measure for construction;
- The Los Angeles County Sanitation District has authority for a Sewer Main Re-Alignment Permit, if applicable;
- The Los Angeles County Flood Control District has authority for a Storm Drain Realignment/Connection Permit, if applicable;
- California State Transportation Agency (CalSTA) for oversight and compliance for the Transit and Intercity Rail Capital Program (TIRCP) grant; and
- The Southern California Edison Company for any changes to the electrical distribution and service system.