4.14 UTILITIES AND SERVICE SYSTEMS

4.14.1 INTRODUCTION

This section of the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) addresses the available capacities of existing utility-related infrastructure, including water and wastewater services, storm water drainage, dry utilities (electrical, natural gas, and telecommunications), and solid waste management, as well as the potential for conflicts between the proposed Inglewood Transit Connector Project (proposed Project) and utility-related infrastructure that would result in environmental impacts. The existing conditions relevant to utilities in the proposed Project area are described, along with the methodology and the regulatory framework that guided the evaluation of utility-related infrastructure. Impacts to utilities and service systems that would result from the proposed Project are identified. Information from the Gannett Fleming *Utilities Engineering Report*, August 2021, is incorporated into **Appendix Q: Utility Impact Data.**

The Revised Initial Study (included in **Appendix A.2** of this Recirculated Draft EIR) prepared prior to preparation of the December 2020 Draft EIR utilizes the California Environmental Quality Act (CEQA) Environmental Checklist to assess the Project's potential environmental impacts on utilities and service systems. For five of these screening thresholds, the Revised Initial Study found that the proposed Project would have a "Less than Significant Impact;" thus, no further analyses of these topics were required in an EIR. The following impacts do not require any additional analysis in this Recirculated Draft EIR:

- Potential impacts related to a substantial adverse effect on the proposed Project's ability to comply with wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) were determined to have a less-than-significant impact. Though the Project would generate more wastewater than is currently generated within the footprint of the Project, pollutant loads would be typical of urban wastewater already processed by the Los Angeles Bureau of Sanitation's Joint Water Pollution Control Plant (JWPCP) and no significant impacts to wastewater treatment requirements of the LAWQCB would occur.
- Potential impacts related to a substantial adverse effect on the permitted capacity of water or wastewater treatment facilities were determined to have a less-than-significant impact. Although water and wastewater lines may need to be relocated, no aspect of the construction or operation of the proposed Project would require new or expanded water or wastewater treatment facilities.
- Potential impacts related to a substantial adverse effect on the availability of water supplies were determined to have a less-than-significant impact. The City's Urban Water Management Plan determined that sufficient water supplies existed so that a nonwater-intensive project, such as the Project, would not result in a strain on existing water supplies. Because water supplies in the area are more than sufficient, impacts would be less than significant.

- Potential impacts related to a substantial adverse effect on the capacity of wastewater treatment provider which serves or may serve the proposed Project to accommodate the projected demand in addition to the provider's existing commitments were determined to have a less-than-significant impact. The proposed Project includes an elevated guideway, stations and support facilities (maintenance and storage facility [MSF] and Power Distribution System [PDS] substations) that would not involve water-intensive activities. Therefore, impacts regarding wastewater treatment would be less than significant.
- Potential impacts related to a substantial adverse effect on the permitted capacity of Los Angeles County (County) landfills that would accommodate the proposed Project's solid waste disposal needs were determined to have a less-than-significant impact. The total remaining permitted inert waste capacity in the County is sufficient to accommodate the proposed Project's solid waste disposal needs from construction and demolition activities. Further, the proposed Project would comply with federal, State of California (State), and local statutes and regulations related to solid waste and no significant impacts to landfill capacity would occur.
- Potential impacts related to a substantial adverse effect on the proposed Project's ability to comply with federal, State, and local statutes and regulations related to solid waste were determined to have a less-than-significant impact. The proposed Project would comply with federal, State, and local statutes and regulations related to solid waste and no significant impact related to compliance with solid waste statutes and regulations would occur.

After circulation of the December 2020 Draft EIR for public review, the City revised the design of the proposed Project in response to consultation with key stakeholders in the community and comments received on the December 2020 Draft EIR. Specific changes to the proposed Project include raising the height of the ATS guideway along Market Street to preserve existing views of historic buildings, relocating the Prairie Avenue/Pincay Drive Station to the southwest corner of Prairie Avenue and Manchester Boulevard , redesign of the proposed MSF to allow this facility to be located on the proposed site with a new Vons store, and realignment of the guideway and stations on Prairie Avenue to the west side of Prairie Avenue. As it relates to impacts to utilities, these changes include updated construction and operational details which increased utility line conflicts with proposed Project columns. However, impacts would remain less than significant with mitigation similar to the December 2020 Draft EIR.

These changes to the design of the proposed Project do not create the potential for significant impacts related to the impacts above. The revised proposed Project would result in additional property acquisitions that would require demolition prior to construction of the proposed Project. Additionally, the revised proposed Project would include a Vons store replacement which would be developed prior to construction of the proposed Project. These changes would not alter the level of significance for the impacts discussed above.

Impacts found to be less than significant are further discussed in **Section 6.0: Other Environmental Considerations** of this Recirculated Draft EIR.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Recirculated Draft EIR.

4.14.2 METHODOLOGY

The analysis contained in this section represents identification of existing utilities based on information and record drawings acquired from utility providers and the City. Obtained data included existing and planned major utilities within the area of the proposed Project. Data and utility maps were prepared for major identified utilities using existing information. A distance of 10 feet was used to identify utilities that may be impacted from construction activities that involve excavation. All utility locations are approximate based on best available map data. Available data did not provide for exact utility locations in terms of plan and profile; rather, exact utility locations would be determined prior to construction by potholing, utilizing ground penetrating radar, and/or other methods.

The locations of Project components have been compared to the locations of existing utility infrastructure to identify potential points of conflict. This analysis also considers the ability of the proposed Project to avoid or reduce demand placed on utilities and service systems through conservation programs and efficiency features.

4.14.3 REGULATORY FRAMEWORK

4.14.3.1 Federal Regulations and Directives

Clean Water Act

The Clean Water Act[1] established the basic structure for regulating discharges of pollutants into "waters of the U.S." The act specifies a variety of regulatory and nonregulatory tools to manage stormwater runoff. Clean Water Act Section 402 is relevant to drainage within the footprint of the proposed Project. Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the regional water quality boards (RWQCBs). The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits.

1 USEPA, *Summary of the Clean Water Act,* accessed September 2021, https://www.epa.gov/laws-regulations/summary-clean-water-act.

Safe Drinking Water Act

The United States Environmental Protection Agency (USEPA) administers the Safe Drinking Water Act[2] (SDWA), which is the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the requirements of the SDWA and oversees public water system quality Statewide. DHS establishes legal drinking water standards for contaminates that could threaten public health.

National Pollutant Discharge Elimination System

The NPDES[3] is a program created to implement the Clean Water Act. In November 1990, USEPA published final regulations that establish requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that stormwater and nonstormwater runoff associated with construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4), must be regulated by an NPDES permit.

The EPA has delegated management of California's NPDES program to the SWRCB and the nine RWQCB offices, which grant permits to regulate point source discharges of industrial and municipal wastewater into the waters of the United States. The NPDES program was established in 1972 to regulate the quality of effluent discharged from easily detected point sources of pollution such as wastewater treatment plants and industrial discharges. The 1987 amendments to the Clean Water Act recognized the need to address nonpoint-source stormwater runoff pollution and expanded the NPDES program to operators of municipal separate MS4s, construction projects, and industrial facilities.[4]

The State of California adopted an NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ).[5] The last Construction General Permit amendment became effective on February 16, 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

2 USEPA, Safe Drinking Water Act (SDWA), accessed September 2021, https://www.epa.gov/sdwa.
3 USEPA, National Pollutant Discharge Elimination System (NPDES), accessed September 2021, https://www.epa.gov/npdes.
4 Clean Water Act, *33 Code of Federal Regulations,* sec. 402(p) (2008).
5 State Water Resources Control Board (SWRCB), *Storm Water,* accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

The proposed Project is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), also known as Region 4. The SWRCB administers the NPDES permit program regulating stormwater from construction activities for projects greater than 1 acre in size. This is known as the General Permit for Storm Water Discharges Associated with Construction Activities, Order No. 2009-0009-DWQ, as amended by Order No. 2012-0006-DWQ, NPDES No. CAS000002.[6]

The main compliance requirement of NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential pollutants and identify and implement appropriate stormwater pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from stormwater and nonstormwater discharges. Stormwater BMPs to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for the proposed Project.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act[7] (RCRA) is the nation's primary law governing the disposal of solid and hazardous waste. The RCRA set national goals for reducing the amount of waste generated and for ensuring that wastes are managed in an environmentally sound manner. The Solid Waste Program encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills, and prohibits the open dumping of solid waste. RCRA regulations encourage source reduction and recycling and promote the safe disposal of municipal waste.

4.14.3.2 State Regulations and Directives

State Drinking Water Act

The 2014 transfer of the California Department of Public Health Drinking Water Program[8] (DWP) to the SWRCB brought with it not only the primary enforcement authority to enforce federal and State SDWAs, and the regulatory oversight of approximately 8,000 public water systems throughout California, but also the responsibility for completing the next Safe Drinking Water Plan.

With the transfer of DWP to the SWRCB, while the role and responsibility remained unchanged, the name was changed to the Division of Drinking Water (DDW). DDW has been granted primary enforcement responsibility for the federal SDWA. California enacted its own SDWA. The DDW is responsible for

6 SWRCB, *Storm Water*, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

7 USEPA, Resource Conservation and Recovery Act (RCRA) Laws and Regulations, accessed September 2021, https://www.epa.gov/rcra.

8 SWRCB, "Drinking Water Programs," accessed September 2021, https://www.waterboards.ca.gov/drinking_water/programs/.

implementing the federal SDWA and its updates, as well as California statutes and regulations related to drinking water. As part of their efforts, the DDW inspects and provides regulatory oversight for public water systems within California. The RWQCB also has the responsibility for protecting the beneficial uses of the State's waters, including groundwater, and these include municipal drinking water supply, as well as various other uses.

California Administrative Code Title 22,[9] establishes DDW authority and stipulates drinking water quality and monitoring standards. These standards are equal to, or more stringent than, the federal standards. Public water system operators are required to monitor their drinking water sources regularly for microbiological, chemical, and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in California Code of Regulations (CCR) Title 22 as primary maximum contaminant levels.

Recycled Water Policy (Policy for Water Quality Control for Recycled Water)

The Recycled Water Policy[10] was first adopted in 2009, and then subsequently amended in 2013 and 2018. The purpose of the Recycled Water Policy is to increase the use of recycled water from municipal wastewater sources that meets the definition in California Water Code (CWC) section 13050(n),[11] in a manner that implements federal and State water quality laws. More specifically, recycled water is the reuse of treated wastewater derived from municipal sources (i.e., water that is covered under CCR Title 22, Water Recycling Criteria).[12] The Recycled Water Policy provides goals for recycled water use in California, guidance for use of recycled water that considers protection of water quality, criteria for streamlined permitting of recycled water projects, and requirements for monitoring recycled water for constituents of emerging concern (CECs).

Title 22

The CWC requires the DDW to establish water reclamation criteria. In 1975, the DDW prepared Title 22[13] regulations to satisfy this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, secondary effluent and tertiary effluent. Primary effluent typically includes grit removal and initial sedimentation or settling tanks.

9 California Department of Substances Control, Official California Code of Regulations (CCR), *Title 22, Division 4.5*, accessed September 2021, https://dtsc.ca.gov/title22/.

10 SWRCB, Recycled Water Policy, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/water_recycling_policy/.

11 California Legislative Information, Water Code, accessed September 2021, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=WAT&sectionNum=13050#:~:text=(d)%20%E2%80%9CWaste%E2%80%9D%20includes,nature%20prior%20to%2C%20and%20for.

12 SWRCB, California Drinking Water-Related Laws, accessed September 2021, https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/Lawbook.html.

13 California Department of Substances Control, Official California Code of Regulations (CCR), *Title 22, Division 4.5, a*ccessed September 2021, https://dtsc.ca.gov/title22/.

Secondary effluent is adequately disinfected, oxidized effluent, which typically involves aeration and additional settling basins. Tertiary effluent is adequately disinfected, oxidized, coagulated, clarified, filtered effluent which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

California Green Buildings Standards Code

Adopted in 2010, and updated annually, the California Green Building Standards Code (CALGreen) is found in Part 11, Title 24 of the CCR.[14] The purpose of CALGreen is to cause a reduction in GHG emissions; promote environmentally responsible, cost effective, healthier places to live and work; and reduce energy and water consumption. CALGreen identifies mandatory building measures and voluntary measures that may be incorporated into the design of buildings. Relative to water usage, CALGreen contains specific requirements for plumbing fixtures and general requirements for indoor and outdoor water usage. Effective January 1, 2017, CALGreen requires developers of newly constructed buildings to develop a waste management plan to divert 65 percent of the construction waste generated by construction. Builders or developers are required to submit a construction waste management plan to the appropriate jurisdiction's enforcement agency.

Urban Water Management Planning Act

The State of California's Urban Water Management Planning Act[15] of 1983 requires all public water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre-feet per year (AFY) of water, to prepare and adopt a UWMP. The UWMP must be prepared every 5 years and submitted to the Department of Water Resources (DWR) for review. A UWMP is intended to forecast future water demand and supply under normal and dry conditions. The Urban Water Management Planning Act has been modified several times in response to water shortages, droughts, and other factors. The Water Conservation Act of 2009 amended the Urban Water Management Act to call for a Statewide reduction of 20 percent in urban water use by the year 2020. An amendment in 2014 requires water suppliers to provide narrative descriptions of their water demand management measures and account for system water losses.

14 California Department of General Services, CalGreen, accessed September 2021, https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen.

15 California Legislature, Urban Water Management Planning Act (Division 6 Part 2.6 of the Water Code §§10610 – 10656).

Senate Bill 7 of the Seventh Extraordinary Session of 2009

SB 1 (or SB X7 1)[16] from the Extraordinary Legislative Session of the fall of 2009 established a statutory framework intended to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento-San Joaquin River Delta ecosystem. The co-equal goals will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the Delta.

The Water Conservation Act of 2009 (SB X7-7) amended and repealed CWC section 10631.5 to add Part 2.55 (commencing with section 10608)[17] to CWC Division 6, and repealed and added Part 2.8 (commencing with section 10800) of CWC Division 6, relating to water. Specific text from CWC Part 2.55 for urban water suppliers as it relates to water conservation and water use efficiencies is listed below.

Specifically, SB X7-7 from this Extraordinary Session requires each urban retail water supplier to develop urban water use targets to help meet the 20 percent reduction goal by 2020 (20x2020), and an interim water reduction target by 2015.

Model Water Efficient Landscape Ordinance, CCR Title 23, Waters Division 2, Department of Water Resources Chapter 2.7

In 2015, Executive Order B-29-15[18] charged DWR with revising the 2010 MWELO to increase water efficiency standards for new and retrofitted landscapes through encouraging the use of more efficient irrigation systems, graywater usage, and stormwater capture, and by limiting the portion of landscapes that can be covered in turf. The Executive Order B-29-15 also required that agencies report on their implementation and enforcement of local ordinances.

Making Conservation a Way of Life, Implementing Executive Order B-37-16

In 2018 the California State Legislature enacted two policy bills: SB 606 and Assembly Bill (AB) 1168[19] to establish a new foundation for long-term improvements in water conservation goals and drought planning to adapt to the longer and more intense droughts climate change is causing in California.

16 California Legislative Information, SB-1 Public resources, accessed September 2021, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200920107SB1.

17 SWRCB, SB X7-7, accessed September 2021, https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7.

18 SWRCB, Governor's Conservation Executive Orders and Proclamations, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/executive_orders.html.

19 SWRCB, California Statutes Making Conservation a California Way of Life, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html.

Collectively, these efforts provide a road map for all Californians to work together to ensure that we will have enough water now and in the future. The 2018 legislation applies to the actions of DWR, the SWRCB, and water suppliers.

Urban water suppliers must stay within annual water budgets based on these standards for their service areas. The 2018 legislation also supports drought planning. In urban areas, drought plans will be primarily led by local water suppliers. DWR and the SWRCB will develop recommendations to strengthen drought planning in rural areas and areas served by small water systems by coordinating with counties and other stakeholders.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act[20] (SGMA) is a legislative package to establish a framework for sustainable groundwater management that can be planned for, implemented, and maintained without undesirable results in the future.

SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. In his signing statement, the governor emphasized that "groundwater management in California is best accomplished locally." Through the Sustainable Groundwater Management Program, DWR provides ongoing support to local agencies through guidance and financial and technical assistance.

SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

Sewer System Management Plan

The federal Clean Water Act requires the City to adopt a wastewater facilities plan in accordance with USEPA Rules and Regulations, 40 CFR, Section 35.917. In addition, the Statewide General Waste Discharge Requirements[21] (WDRs) for publicly owned sanitary sewer systems requires the City to develop and implement a Sewer System Management Plan (SSMP). In 2015, the City adopted the Sewer System Management Plan in order to comply with State and federal requirements, setting forth goals and actions

20 California Department of Water Resources, "SGMA Groundwater Management," accessed September 2021, https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management.

21 SWRCB, Waste Discharge Requirements Program, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/waste_discharge_requirements/.

to be followed and guidelines for various activities involved in managing, operating, maintaining, repairing, replacing and expanding the sewer system.[22]

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy[23] which, at its core, promotes the idea of "sustainability" as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

California Integrated Waste Management Act of 1989 (AB 939)

In response to reduced landfill capacities, the State of California passed AB 939, the California Integrated Waste Management Act,[24] in 1989. This legislation requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. AB 939 also established the California Integrated Waste Management Board (CIWMB), the State agency designated to oversee, manage, and track California's solid waste generation each year. AB 939 requires jurisdictions to maintain 50 percent waste diversion. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible." AB 939 requires jurisdictions to utilize "integrated waste management," which includes a variety of waste management practices to handle the municipal solid waste stream safely and effectively, with the least adverse impact on human health and the environment.

CalRecycle is the State of California department concerned with the State's recycling and waste reduction efforts, including the implementation of AB 939. Officially known as the Department of Resource Recycling and Recovery, CalRecycle is a part of the California Natural Resources Agency and administers programs formerly managed by the California Integrated Waste Management Board and Division of Recycling.

22 City of Inglewood, *Sewer System Management Plan,* August 31, 2015,accessed September 2021, https://www.cityofinglewood.org/DocumentCenter/View/986/Sewer-System-Management-Plan-PDF.

23 SWRCB, Low Impact Development – Sustainable Storm Water Management, accessed September 2021, https://www.waterboards.ca.gov/water_issues/programs/low_impact_development/.

24 CalRecycle, Enforcement, accessed September 2021, https://www.calrecycle.ca.gov/lgcentral/enforcement.

California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327)

The California Solid Waste Reuse and Recycling Access Act of 1991,[25] as amended, requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional buildings; marinas; or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The sizes of these storage areas are to be determined by the appropriate jurisdictions' ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance shall take effect. The City of Los Angeles passed such an ordinance in 1997.

Assembly Bill 341

AB 341,[26] which took effect on July 1, 2012, was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 makes "a legislative declaration that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020." AB 341 requires a business, defined to include a commercial or public entity that generates more than 4 cubic yards of commercial solid waste per week or a multifamily residential dwelling of 5 units or more to arrange for recycling services. Such business/residential development must: 1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate collection of the recyclables; and 2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

Construction and Demolition Waste Materials Diversion Requirements (SB 1374)

Construction and Demolition Waste Materials Diversion Requirements[27] passed in 2002 added Section 42912 to the California Public Resources Code. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also requires that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

Zero Waste California

Zero Waste California is a State program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste. Zero Waste provides that wasting resources is inefficient and that the efficient use of natural resources should be achieved. The concept requires maximizing existing recycling and reuse

25 California Legislative Information, California Solid Waste Reuse and Recycling Access Act of 1991 [42900 - 42912] , accessed September 2021, https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=30.&title=&part=3.&chapter=18.&article=1.

26 CalRecycle, Mandatory Commercial Recycling, accessed September 2021, https://www.calrecycle.ca.gov/recycle/commercial.

27 CalRecycle, *Construction and Demolition (C&D) Diversion Informational Guide,* accessed September 2021, https://www.calrecycle.ca.gov/lgcentral/library/canddmodel.

efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

4.14.3.3 Regional Regulations and Directives

Metropolitan Water District of Southern California Planning Efforts

The Metropolitan Water District of Southern California (Metropolitan) is a regional wholesaler that delivers water to 26-member public agencies—14 cities, 11 municipal water districts, one county water authority—which, in turn provide water to 19 million people in Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties.[28] Metropolitan is governed by a 38-member board of directors who represent their respective member agencies ensuring each member agency is part of the governance of Metropolitan. The West Basin Municipal Water District's (WBMWD) water supply is predominantly supplied through imported water from Metropolitan,[29] which, in turn supplies the City with potable water (approximately 67 percent of its supply as recently as 2020).[30] Metropolitan has undertaken a number of planning and reporting efforts focused on regional water supply reliability, including as follows:

Integrated Water Resources Plan

The Integrated Water Resources Plan (IRP) is a blueprint for long-term water supply reliability in Southern California. It was first developed in 1996 to address the complexity of developing, maintaining, and delivering water to meet changing demands in the face of growing challenges. It established targets for a diversified portfolio of supply investments. Water Tomorrow works to balance the use of local resources and conservation with imported supplies to meet future needs.[31] The IRP has been updated several times since its inception.

The most recent update occurred in 2015 and focused on ascertaining how conditions have changed in the region since 2010 when the last IRP was adopted. The 2015 Update involved developing new reliability targets to meet the evolving outlook of the region's reliability needs, assessing strategies for managing

28 Metropolitan Water District of Southern California, "Overview," accessed September 2021, http://www.mwdh2o.com/WhoWeAre/Mission/Pages/default.aspx.
29 West Basin Municipal Water District (WBMWD), *2020 Urban Water Management Plan*, September 2021.
30 City of Inglewood, 2020 Urban Water Management Plan, July 2021.
31 Metropolitan, "Planning Documents," accessed September 2021, http://www.mwdh2o.com/AboutYourWater/Planning/Planning-Documents/Pages/default.aspx.

short and long-term uncertainty and communicating technical findings. The 2015 IRP Update also identified areas where policy development and implementation approaches are needed.[32]

Urban Water Management Plan

Metropolitan's 2020 UWMP[33] describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The plan is updated every 5 years.

Information from Metropolitan's UWMP is used by local water suppliers in the preparation of their own plans. The information included in Metropolitan's UWMP represents the district's most current planning projections of demand and supply capability developed through a collaborative process with the member agencies.

Water Surplus and Drought Management Plan

Metropolitan's Water Surplus and Drought Management Plan[34] was developed to outline policies that guide water surplus and shortage management and establish a basis for dealing with shortages in an equitable and efficient manner. It provides policy guidance for managing regional water supplies during surplus and shortage conditions. It identifies a sequence of management actions to minimize the probability of severe shortages and reduce the possibility of extreme shortages and water allocations. Each year Metropolitan evaluates available water supplies and existing water storage levels to determine the appropriate management actions identified in the WSDM Plan.

Long-Term Conservation Plan

Metropolitan's Long-term Conservation Plan[35] provides a framework for achieving the water use efficiency goals in the 2010 Integrated Resources Plan. Through market transformation, the plan seeks to reduce per capita water use 20 percent by 2020 using several key strategies:

- Providing incentives to guide consumer choice;
- Encouraging action through outreach and education;
- Developing regional technical capabilities;

32 Metropolitan, "Planning Documents," accessed September 2021, http://www.mwdh2o.com/AboutYourWater/Planning/Planning-Documents/Pages/default.aspx.
33 Metropolitan, "Planning Documents," accessed September 2021, http://www.mwdh2o.com/AboutYourWater/Planning/Planning-Documents/Pages/default.aspx.
34 Metropolitan, "Planning Documents," accessed September 2021, http://www.mwdh2o.com/AboutYourWater/Planning/Planning-Documents/Pages/default.aspx.
35 Metropolitan, "Planning Documents," accessed September 2021, http://www.mwdh2o.com/AboutYourWater/Planning/Planning-Documents/Pages/default.aspx.

- Building strategic alliances; and
- Advancing water efficiency standards.

West Basin Municipal Water District Planning Efforts

The WBMWD is a wholesale water agency that provides imported drinking water to 17 cities and unincorporated areas of Los Angeles County throughout its 185 square mile service area.[36] WBMWD currently manages a water supply portfolio that includes imported water from the Colorado River and Northern California, locally-produced recycled water, desalted groundwater and conserved water. WBMWD develops viable plans and initiatives to ensure reliability of the region's water supplies and work to reduce the region's dependence on imported water by expanding the local water supply portfolio in an economically feasible manner. As mentioned previously, WBMWD supplies the City with 80 percent of its potable water supply. WBMWD has undertaken a number of planning and reporting efforts focused on regional water supply reliability, including as follows:

Water Use Report

The WBMWD Water Use Report,[37] last completed for FY 2016–2017, outlines the WBMWD service area; accomplishments and strategies regarding finance, water recycling operations; the capital improvement program; public information; water policy and resource development; conservation; the water quality monitoring program; water use tabulations; facilities overview; and water rates.

Drought Rationing Plan

Based closely on Metropolitan's methodology, WBMWD's Drought Rationing Plan model,[38] adopted by the Board of Directors in April 2009 and amended in March 2015, determines each customer agency's share of WBMWD's allocation from MWD. Fairness in allocation and minimizing regional hardship to retail water consumers remained central themes in the development of a specific formula for allocating shortages across Southern California. The formula uses different adjustments and credits to balance impacts of shortage at the retail level, where local supplies can vary dramatically, and provide equity on the wholesale level among member agencies. It also attempts to take into account; growth in demand, local investments, changes in local supply conditions, the reduction in potable water demand from recycled water, and the implementation of water conservation programs.

36 WBMWD, "About Us," accessed September 2021, http://www.westbasin.org/about-us.
37 WBMWD, Water Use Report: Fiscal Year 2016–2017, November 9, 2017.
38 WBMWD, "Reports & Plans," accessed September 2021, http://www.westbasin.org/policy-planning/reports-plans.

Urban Water Management Plan

In compliance with the Urban Water Management Planning Act, WBMWD's 2020 Urban Water Management Plan[39] provides a detailed summary of present and future water resources and demands within WBMWD's service area and assesses West Basin's water resource needs. Specifically, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: an average year, a single dry year, and multiple dry years. West Basin's 2020 UWMP updates the 2015 UWMP in compliance with the requirements of the UWMPA.

Enhanced Watershed Management Programs (EWMP)

The Los Angeles County MS4 Permit[40] allows Permittees the flexibility to develop Watershed Management Programs (WMPs) or Enhanced Watershed Management Programs (EWMPs) to implement the requirements of the Permit on a watershed scale through customized strategies, control measures, and best management practices (BMPs). Participation in a Watershed Management Program is voluntary and allows a Permittee to address the highest watershed priorities. The City is a Permittee to the following two EWMPs: the Ballona Creek Watershed EWMP and the Dominguez Channel Watershed Management Area EWMP.

Los Angeles County Standard Urban Storm Water Mitigation Plan

Development in the City is subject to the Los Angeles County Standard Urban Storm Water Mitigation Plan[41] (SUSMP), adopted March 2000, which provides drainage regulations for specific types of development projects.

The County lists example BMPs to be implemented that would aid in stormwater drainage; examples of these include using minimum pavement widths and permeable pavement, directing of rooftop runoff to pervious areas, and including vegetated swales and strips and infiltration basins throughout the development.[42]

39 WBMWD*, 2020 Urban Water Management Plan,* June 2021.

40 SWRCB, *Storm Water-Municipal Permits,* accessed September 2021, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/.

41 SWRCB, *Standard Urban Storm Water Mitigation Plan (SUSMP),* accessed September 2021, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml.

42 County of Los Angeles, *Standard Urban Storm Water Mitigation Plan For Los Angeles County and Cities In Los Angeles County,* March 8, 2000.

County of Los Angeles Integrated Waste Management Plan

The County of Los Angeles Integrated Waste Management Plan[43] (CoIWMP), approved by the CIWMB in June 1999, is a set of planning documents that sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The CoIWMP recognizes that landfills will remain an integral part of the County's solid waste management system in the foreseeable future and ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939. The ColWMP includes approaches such as source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The plan concludes that landfill disposal will remain an integral part of the waste management system and calls for the establishment of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County.

The County continually evaluates landfill needs and capacity through the preparation of the CoIWMP annual reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed, in part, by determining the available landfill capacity. Landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., land use permits, waste discharge requirements permits, solid waste facilities permits, and air quality permits); (2) restrictions to accept waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints. The most recent annual report is the 2019 report, completed in September 2020.

As part of the CoIWMP, the County prepared the Countywide Siting Element, which identifies goals, policies, and strategies for the proper planning and siting of solid waste disposal and transformation facilities for the next 15 years. The Siting Element was approved by CalRecycle in June 1998. The County is currently updating the Siting Element to reflect remaining landfill disposal capacities and the County's current strategy for maintaining adequate disposal capacities. The Los Angeles County Department of Public Works is currently revising the Siting Element.[44]

43 Los Angeles County Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan,* accessed September 2021, https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF.

44 Los Angeles County Public Works, "Countywide Siting Element," accessed September 2021, https://dpw.lacounty.gov/epd/cse/AboutUs/.

4.14.3.4 Local Regulations and Directives

City of Inglewood General Plan

The City General Plan Conservation Element contains several policies related to water production and wastewater that can assist in the maintenance of water standards and the efficient utilization of water as a scarce resource. These policies fall under the following three categories:[45]

- Protect aquifers and water sources by preventing contamination of ground water from surface contaminants and treating ground water pumped from City wells to ensure the water meets safe drinking water standards.
- Reduce the ever-increasing demand being placed on the aquifers and on the Statewide water sources through cumulative conservation efforts, reuse of water, and using reclaimed water where potable water is not needed (namely, irrigation and landscaping).
- Maintain a water quality monitoring system to ensure continues compliance with State standards.

Further, the General Plan Conservation Element includes the following policies related to stormwater relevant to the proposed Project:

- Visit businesses to educate owners about stormwater regulations and the penalties for illegally dumping into storm drains.
- Require periodic sweeping to remove oil, grease, and debris from parking lots of 25 spaces or more.
- Increase the frequency of sampling storm drain pollution by County agencies to assess which measures are more successful.
- Continue to stencil warnings over individual storm drain openings that advise against discarding litter into the drains.

Additionally, the General Plan Conservation Element discusses ways to achieve solid waste conservation. This includes conserving remaining landfill capacity and reducing the generation of waste materials through measures such as charging for refuse pickup by weight for commercial and industrial businesses and residences, instituting commercial and residential curbside recycling pickup services, linking waste generators with commercial recyclers, and educating the public about the benefits of composting.[46]

45 City of Inglewood General Plan, "Conservation Element" (1997).
46 *City of Inglewood General Plan,* "Conservation Element" (1997).

Inglewood Municipal Code

City of Inglewood Municipal Code (IMC) Stormwater Management and Discharge Control, Section 10-208, Low Impact Development Requirements for New Development and Redevelopment[47] provides for the use of LID requirements and additional revisions pursuant to the NPDES permit requirements for the municipal separate sewer system. Among the provisions of the LID ordinance are requirements for existing properties, industrial/commercial and construction activities to prevent runoff and the maintenance of a *Low-Impact Development (LID) Standards Manual* (LID Manual)[48] for development and redevelopment activities within the City. Appropriate erosion-control BMPs may include but are not limited to silt fencing, fiber rolls, sandbag barriers, gravel bag berms, stabilized construction site entrances/exits, and any other practices laid out in the City's LID Manual.

In regard to wastewater, IMC Section 10-89,[49] Determination of Capacity, states that the size and grade of each public sewer must be such as to provide at all times sufficient capacity for peak flow rates of discharge. The Public Works Director shall determine what capacity is necessary in each public sewer to provide for the proper collection of sewage in the City. In the event a lot in the City is to undergo development or redevelopment, and the anticipated sewage from the proposed use is found by the Public Works Director to exceed the capacity available in the public sewer, the building permit for such development or redevelopment shall not be issued until such time as capacity in the public sewer is available or can be made available before the building is occupied.

IMC Section 10-89,[50] Determination of Capacity, establishes a basis for computing average daily flow to the sanitary sewer. All other land uses not included are classified by the occupancy it most nearly resembles as determined by the Public Works Director or computed by him or her in accordance with the anticipated use. The daily flow to the sanitary sewer for a building containing mixed occupancies is determined by adding the peak flow characteristics of the various occupancies as set forth in the above table. The daily flow from a room or building which is used for different occupancies at different times as determined by the occupancy which gives the largest peak flow.

City Ordinance No. 18-10[51] established a Construction and Demolition Recycling Program (CDRP) which requires applicants to divert a minimum of 65 percent, or the State-mandated diversion percentage, whichever is greater, of the Construction and Demolition Debris from all covered projects as defined in IMC Section 7-63, 100 percent of land clearing debris from nonresidential newly constructed buildings,

47 City of Inglewood, *IMC,* Ordinance No. 15-14 revised Article 16 of "Chapter 10, Stormwater Management and Discharge Control," Section 10-208, Low Impact Development Requirements for New Development and Redevelopment.
48 Inglewood, California, *Municipal Code,* "Chapter 10, Article 16, Stormwater Management and Discharge Control," Section 10-208, Low Impact Development Requirements for New Development and Redevelopment.
49 Inglewood, California, *Municipal Code,* "Chapter 10, Article 7, Sewer Connect, Section 10-89. Determination of Capacity."
50 Inglewood, California, *Municipal Code,* "Chapter 10, Article 7, Sewer Connect, Section 10-89. Determination of Capacity."
51 Inglewood, California, *Municipal Code*, "Chapter 7, Article 7, Construction and Demolition Recycling Program (CDRP)."

and all universal waste from nonresidential and alteration projects, in compliance with State and local statutory goals and policies and to create a mechanism to secure compliance with the stated diversion requirement.

City of Inglewood Urban Water Management Plan

In compliance with the Urban Water Management Planning Act[52] (Water Code Section 10610-10610.4), the City most recently adopted the 2020 Urban Water Management Plan (UWMP) which serves as a master plan for water supply and resources management consistent with the City's goals and objectives.[53] The UWMP provides a framework for long term water planning and informs the public of the suppliers' plans to ensure adequate water supplies for existing and future demands. The UWMP projects sufficient supply to meet all reliability requirements.

4.14.4 EXISTING CONDITIONS

The existing utility and service system infrastructure networks are described herein pertaining to water supply and demand, wastewater, stormwater, and solid waste. Current demands placed on these systems and their respective carrying capacities are identified. In addition, existing conditions relative to specific utility locations in the area.

4.14.4.1 City of Inglewood

Water Supply and Demand

City of Inglewood Water Supply Overview

The City's potable water system includes 156 miles of pipe varying in diameter from 2 to 42 inches, four groundwater wells, two booster pump stations, a groundwater treatment plant, two reservoirs, two imported water connections to Metropolitan, and a total of eight emergency interties with the Los Angeles DWP and the Golden State Water Company (GSWC).[54]

The City provides water to 86 percent of the residences and businesses in the City. Water is provided in the remaining areas by Golden State Water Company and Cal America Water.[55] The water provided by the City is pumped from City-owned wells, treated, and blended with water purchased from the WBMWD through MWD pipe connections. The City also purchases recycled water from WBMWD which is used for irrigation and landscaping purposes at City parks, cemeteries, and schools. Recently, the City

52 Urban Water Management Planning Act, Water Code Section 10610-10610.4.
53 City of Inglewood, *2020 Urban Water Management Plan,* July 2021.
54 City of Inglewood, *2020 Urban Water Management Plan*, July 2021.
55 City of Inglewood. Water Works. https://www.cityofinglewood.org/463/Water-Works.

Council approved the use of recycled water for street sweeping and sewer flushing purposes. The City purchases approximately 700 acre-feet per year (AFY) of recycled water on average per year.

The City has two reservoirs: North Inglewood and Morningside. The North Inglewood Reservoir was constructed in 1974 and has a total capacity of 4.6 million gallons; the North Inglewood Reservoir is a covered, underground concrete water storage reservoir with an associated pump station containing four pumps. The Morningside Reservoir, currently out of service due to structural issues, was constructed in 1954 and has a total capacity of 16 million gallons. This facility is an above-ground, concrete water storage reservoir with an associated pump station containing ten pumps.

The Sanford M. Anderson Treatment Plant (Anderson Treatment Plant), located in northern Inglewood, processes raw groundwater pumped from the City's wells for the removal of iron and manganese[56] and monitors water for 103 federally-regulated possible contaminants.[57] The Anderson Treatment Plant has a treatment capacity of 8.64 million gallons per day (mgd) and storage capacity of 500,000 gallons. Treated groundwater leaving the Anderson Treatment Plant is pumped into one of the two storage reservoirs, when active. While in route to the reservoirs, treated water supply from the MWD enters through the two imported water connections and blends with the treated groundwater leaving the Anderson Treatment Plant. Water is then distributed from the City reservoirs to users.

In 2020, 67 percent of the City's potable water supply—5,972 acre-feet (af)—came from imported water purchased from MWD through its regional water supplier and the WBMWD. The remaining 33 percent of the City's potable water supply came from groundwater pumping from the West Coast Groundwater Basin (Basin) and the purchase of recycled water from the WBMWD for nonpotable uses (2,312 af and 806 af, respectively). Recycle water is distributed to 35 recycled water users within the City, constituting approximately 9 percent of its total water supply.

The amount of water the City is permitted to pump from the Basin is limited by a 1961 Order of the Los Angeles Superior Court (adjudication) to 4,450 AFY. Generally, the City is entitled to pump up to its maximum allowable extraction right along with any carryover or unused water rights from the previous years and any net leases or exchanges of water rights per agreements with other parties owning those rights.[58]

In 2020, the City pumped 3,062 AFY of water from the Basin, which left 1,388 AFY (32 percent) of the City's water pumping rights unused. With well rehabilitation and new construction, City groundwater production capacity is forecast to maintain approximately 2,200 AFY through 2045. The City will rehabilitate and

56 City of Inglewood, *2020 Urban Water Management Plan,* July 2021.
57 City of Inglewood, "Water Works," accessed September 2021, https://www.cityofinglewood.org/463/Water-Works.
58 City of Inglewood, *2020 Urban Water Management Plan,* July 2021.

replace wells as required to maintain average annual well supply at approximately 4,450 AFY. [59] Due to the Basin adjudication, groundwater supplies are actively managed pursuant to regulations that prevent the occurrence of overdraft conditions. Under multiple dry year conditions, imported supplies can be purchased to meet an annual increase in demand.

The City's UWMP provides projections for water supply and demand for years 2025 through 2045. In 2025, for multiple dry water year (5-year) conditions it is estimated that the City would have a total water supply (including recycled water) of 12,000 AFY and a total demand of 11,510 AFY. Furthermore, it is forecasted that the WBMWD would have a water surplus for all years through 2045 during normal year, single dry year, and multiple dry year conditions. The City's projected water supplies and demands in multiple dry years are shown in **Table 4.14-1: Projected Water Supply and Demand in Multiple Dry Years**. Given WBMWD's determination that it can meet all full-service demands of its member agencies through 2045 with surplus supplies, and the City's goal to regularly upgrade and rehabilitate its well supply system to maintain groundwater supply equivalent to its groundwater rights of 4,500 AFY, it is projected the City can meet all normal year, single dry year, and multiple dry year demands through the year 2045. [60]

Table 4.14-1

Projected Water Supply and Demand in Multiple Dry Years

	2025	2030	2035	2040	2045
			afy		
Total Supply	12,000	12,000	12,000	12,000	12,000
Total Demand	11,510	11,593	11,702	11,831	11,975
Difference	490	407	298	169	25

Source: City of Inglewood 2020 UWMP.

Existing Water Consumption

The proposed Project is located within a heavily developed area of the City which utilizes water supplies for a variety of land uses. Moreover, there are several existing developments which contribute to existing water demand that would be removed and demolished as part of the proposed Project. Specifically, development of the Market Street/Florence Avenue Station would remove a variety of commercial, restaurant, and retail uses. Additionally, development of the MSF site would result in the reconstruction of a grocery store and removal of a gas station. The proposed Project would require a number of full and partial property acquisitions and easements or leases for construction and operation of the guideway, stations, MSF, and other support facilities included in the proposed Project. These existing uses currently

59 City of Inglewood, *2020 Urban Water Management Plan,* July 2021.
60 City of Inglewood, *2020 Urban Water Management Plan*, July 2021.

generate water demand for building operation as well as landscaping irrigation. These uses total approximately 303,023 SF of operational space.

In the absence of any standard water usage factors, water consumption estimates were developed for long-term existing operational use based on land use wastewater generation factors developed by the Los Angeles County Sanitation District (LACSD), with 20 percent added to account for evaporation and absorption losses. As shown in **Table 4.14-2: Water Demand from Existing Uses to be Removed**, notes that currently existing uses to be removed consume approximately 77,862 gallons of water per day (gpd) or 0.08 million gallons per day (mgd); this is equivalent to 87.2 AFY. It should be noted that prior to construction of the proposed Project, a new Vons store would be developed to replace the existing store located on the site for the proposed MSF, which would have a demand of approximately 8,352 gpd (9.36 afy) of water.

Wastewater

The City served a population of approximately 118,000 in 2008.[61] The City's Public Works Department manages the City's sanitary sewer collection system. The sewer collection system consists of about 145 miles of gravity sewer pipe ranging in size from 4 to 16 inches in diameter and approximately 3,100 manholes. The sewers are primarily constructed of vitrified clay pipe with approximately 95 percent of the pipes sized at 8-inch in diameter. The majority of the existing sewer system was constructed before 1960. Due to the general age of the sewer system, the City is implementing a proactive sewer rehabilitation program that prioritizes and replaces sewer lines that have been identified as deficient, through its sewer inspection program. The City inspected 91 miles of sewer lines (62 percent of the system) in 2008 and is initiating a new inspection program for the remaining portion of the sewer system so that needed rehabilitation of sewer lines can be identified. In addition, the City performs video inspection of its entire sewer system every 5 years.

Wastewater flow via gravity and is generally from north to south and east to west. The majority of sewers tie directly into one of the LACSD trunk sewers crossing through the City, which are located primarily in larger streets and convey sewage to LACSD sewage treatment plants. There are approximately 203 connections to the LACSD, which convey the City's wastewater out of the City to the south and continue to flow by gravity to the LACSD Joint Water Pollution Control Plant located in the City of Carson for treatment and disposal.[62] The JWPCP facility processes both primary and secondary treatment for an average flow of 256.8 MGD with a design capacity of 400 MGD. Prior to discharge, the treated wastewater is disinfected with sodium hypochlorite and sent to the Pacific Ocean through a network of outfalls. These

61 City of Inglewood, *2015 Sewer System Management Plan*, August 31, 2015.
62 City of Inglewood, *2015 Sewer System Management Plan,* August 31, 2015.

outfalls extend 1½ miles off the coast of Southern California into the Palos Verdes Peninsula to a depth of 200 feet.[63]

Table 4.14-2

Water Demand from Existing Uses to be Removed

Property Address	Use Type	Quantity	Demand Factor (GPD/1,000 SF)[a]	Daily Demand (gpd)	Daily Demand (mgd)	Annual Demand (afy)
310 E. Florence Ave	Restaurant	1,200 SF	1,200	1,400.0	0.001	1.61
300 E. Florence Ave	Restaurant	4,762 SF	1,200	5,714.4	0.006	6.40
254 N. Market St	Restaurant	4,608 SF	1,200	5,529.6	0.006	6.19
250 N. Market St	Auto Service	44,000 SF	120	5,280.0	0.005	5.91
240 N. Market St	Shopping Center	12,300 SF	390	4,797.0	0.005	5.37
230 N. Market St	Store	22,194 SF	120	2,663.3	0.003	2.98
224 N. Market St	Store	5,000 SF	120	600.0	0.001	0.67
222 N. Market St	Shopping Center	25,500 SF	390	9,945.0	0.010	11.14
210 N. Market St	Shopping Center	7,348 SF	390	2,865.7	0.003	3.21
150 S. Market St	Store	16,575 SF	120	1,989.0	0.002	2.23
500 E. Manchester Blvd	Supermarket[b]	76,402 SF	180	13,752.4	0.014	15.40
510 E. Manchester Blvd	Gas Station	202 SF	120	24.2	<0.001	0.03
401 South Prairie Avenue	Office	28,029 SF	240	6,727	0.007	7.54
923 South Prairie Ave	Store	9,744 SF	120	1,169.3	0.001	1.31
945 South Prairie Ave	Office	8,357 SF	240	2,005.7	0.002	2.25
1003 South Prairie Ave	Office	5,522 SF	240	1,325.3	0.001	1.48
1011 South Prairie Ave	Office	1,098 SF	240	263.52	<0.001	0.30
1035 South Prairie Ave	Shopping Center	30,182 SF	390	11,771.0	0.012	13.19
Total	—	**303,023 SF**	—	**77,862.3**	**0.078**	**87.22**

Note: SF = square feet; gpd = gallons per day; mgd = million gallons per day; afy = acre-feet per year

Source: LACSD, Will Serve Program, accessed September 2021, https://www.lacsd.org/services/wastewater-programs-permits/will-serve-program.

[a] All water consumption factors are wastewater generation factors provided by LACSD, with 20 percent added to account for evaporation and absorption losses.

[b] Prior to construction of the proposed Project, a 46,400 square-foot replacement Vons store would be developed which would have a demand of approximately 8,352 gpd (9.36 afy) of water.

63 City of Inglewood, *Final Environmental Impact Report for the Transit Oriented Development Plan for Downtown Inglewood and Fairview Heights*, September 2016. Prepared by Metis Environmental Group.

Existing Wastewater Generation

There are several existing developments which contribute to existing wastewater generation that would be demolished as previously noted. Wastewater generation estimates were developed for long-term existing operational use by LACSD. **Table 4.14-3: Wastewater Generation from Existing Uses to be Removed** notes that currently existing uses within the footprint of the proposed Project that will be removed generate approximately 65,885 gpd or 0.07 mgd (72.7 afy) of wastewater.

Table 4.14-3
Wastewater Generation from Existing Uses to be Removed

Property Address	Use Type	Quantity	Generation Factor (GPD/1,000 SF)	Daily Generation (gpd)	Daily Generation (mgd)	Annual Generation (afy)
310 E. Florence Ave	Restaurant	1,200 SF	1,000	1,200.0	0.001	1.34
300 E. Florence Ave	Restaurant	4,762 SF	1,000	4,762.0	0.005	5.33
254 N. Market St	Restaurant	4,608 SF	1,000	4,608.0	0.005	5.16
250 N. Market St	Auto Service	44,000 SF	100	4,400.0	0.004	4.93
240 N. Market St	Shopping Center	12,300 SF	325	3,997.5	0.004	4.48
230 N. Market St	Store	22,194 SF	100	2,219.4	0.002	2.49
224 N. Market St	Store	5,000 SF	100	500.0	0.001	0.56
222 N. Market St	Shopping Center	25,500 SF	325	8,287.5	0.008	9.28
210 N. Market St	Shopping Center	7,348 SF	325	2,388.1	0.002	2.68
150 S. Market St	Store	16,575 SF	100	1,657.5	0.002	1.86
500 E. Manchester Blvd	Supermarket[a]	76,402 SF	150	11,460.3	0.011	12.84
510 E. Manchester Blvd	Gas Station	202 SF	100	20.2	<0.001	0.02
401 South Prairie Ave	Office	28,029 SF	200	5,605.8	0.006	6.28
923 South Prairie Ave	Store	9,744 SF	100	974.4	0.001	1.09
945 South Prairie Ave	Office	8,357 SF	200	1,671.4	0.002	1.87
1003 South Prairie Ave	Office	5,522 SF	200	1,104.4	0.001	1.24
1011 South Prairie Ave	Office	1,098 SF	200	219.60	<0.001	0.25
1035 South Prairie Ave	Shopping Center	30,182 SF	325	9,809.2	0.010	10.99
Total	—	**303,023 SF**	—	**64,885.3**	**0.065**	**72.68**

Note: SF = square feet; gpd = gallons per day; mgd = million gallons per day; afy = acre-feet per year

Source: LACSD, Will Serve Program, accessed September 2021, https://www.lacsd.org/services/wastewater-programs-permits/will-serve-program.

[a] Prior to construction of the proposed Project, a 46,400 square-foot replacement Vons store would be developed which would generate approximately 6,960 gpd (7.80 afy) of wastewater.

It should be noted that prior to construction of the proposed Project, a replacement Vons store would be developed which would generate approximately 6,960 gpd (7.80 afy) of wastewater.

Stormwater

The main storm drain lines within the area of the proposed Project are owned and maintained by the Los Angeles County Flood Control District (LACFCD) and the City. The City owns and maintains approximately 12 miles of drainage pipelines and 464 catch basins; and the LACFCD has approximately 42 miles of storm drain pipelines and 889 catch basins within the City.[64]

The proposed Project is located within two watersheds in the southern California Coastal Subregion. The portion located north of Market Street is located approximately 1.3 miles (as the crow flies) from the headwaters of Centinela Creek, in the Ballona Creek Watershed. Centinela Creek flows to Ballona Creek Reach 2, which eventually flows to the Santa Monica Bay. The remaining portions along Manchester Boulevard and Prairie Avenue are located approximately 1.3 miles upstream of the headwaters of the upper Dominguez Channel watershed. The Dominguez Channel eventually drains south toward Alamitos and ultimately the Los Angeles Harbor.

There are existing storm drain inlets and storm drains along the proposed Project. The drains would convey stormwater runoff downstream, and ultimately, to the respective water bodies. The stormwater drainage system drains into the various tributaries of each watershed discussed above. Typically, these areas are predominately channelized and highly developed with both commercial and residential properties. Most of the drainage networks are controlled by structural flood control measures, including debris basins, storm drains, underground culverts, and open concrete channels.

Electrical Power

As further discussed in **Section 4.5: Energy**, electricity within the City is supplied by Southern California Edison (SCE), which serves approximately 15 million people in a 50,000-square-mile service area.[65] Electricity within the area of the proposed Project is primarily used for lighting, cooling, and operation of businesses and restaurants. Electricity is also used indirectly in the delivery, treatment, and distribution of water used within the Project boundary, as well as for the treatment of wastewater. There are several electrical lines documented along the proposed Project as further discussed below.

64 City of Inglewood, *Final Environmental Impact Report for the Transit Oriented Development Plan for Downtown Inglewood and Fairview Heights*, September 2016. Prepared by Metis Environmental Group.

65 Southern California Edison, "Newsroom Fact Sheet," April 29, 2019, accessed September 2021, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20193/SCE%20Service%20Area%20Fact%20Sheet_Ver2_04252019.pdf.

Natural Gas

As further discussed in **Section 4.5**, Southern California Gas Company (SoCalGas) is the natural gas purveyor within the City. The SoCalGas service area reaches 21.8 million consumers through 5.9 million meters in more than 500 communities, covering an area of approximately 24,000 square miles throughout Central and Southern California.[66] Natural gas is primarily used within the Project boundary for space heating, food preparation, and maintenance activities. There are several natural gas lines documented along the proposed Project as further discussed below.

Telecommunications

The Telecommunications Division of the Information Technology and Communications Department is responsible for all of the voice-related services for the City of Inglewood. There are 22 locations, both large and small which require service from the Telecommunications staff. Moreover, the Telecommunications Division has over 1,100 phones, 850 voice mailboxes, and many incoming and outgoing lines, which provide service to the citizens of Inglewood.[67] Additionally, Spectrum Business is the primary cable provider in the area and may provide telecommunication services to the proposed Project. Telecommunications cable lines along the proposed Project would be installed in the same utility trenches as undergrounded electrical service.

Solid Waste

City of Inglewood Solid Waste Generation and Collection

The City's Department of Public Works is responsible for developing plans and strategies to manage solid waste disposal and recycling for the City. Solid waste is collected curbside from properties within the City by Consolidated Waste Services (CDS), a private waste handler, and processed at CDS's American Waste Transfer Station in the City of Gardena, where it is sorted; residual garbage is taken to the Consolidated Volume Transport Disposal and Recycling Center (CVT) in the City of Anaheim; and recycling and green waste is taken to CDS's Compton Transfer Station in the City of Compton.[68]

There are three types of disposal facilities for nonhazardous waste within Los Angeles County: Class III Landfills (Municipal Solid Waste Landfills); Unclassified (Inert) Landfills; and Transformation (waste to energy) Facilities. A Class III Landfill accepts nonhazardous household waste. Unclassified Landfills accept materials such as soil, concrete, asphalt, and other construction and demolition debris. Transformation

66 Southern California Gas Company, "Company Profile," Accessed September 2021, https://www.socalgas.com/about-us/company-profile.

67 City of Inglewood, "Telecommunications," accessed September 2021, https://www.cityofinglewood.org/327/Telecommunications.

68 City of Inglewood, "Waste Collection FAQs," accessed September 2021, https://www.cityofinglewood.org/FAQ.aspx?TID=30.

Facilities involve the incineration, pyrolysis, destructive distillation, gasification, or the chemical or biological processing of municipal solid waste in order to generate energy, reduce volume, or produce synthetic fuel. Materials Recovery Facilities are available to recover recyclable materials from waste to provide for the efficient transfer of the residual waste to permitted landfills for proper disposal. Hazardous waste cannot be disposed of at Class III or Unclassified Landfills. The California Hazardous Waste Control Law requires that these hazardous materials be transported and disposed of or treated at a licensed facility.

Regional Landfill Capacity

The County of Los Angeles (County) is responsible for regional landfill services. The County of Los Angeles provides regional planning for landfill services. In response to the 1989 California Integrated Waste Management Act, the County prepared and administers a ColWMP.

The County continually evaluates landfill disposal needs and capacity through preparation of ColWMP annual reports. Within each annual report, future landfill disposal needs over the ensuing 15-year planning horizon are addressed, in part by determining the available landfill capacity.[69] As discussed in the ColWMP, while the economy has shown signs of improvement in recent years, the amount of waste that residents and businesses have generated and disposed of in the County continues to remain relatively low.

In 2019, the County disposed of approximately 11 million tons of materials.[70] The County estimates that this disposal amount represents the generation of approximately 30.1 million tons with a 65 percent diversion rate. Of that amount, the majority was accommodated by in-County Class III landfills (5.20 million tons), followed by exports to out-of-County landfills (5.0 million tons), and transformation facilities (0.34 million tons). The 2019 County average daily disposal rate was 17,145 tons per day, and the maximum daily capacity was 35,159 tons per day. The remaining disposal capacity for the County's Class III landfills is estimated at approximately 148.40 million tons as of December 31, 2019. The County estimates that in 2034 cumulative demand for disposal will be approximately 178.6 million tons.

Of the various landfills serving the City of Los Angeles, Sunshine Canyon Landfill is the largest recipient of nonhazardous solid waste disposal materials (i.e., Class III waste materials). This landfill had a remaining capacity of 55.2 million tons in 2019, with an expected life expectancy of 18 years. The maximum daily capacity for the landfill is 12,100 tons per day and the 2019 disposal rate was 6,387 tons per day.[71] In 2019, the annual amount of inert waste materials, such as earth, landscaping, concrete and asphalt,

69 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2019 Annual Report*, September 2020.

70 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2019 Annual Report*, September 2020

71 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2019 Annual Report*, September 2020.

disposed of within the County was 0.267 million tons. The Azusa Land Reclamation is the primary Inert Waste Landfill serving the County. The remaining capacity of this landfill is estimated at 58.84 million tons. Given the remaining permitted capacity and the 2019 average disposal rate of 1,038 tons per day, this capacity would be exhausted in approximately 26 years.

In addition to the County-permitted facility, there are a number of inert debris engineered fill operation facilities operating under State permit provisions that provide additional capacity in the County, processing approximately 3.35 million tons in 2019.[72] Countywide waste reduction and diversion programs have reduced disposal levels at the County's landfills. The County is updating its CoIWMP, including annual reports and a master plan for meeting waste disposal needs for a 15-year planning period.

The most recent Annual Report indicates that the County can adequately meet future Class III disposal needs through 2034 through scenarios that include a combination of all or some of the following: (1) utilizing the permitted in-county disposal capacity only, (2) keeping to the status quo (3) meeting CalRecycle's Statewide Disposal Target of 2.7 PPD (Pounds per Person per Day); (4) meeting Senate Bill 1383 Organic Waste Disposal Targets; (5) utilization of additional alternative technology capacity; (6) increase in exports to out-of-County landfills; and (7) all solid waste management options considered become available.[73]

Table 4.14-4: County of Los Angeles Annual Disposal Tonnage for 2019 provides a list of solid waste facilities, including transfer stations, compost facilities, and disposal sites and indicates that approximately 10,969,522 tons of solid waste was disposed of in these facilities.

Table 4.14-5: In-County Class III Landfills Servicing the City of Inglewood shows four landfills located in the County which could serve the proposed Project. As of 2019, the four landfills had a combined estimated remaining capacity of approximately 134.16 million tons. Waste that is currently generated in the area is disposed of at the Sunshine Canyon landfill. As described in the County's most recent landfill disposal capacity report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion within the next 15 years.[74]

72 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2019 Annual Report*, September 2020.

73 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2019 Annual Report*, September 2020.

74 Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2018 Annual Report*, September 2020.

Table 4.14-4
County of Los Angeles Annual Disposal Tonnage for 2019

Landfill Type	Amount (tons)
In-County Class III Landfills	5,349,231
Transformation Facilities	384,097
Exports to Out-of-County Landfills	4,969,741
Subtotal Solid Waste Exposed:	*10,703,070*
Permitted Inert Waste Landfill	266,*452*
Solid Waste Disposed Grand Total	**10,969,522**

Source: Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2019 Annual Report, September 2020.

Table 4.14-5
In-County Class III Landfills Servicing the City of Inglewood

Landfill	Maximum Daily Capacity (tons)	2019 Average Daily Disposal (tons)	Total Disposal Yearly Equivalent (million tons)	2019 Remaining Permitted Capacity (million tons)
Antelope Valley Landfills I and II	3,600	2,113	1.13	12.00
Chiquita Canyon Landfill	12,000	5,525	3.12	57.00
Lancaster Landfill	3,000	363	0.94	10.00
Sunshine Canyon City/County Landfill	12,100	6,387	3.78	55.16

**Calculated or assumed quantities based on proposed expansion.*
Source: Los Angeles County Department of Public Works, Los Angeles County Integrated Waste Management Plan, 2019 Annual Report, September 2020.

Existing Solid Waste Generation

The proposed Project is located within a heavily developed area of the City which generates solid waste from a variety of land uses. As previously noted, there are several existing developments which generate solid waste that would be demolished and removed.

As shown in **Table 4.14-6: Existing Solid Waste Generation from Existing Uses to be Removed**, the existing uses to be removed currently generate approximately 5,460.4 pounds (2.7 tons) of solid waste per day, and approximately 996.5 tons of solid waste per year. It should be noted that prior to construction of the

proposed Project, a replacement Vons store would be developed which would generate approximately 1,448 pounds (0.7 tons) of solid waste per day and 264 tons of solid waste per year.

Table 4.14-6

Existing Solid Waste Generation from Existing Uses to be Removed

Property Address	Use Type	Quantity	Generation Factor (lb./100 SF/day)	Daily Generation (lbs./day)	Daily Generation (tons/day)	Annual Generation (tons/year)
310 E. Florence Ave	Restaurant	1,200 SF	0.5	6.0	0.003	1.10
300 E. Florence Ave	Restaurant	4,762 SF	0.5	23.8	0.012	4.35
254 N. Market St	Restaurant	4,608 SF	0.5	23.0	0.012	4.20
250 N. Market St	Auto Service	44,000 SF	0.9	396.0	0.198	72.27
240 N. Market St	Shopping Center	12,300 SF	2.5	307.5	0.154	56.12
230 N. Market St	Store	22,194 SF	3.12	692.5	0.346	126.37
224 N. Market St	Store	5,000 SF	3.12	156.0	0.078	28.47
222 N. Market St	Shopping Center	25,500 SF	2.5	637.5	0.319	116.34
210 N. Market St	Shopping Center	7,348 SF	2.5	183.7	0.092	33.53
150 S. Market St	Store	16,575 SF	3.12	517.1	0.259	94.38
500 E. Manchester Blvd	Supermarket[a]	76,402 SF	3.12	2,383.7	1.192	435.03
510 E. Manchester Blvd	Gas Station	202 SF	0.9	1.8	0.001	0.33
401 South Prairie Ave	Office	28,029 SF	0.6	17.0	0.008	3.07
923 Prairie Ave	Store	9,744 SF	3.12	30.40	0.015	5.55
945 Prairie Ave	Office	8,357 SF	0.6	5.01	0.003	0.92
1003 South Prairie Ave	Office	5,522 SF	0.6	3.31	0.002	0.60
1011 South Prairie Ave	Office	1,098 SF	0.6	0.66	<0.001	0.12
1035 South Prairie Ave	Shopping Center	30,182 SF	2.5	75.46	0.038	13.77
Total		**303,023 SF**	—	**5,460.4**	**2.730**	**996.52**

Notes: SF = square feet; lb. = pounds.

Source: CalRecycle, Estimated Solid Waste Generation Rates, accessed September 2021, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.

[a] Prior to construction of the proposed Project, a 46,400 square-foot replacement Vons store would be developed which would generate approximately 1,448 lbs (0.7 tons) per day and 264 tons per year of solid waste.

4.14.4.2 Project Area

The proposed Project would begin at the Market Street/Florence Avenue Station, largely situated in the public right-of-way in between Florence Avenue and Regent Street and would extend south along Market Street. At Market Street's intersection with Manchester Boulevard, the guideway would shift onto Manchester Boulevard and proceed east. At Manchester Boulevard's intersection with Prairie Avenue, the guideway then shifts onto Prairie Avenue and proceeds south until its intersection with Hardy Street. A

number of utility lines follow and transect the roadways in the area due to their status as major rights-of-way.

As discussed in *4.14.2: Methodology* above, the following is a discussion of utilities known to be located within the rights-of-way of streets in the area and their approximate location. Since this represents the best available information at the time of analysis, there may be additional utility lines within the area, or specific locations of identified utility lines may slightly differ. As mentioned previously, exact utility locations would be determined prior to construction by potholing, utilizing ground penetrating radar, and/or other methods. Discussions related to water, wastewater, stormwater, electrical, and gas lines and infrastructure are included below.

Water, Wastewater, and Stormwater Infrastructure

Market Street Segment

The Market Street segment starts from the intersection with the Metro K Line north of downtown Inglewood, southwest for approximately a quarter of a mile to the intersection of Market Street and Regent Street, continuing south on Market Street until Manchester Boulevard.

Within this portion of the alignment, water and wastewater lines ranging from 4 to 24 inches in diameter are located in the streets and alleys following and traversing the alignment. The existing water lines are generally older pipelines made of asbestos cement; however, some pipelines consist of cast iron, polyvinyl chloride (PVC), reinforced concrete cylinder, or galvanized steel. Additionally, a number of storm drains fed by on-street storm drain inlets are located within this segment.

Water Lines

As shown in **Table 4.14-7: Existing Water and Sewer Utilities**, several different water lines exist within the right-of-way of the Market Street segment. These include:

- A 24-inch east–west water distribution line follows Florence Avenue and transitions to an 8-inch water line at the Florence Avenue and Market Street intersection, proceeding south along the western side of Market Street. The line then transitions to the eastern side of Market Street approximately 75 feet south of the Florence Avenue and Market Street intersection and continues south, within approximately 25 feet of the eastern curb face.
- An 8-inch water line, 6-inch recycled water line, and storm drain run east–west along the northern side of Regent Street and all transect Market Street at the intersection of those streets; the north–south traveling water line ties into the 8-inch east–west water line at this point.
- An additional 24-inch east–west water line runs along the southern side of Regent Street through the Market Street intersection.

- A 12-inch water line continues out of the 8-inch east–west line and proceeds south along Market Street from Regent Street to Queen Street, transitioning from the eastern side of Market Street to the western side within 12 feet of the curb and approximately 100 feet north of Queen Street; this water line continues along Market Street past Manchester Boulevard.
- An 8-inch east–west water line runs along the northern side of Queen Street and transects the segment at that street's intersection with Market Street.

Wastewater Lines

As shown in **Table 4.14-7**, within the Market Street segment an 8-inch east–west sewer line runs along the southern side of portions of Regent Street to the east and west of Market Street, approximately 100 feet and 25 feet from the curb line on Market Street, respectively.

No sewer lines transect the alignment along the Market Street segment.

Stormwater Lines

Within the Market Street segment, the following stormwater drains occur: [75]

- An east–west stormwater main drain runs along the southern side of Queen Street and transects Market Street at the intersection of those two roadways.
- a lateral connection to the northeastern corner of the Market Street and Queen Street intersection. Storm drain inlets are situated along curbs on Market Street at the northeastern and southeastern corners of that street's intersection with Queen Street.[76]
- At the intersection of Market Street and Manchester Boulevard, an east–west stormwater main drain follows the northern side of Manchester Boulevard and transects Market Street; this drain contains lateral connections to both the northeastern corner of the intersection where storm drain inlets are situated on both Market Street and Manchester Boulevard, and the northwestern corner where a storm drain inlet is situated on Market Street.

75 Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, interactive map, accessed September 2021, https://pw.lacounty.gov/fcd/StormDrain/index.cfm.

76 Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, interactive map, accessed September 2021, https://pw.lacounty.gov/fcd/StormDrain/index.cfm.

Table 4.14-7

Existing Water and Sewer Utilities

Segment	Utility	Description
Market Street		
Florence Avenue to Regent Street	8-inch water pipe	• An 8-inch water service pipe transitions from a 24-inch water main at the intersection of Market Street and Florence Avenue. • The 8-inch pipe runs along the west side of the Market Street centerline just south of Florence Avenue for approximately 150-200 feet before transitioning to the east side of the centerline. • The 8-inch line then ties into an east–west water line at Regent Street.
	8-inch water pipe	• Follows the northern side of Regent Street and transects the alignment at the Market Street and Regent Street intersection.
	6-inch recycled water pipe	• Follows the northern side of Regent Street and transects the alignment at the Market Street and Regent Street intersection.
	Storm drain	• A storm drain runs perpendicular to Market Street along the northern curb of Regent Street. • An 8-inch water pipe runs parallel with the storm drain along the northern curb of Regent Street. • The storm drain continues along Regent Street.
Regent Street to Queen Street	12-inch water pipe	• South of Regent Street, a north–south 12-inch pipe is initiated from a tie-in with the previously mentioned 8-inch east–west water line. • The 12-inch water pipe runs along the eastern side of Market Street but transitions to the western side of the centerline about 100 feet north of Queen Street and continues south.
	24-inch water pipe	• A 24-inch water pipe runs along the southern curb of Regent Street. • The line crosses Market Street and continues east along Regent Street.
Queen Street to Manchester Boulevard	12-inch water pipe	• 12-inch water pipe runs along the western side of Market Street between Queen Street and Manchester Boulevard. • The 12-inch line continues south beyond Manchester Boulevard along the western side of the roadway.
	8-inch water pipe	• An 8-inch water pipe travels along the northern side of Queen Street and crosses the segment. • The pipe continues east–west on Queen Street.
	8-inch sewer pipe	• An 8-inch sewer pipe runs along the southern side of Queen Street west of Market Street and along the centerline east of Market Street, but does not transect the alignment
	Storm drain	• A storm drain runs perpendicular to Market Street along the southern portion of Queen Street and transects the alignment at this intersection, heading west.

Segment	Utility	Description
Manchester Boulevard		
Market Street to Locust Street	12-inch water pipe	• A 12-inch pipe begins approximately 200 feet west of the Market Street and Manchester Boulevard intersection and transects Market Street at the intersection of these two roadways. • This 12-inch pipe follows the southern side of Manchester Boulevard.
	10-inch sewer pipe	• A 10-inch north–south sewer pipe enters the segment though an alleyway between Market Street and Locust Street.
	8-inch sewer pipe	• An 8-inch east–west sewer pipe initiates from a tie-in connected to the 10-inch sewer pipe and continues east along the center of Manchester Boulevard.
	24-inch water pipe	• A 24-inch north–south water pipe runs along the western curb of Locust Street. • The pipe crosses Manchester Boulevard and continues south along Locust Street.
Locust Street to Hillcrest Boulevard	12-inch water pipes	• The 12-inch east–west water pipe continues from the previous segment, along the southern side of Manchester Boulevard through the segment. • A 12-inch north–south water pipe runs along the eastern portion of Locust Street and transects the alignment at the Locust Street and Manchester Boulevard intersection.
	8-inch sewer pipe	• An 8-inch north–south sewer pipe ties into the previously mentioned east–west 8-inch sewer pipe and follows the eastern side of Spruce Avenue where it proceeds north at the intersection with Manchester Boulevard. • The 8-inch east–west sewer pipe continues through the segment at approximately the centerline. • The 8-inch east–west sewer pipe then turns north onto Hillcrest Boulevard at the Hillcrest Boulevard and Manchester Boulevard intersection and follows the approximate centerline of that roadway.
	Storm drain	• An east–west storm drain crosses Locust Street where it meets Manchester Boulevard and extends for approximately 100 feet. • The storm drain extends near northern curb of Manchester Boulevard heading east.
Hillcrest Boulevard to Spruce Avenue	12-inch water pipe	• The 12-inch north–south water pipe continues from the previous segment along the south side of Manchester Boulevard approximately 20 feet from the curb line at its closest point.
	8-inch water pipe	• An 8-inch north–south water pipe follows the eastern side of Hillcrest Boulevard and transects the alignment at the Hillcrest Boulevard and Manchester Boulevard intersection.
	6-inch water pipe	• A 6-inch water pipe travels east–west under the southern curb of Manchester Terrace. • The 6-inch water pipe meets Manchester Boulevard and transitions to the southern/southwestern side of Manchester Boulevard. • The 6-inch water pipe ties into the 12-inch water pipe mentioned previously.

Segment	Utility	Description
Spruce Avenue to Tamarack Avenue	8-inch sewer pipe	• An 8-inch sewer pipe branch initiates just south of the Hillcrest intersection. • The 8-inch sewer pipe runs along the southern portion of Manchester Boulevard.
	12-inch water pipe	• The 12-inch water pipe from the previous segment continues along Manchester Boulevard along the southern portion of the street.
	8-inch sewer pipe	• Another 8-inch sewer pipe branch transects the alignment at Spruce Avenue's intersection with Manchester Boulevard, traveling in a northeast–southwest direction. • An additional 8-inch sewer pipe branch transects the alignment at Manchester Drive, just south of the Spruce Avenue intersection. • All three previously mentioned 8-inch sewer line branches tie in together at the Spruce Avenue intersection and proceed southwest along the Spruce Avenue centerline.
	6-inch water pipe	• A 6-inch water pipe travels east–west under the southern curb of Manchester Drive. • The 6-inch water pipe meets Manchester Boulevard and transitions to the southern/southwestern side of Manchester Boulevard. • The 6-inch water pipe ties into the 12-inch water pipe mentioned previously.
	Storm drain	• A northeast–southwest storm drain transects Manchester Boulevard at the Spruce Avenue intersection and parallels the sewer line branch that extends northeast to properties across Manchester Boulevard, while to the southwest the storm drain borders the side and rear property line of the parcel located at the southern corner of the Manchester Boulevard and Spruce Avenue intersection.
Tamarack Avenue to Prairie Avenue	12-inch water pipe	• The 12-inch east–west water pipe from the previous segment continues along Manchester Boulevard along the southern/southwestern portion of the street and ties into a 12-inch north–south water line on Prairie Avenue.
	8-inch sewer pipe	• An 8-inch sewer pipe enters the segment coming northeast from Tamarack Avenue and continues east along Manchester Boulevard, located approximately five feet from the southern curb line at its closest point. • This line crosses to the northern side of Manchester Boulevard approximately 80 feet before Prairie Avenue and extends to the northeast towards Inglewood Park Cemetery.
Prairie Avenue		
Manchester Boulevard	60-inch DWP pipe	• A 60-inch north–south DWP pipe runs along the eastern side of Prairie Avenue. • The line continues south onto the next segment.

Segment	Utility	Description
to Nutwood Street	36-inch recycled water pipe	• A 36-inch north–south recycled water pipe enters the segment about midway between Manchester Boulevard and Nutwood Street. • The line continues south onto the next segment.
	8-inch water pipe	• An 8-inch north–south water pipe travels south down Prairie Avenue on the western side of the street. • The line continues south onto the next segment.
	24-inch sewer pipe	• A 24-inch east–west sewer pipe runs along the western side of the street, close to the center line • The line continues south onto the next segment.
	10-inch sewer pipe	• A 10-inch north–south sewer pipe runs along the eastern side of Prairie Avenue. • The line continues south onto the next segment.
	Storm drain	• A storm drain runs in an east–west direction though the segment, midway between Manchester Boulevard and Nutwood Street.
	60-inch DWP pipe	• A 60-inch DWP water pipe runs along the eastern side of Prairie Avenue. • The line continues south onto the next segment.
Nutwood Avenue to Kelso Street/Pincay Drive	36-inch recycled water pipe	• The 36-inch recycled water pipe continues from the previous segment. • The 36-inch recycled water pipe continues through the center of the segment. • It shifts slightly west and then east a few feet and then continues south along Prairie Avenue.
	8-inch water pipe	• The 8-inch water pipe continues from the previous segment on the western side of the street.
	24-inch sewer pipe	• A 24-inch sewer pipe runs along the western side of Prairie Avenue proximate to the curb line. • The line continues south onto the next segment.
	10-inch sewer pipe	• A 10-inch sewer pipe runs along the eastern side of Prairie Avenue proximate to the curb line. • The line continues south onto the next segment.
Kelso Street/Pincay Drive to La Palma Drive	60-inch DWP pipe	• The 60-inch DWP pipe continues from the previous segment just east of the center line of Prairie Avenue • Midway through the segment, the pipe shifts under the eastern curb of Prairie Avenue where it continues south until Century Boulevard.
	36-inch recycled water pipe	• The 36-inch recycled water pipe continues from the previous segment. • The 36-inch recycled water pipe continues just east of the center line south down Prairie Avenue.

Segment	Utility	Description
	east–west water pipes	• An east–west water pipe travels along the southern portion of Kelso Street/Pincay Drive and transects the alignment at this intersection. • Additionally, an east–west running water line follows the southern side of Kelso Street/Pincay Drive beneath the sidewalks; this water line pivots south of the Kelso Street/Pincay Drive intersection and extends approximately 200 feet south on both sides of Prairie Avenue before transecting the right-of-way and meeting.
	8-inch north–south water pipe	• The 8-inch north–south water pipe continues from the previous segment on the western side of the street. • The line continues south onto the next segment
	24-inch sewer pipe	• The previously mentioned 24-inch north–south sewer pipe continues from the previous segment on the western portion of Prairie Avenue. • This pipe ties into a 10-inch east–west sewer line following the northern portion of Kelso Street/Pincay Drive west of Prairie Avenue. This east-west sewer line also includes a branch sewer line extending from the center of the Prairie Avenue and Kelso Street/Pincay Drive intersection to the southeastern corner of that intersection.
	10-inch sewer pipe	• The previously mentioned 10-inch north–south sewer pipe continues from the previous segment on the eastern portion of Prairie Avenue. • This pipe ties into a 10-inch east–west sewer line following the approximate centerline of Kelso Street/Pincay Drive east of Prairie Avenue. This east-west sewer line also includes a branch sewer line extending from the center of the Prairie Avenue and Kelso Street/Pincay Drive intersection to the southeastern corner of that intersection. • Past the Kelso Street/Pincay Drive intersection, the 10-inch north–south sewer line extends for approximately 180 feet along the eastern side of the right-of-way before proceeding east into the adjacent Hollywood Park property.
La Palma Drive to Arbor Vitae Street	60-inch DWP pipe	• The 60-inch water pipe continues from the previous segment through this segment, under the eastern curb of Prairie Avenue. • The line continues south onto the next segment.
	36-inch recycled water pipe	• The 36-inch recycled water pipe continues from the previous segment. • The 36-inch recycled water pipe continues just east of the center line down Prairie Avenue.
	8-inch water pipe	• An 8-inch water pipe travels from the previous segment, just west of the center line on Prairie Avenue. • Tie-ins are located to the west along La Palma Drive, Buckthorn Street, and Arbor Vitae Street.

Segment	Utility	Description
	Storm drain	• At Buckthorn Street's intersection with Prairie Avenue, a 33-inch north–south storm drain begins in the eastern portion of the right-of-way, approximately 30 feet from the eastern curb line. • An additional tie-in is located at Arbor Vitae Street; this tie-in includes three branches.
	10-inch sewer pipe	• The 10-inch sewer pipe continues from the previous segment within the adjacent Hollywood Park property to the east, approximately 43 feet east of the existing eastern curb line along Prairie Avenue. This line continues south until Arbor Vitae Streets, whereupon it proceeds east along the centerline of that roadway.
Arbor Vitae Street to Hardy Street	60-inch DWP pipe	• The 60-inch water pipe continues from the previous segment through this segment, under the eastern curb of Prairie Avenue. • Just south of the Arbor Vitae Street intersection, the pipe shifts to the western curb, where it continues south through the remainder of the segment and onto the next segment.
	36-inch recycled water pipe	• The 36-inch recycled water pipe continues from the previous segment along the center line of Prairie Avenue. • Just north of Hardy Street the pipe shifts toward the eastern side of Prairie Avenue where it continues onto the next segment.
	8-inch water pipe	• The 8-inch water pipe from the previous segment shifts west just south of Arbor Vitae Street. • The line continues south onto the next segment under the western side of Prairie Avenue.
	8-inch sewer pipe	• The sewer pipe begins just south of the Arbor Vitae Street intersection, under the western curb along Prairie Avenue. • The line continues south onto the next segment.
	Storm drain	• The 33-inch north–south storm drain continues south; a tie-in is located approximately 400 feet north of the Hardy Street intersection. • Approximately 25 feet after the tie-in north of Hardy Street, the storm drain main expands to a 39-inch line. • Two additional drain branch tie-ins are located at the Hardy Street intersection.

Source: Utilities Engineering Report*, Gannett Fleming, August 2021.*

Manchester Boulevard Segment

The Manchester Boulevard segment runs within the right-of-way from Market Street east on Manchester Boulevard, turning south on Prairie Avenue.

Water Lines

As shown in **Table 4.14-7**, several different water lines exist within the Manchester Boulevard segment. These include:

- A 12-inch east–west water pipe runs along the southern side of Manchester Boulevard within 12 feet of the southern curb face, then continues throughout the Manchester Boulevard segment until it meets a tie-in at the Manchester Boulevard and Prairie Avenue intersection.
- At the Manchester Boulevard and Locust Street intersection, a 24-inch north–south water line runs along the western side of Locust Street and transects Manchester Boulevard at the intersection of the two roadways.
- A 12-inch north–south water line runs along the eastern side of Locust Street, crosses Manchester Boulevard at this intersection, and continues along Locust Street in both directions.
- An 8-inch north–south water line follows the eastern side of Hillcrest Boulevard and transects Manchester Boulevard at the intersection of those two roadways.
- Proceeding east on Manchester Boulevard, the alignment is transected at Manchester Terrace by a 6-inch east–west water line that ties into the 12-inch east–west water line along the southern/southwestern edge of Manchester Boulevard; the 6-inch east–west water line continues east along the southern curb of Manchester Terrace.
- At Manchester Boulevard's intersection with Manchester Drive, the alignment is again transected by a 6-inch east–west water line that ties into the 12-inch water line along the southern/southwestern edge of Manchester Boulevard; the 6-inch water line continues east along the southern curb of Manchester Drive.

Wastewater Lines

As shown in **Table 4.14-7**, within the Manchester Boulevard segment the following wastewater lines occur within the right-of-way:

- A 10-inch north–south sewer line follows the alley approximately midpoint in between Market Street and Locust Street; this sewer line transects Manchester Boulevard approximately 210 feet east of Market Street.
- An 8-inch east–west sewer line ties into this north–south sewer line and extends east along the approximate centerline of Manchester Boulevard. This sewer line also connects with two north-south sewer lines at Locust Street and Hillcrest Boulevard as described below.

- The above noted 8-inch east–west sewer line in the centerline of Manchester Boulevard ties in with another 8-inch north–south sewer at Locust Street, which continues northbound on the eastern side of Locust Street.
- The above noted 8-inch east–west sewer line on Manchester Boulevard extends east from Locust Street until Hillcrest Boulevard, where it proceeds north and follows the approximate centerline of Hillcrest Boulevard.
- An 8-inch north–south sewer line follows the eastern side of Hillcrest Boulevard south of Manchester Boulevard, approximately 35 feet southwest of the proposed Project.
- An 8-inch east–west sewer line branch is located along the southern/southwestern edge of Manchester Boulevard beginning at the Manchester Terrace intersection and continuing until Spruce Avenue.
- At Spruce, the above east–west 8-inch sewer line meets three additional sewer lines which proceed within the roadway rights-of-way in the following directions: 1) a branch extending northeast to properties across Manchester Boulevard, 2) a branch extending southeast to the Manchester Drive centerline, and 3) a sewer line main extending southwest along the Spruce Avenue centerline.
- At Tamarack Avenue an 8-inch east–west sewer line extends in a northeastern–southwestern direction into the alignment. This line follows the southern edge of the Manchester Boulevard right-of-way and proceeds east. Approximately 80 feet before Prairie Avenue, this line shifts to the northern side of Manchester Boulevard and extends to the northeast towards Inglewood Park Cemetery.

Stormwater Lines

Within the Manchester Boulevard segment, the following stormwater drains occur:[77]

- At the Locust Street and Manchester Boulevard intersection, an east–west storm drain parallels the northern edge of Manchester Boulevard for approximately 100 feet; additionally, storm drain inlets are located at the northeastern and southeastern corners of this intersection along Manchester Boulevard.
- At the Manchester Boulevard and Spruce Avenue intersection, a northeast–southwest storm drain transects the alignment and parallels the sewer line extending northeast to properties across Manchester Boulevard, while to the southwest the storm drain borders the side and rear property line for the parcel located at the southern corner of the Manchester Boulevard and Spruce Avenue intersection. Storm drain inlets are located on Manchester Boulevard at the eastern and southern points of this intersection.

77 Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System,* interactive map, accessed September 2021, https://pw.lacounty.gov/fcd/StormDrain/index.cfm.

Prairie Avenue Segment

The Prairie Avenue segment extends from its intersection with Manchester Boulevard south to the intersection at Hardy Street, as shown in **Figure 3.0-3: Project Vicinity Map**. The proposed Project would not extend past the Prairie Avenue and Hardy Street intersection.

Water Lines

As shown in **Table 4.14-7**, The following water lines occur within the right-of-way of the Prairie Avenue segment:

- A 60-inch north–south DWP water pipe runs along Prairie Avenue for the length of the alignment segment. The DWP line runs just east of the centerline on Prairie Avenue until approximately 250 feet south of the Kelso Street/Pincay Drive intersection. At this point, the line shifts to the eastern side of Prairie Avenue beneath the existing sidewalk and continues in this location until Century Boulevard.
- From Manchester Boulevard, an 8-inch north–south water pipe travels south down Prairie Avenue towards the western side of the street approximately 25 feet from the western curb, transitioning further west under the western curb of Prairie Street at the Arbor Vitae Street intersection.
- This 8-inch water pipe continues down Prairie Avenue until it terminates just south of 99th Street and north of Century Boulevard. Along its length on Prairie Avenue, water lines of varying diameters tie into the 8-inch water pipe from its west at Nutwood Street, Kelso Street, La Palma Drive, Buckthorn Street, Arbor Vitae Street, Hardy Street, 97th Street, and 99th Street.
- An east–west running water line follows the southern side of Kelso Street/Pincay Drive beneath the sidewalks; this water line pivots south of the Kelso Street/Pincay Drive intersection and extends approximately 200 feet south on both sides of Prairie Avenue before transecting the right-of-way and joining the other side.

Wastewater Lines

The following wastewater lines occur with the right-of-way of the Prairie Avenue segment:

- From Manchester Boulevard until Kelso Street/Pincay Drive a 10-inch sewer line and a 24-inch north–south sewer line run on the eastern and western edges of Prairie Avenue, respectively, whereupon they tie into an east–west sewer line that follows Kelso Street/Pincay Drive.
- Along Pincay Drive east of Prairie Avenue, the east–west sewer line follows the approximate centerline; west of Prairie Avenue along Kelso Street this sewer line follows the northern edge of the roadway. This east-west sewer line also includes sewer line branch that extends from the center of the Prairie Avenue and Kelso Street/Pincay Drive intersection to the southeastern corner of the Prairie Avenue and Kelso Street/Pincay Drive intersection.
- Past the Kelso Street/Pincay Drive intersection, the 10-inch north–south sewer line extends south for approximately 180 feet along the eastern side of the right-of-way before proceeding east into the

adjacent Hollywood Park property. The 10-inch sewer line continues south within the adjacent Hollywood Park property, approximately 43 feet east of the existing eastern curb line along Prairie Avenue, until Arbor Vitae Street, whereupon it continues east along the centerline of Arbor Vitae Street.

- A 36-inch north–south recycled water pipe runs along Prairie Avenue in the centerline from Manchester Boulevard until it shifts to the eastern portion of the right-of-way just north of the Hardy Street intersection in between the 60-inch DWP line and storm main (discussed below); this 36-inch line extends further south through the segment past Century Boulevard and 102nd Street.

Stormwater Lines

Similar to other segments along the Project alignment, all storm drains and mains in this segment are gravity flow and consist of reinforced concrete pipe.[78] The following stormwater drains occur along the Prairie Avenue segment:

- Approximately midway between Manchester Boulevard and Nutwood Street, a storm drain transects the alignment in an east–west direction. This drain diverges in the southeastern direction into the Forum property after exiting the right-of-way.
- At Buckthorn Street's intersection with Prairie Avenue, a 33-inch north–south storm drain begins in the eastern portion of the right-of-way, approximately 30 feet from the eastern curb line, and extends through the length of the Manchester Boulevard segment. The storm drain includes branch tie-ins at multiple points along its length; these consist of points at Arbor Vitae Street, Hardy Street, 97th Street, 99th Street, Century Boulevard, 101st Street, and 102nd Street. Additionally, the storm drain increases in diameter as it proceeds south; the pipe expands from 33 inches to 39 inches at Hardy Street. Previously mentioned branch tie-ins to the storm drain are described as follows:
  - At Arbor Vitae Street, three stormwater drain branches tie into the main drain at the Arbor Vitae Street intersection. At the northern portion of Prairie Avenue and Arbor Vitae Street, two of these branches tie into the main line; the remaining branch extends to the northeastern corner of the intersection and the other to the northwest. At the southern portion of the intersection, a third branch ties in and extends to the northeastern corner of the intersection. Storm drain inlets are located along Prairie Avenue at the northeastern and northwestern corners of the intersection and along Arbor Vitae Street at the northwestern corner.
  - At Hardy Street, a stormwater drain branch tie-in is located approximately 400 feet north of the Hardy Street intersection and extends northeast into the Hollywood Park property. Approximately 25 feet after this point the storm drain main expands to a 39-inch line.
  - The Hardy Street intersection includes two branch tie-ins to the main drain at northern and southern points of the intersection; the northern tie-in extends to the northwestern corner of the

78 County of Los Angeles Department of Public Works, *Los Angeles County Storm Drain System*, interactive map, accessed September 2021, https://pw.lacounty.gov/fcd/StormDrain/index.cfm.

intersection while the southern tie-in extends to the northeast and follows the Hardy Street centerline into the adjacent Hollywood Park property.

- Storm drain inlets are located on the eastern side of Prairie Avenue approximately 400 feet north of Hardy Street, as well as on the northeastern and northwestern corners of the Hardy Street intersection along Prairie Avenue.
- Moving south, an 8-inch north–south sewer pipe begins along Prairie Avenue approximately 100 feet south of the Arbor Vitae Street intersection and travels under the western curb. The 8-inch sewer pipe continues south in the same location and would continue under Hardy Street where the guideway would end at the Prairie Avenue/Hardy Street Station.

Electrical Utilities

Within the proposed Project's alignment, electrical lines occur as noted.

Market Street Segment

The guideway would begin at the Market Street/Florence Avenue station, situated in the public right-of-way in between Florence Avenue and Regent Street, and would extend south along Market Street. According to SCE, there is one existing 16 kilo-volt-ampere (kva) circuit currently available along Market Street.[79]

Manchester Boulevard Segment

The guideway would shift east onto Manchester Boulevard at the intersection with Market Street. As shown in **Table 4.14-8: Existing Electrical Utilities**.

Prairie Avenue Segment

At Prairie Avenue, the guideway would then proceed south until Hardy Street. As shown in **Table 4.14-8**, three large electrical lines, sizes 16 kva, 17.5 kva, and 50 kva, run north-south under Prairie Avenue from Manchester Boulevard to Hardy Street where the guideway would end at the Prairie Avenue/Hardy Street station.

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Table 4.14-8
Existing Electrical Utilities

Segment	Description	Provider
Prairie Avenue		
Manchester Boulevard to Nutwood Street	Large electrical lines (16 kva, 17.5 kva, 50 kva)	SCE
Nutwood Avenue to Kelso Street/Pincay Drive	Large electrical lines (16 kva, 17.5 kva, 50 kva)	SCE
Kelso Street/Pincay Drive to La Palma Drive	Large electrical lines (16 kva, 17.5 kva, 50 kva)	SCE
La Palma Drive to Arbor Vitae Street	Large electrical lines (16 kva, 17.5 kva, 50 kva)	SCE
Arbor Vitae to Hardy Street	Large electrical lines (16 kva, 17.5 kva, 50 kva)	SCE

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

Gas Utilities

Market Street Segment

The guideway would begin at the Market Street/Florence Avenue station, situated in the public right-of-way in between Florence Avenue and Regent Street, and would extend south along Market Street. There are no existing gas utilities within the Market Street segment.

Manchester Boulevard Segment

The guideway then shifts to run down Manchester Boulevard at the intersection with Market Street. As shown in **Table 4.14-9: Existing Gas Utilities**, a gas line runs across the alley between Market Street and Locust Street, tie-ins are shown stemming west for approximately 100 feet along the southern curb and east for approximately 100 feet along the northern curb of Manchester Boulevard. A gas line runs down the eastern side of Locust Street; a tie-in stems off under the southern curb of Manchester Boulevard and extends for approximately 185 feet. A gas line follows Hillcrest Boulevard in a northeast–southwest direction and transects Manchester Boulevard at the intersection of the two roadways; this gas line contains a tie-in to the proposed MSF along Hillcrest Boulevard, approximately 275 feet southwest of the Manchester Boulevard and Hillcrest Boulevard intersection.

The north–south gas line along Hillcrest Boulevard contains a tie-in to an east–west gas line which follows under the northern curb of Manchester Boulevard; this tie-in travels under the northern sidewalk of Manchester Boulevard in between Hillcrest Boulevard and Manchester Terrace.

An east–west gas line enters the segment from Manchester Drive and crosses along Manchester Boulevard just south of Spruce Avenue. The line continues under the southern curb of Manchester Boulevard throughout the remainder of the segment and terminates approximately 195 feet of the Prairie Avenue intersection.

Prairie Avenue Segment

The guideway then shifts to run down Prairie Avenue at the intersection with Manchester Boulevard. As shown in **Table 4.14-9**, a gas line travels south along the western side of Prairie Avenue, continuing throughout the segment past Century Boulevard.

There are no high-pressure distribution lines within the footprint of the proposed Project. The closest high-pressure distribution line is located within the street right-of-way along Pincay Drive, starting from the intersection at Crenshaw Boulevard and ending approximately 500 feet before the intersection at South Prairie Avenue. Minor laterals connect these lines to points of service. Two 30-inch gas transmission lines run beneath the rights-of-way of local roadways; one runs along Crenshaw Boulevard from north to south, approximately 1 mile east of South Prairie Avenue and the other runs along West 104th Street from east to west, approximately 0.25 miles south of West Century Boulevard.[80]

A gas line tie-in from the northern curb of Kelso Street/Pincay Drive extends just north onto the western curb of Prairie Avenue but does not transect the alignment. The north–south gas line contains an additional gas line tie-in from its west at Arbor Vitae Street, which follows the northern portion of that roadway.

4.14.4.3 Adjusted Baseline

This section assumes the Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis**, *4-5: Adjusted Baseline*. Specifically, operation of land uses included in the Hollywood Park Specific Plan (HPSP) would require additional utility services for water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunications. The HPSP would utilize similar service providers as the proposed Project for utility supplies and infrastructure. Similar to the proposed Project, the HPSP was required to analyze impacts to utility services and infrastructure prior to approval.

As shown in **Figure 3.0-2: Project Location Map** a segment of the proposed Project would be adjacent to the HPSP along Prairie Avenue. The HPSP provides guidelines and standards for improvements in the public right-of-way within the HPSP, which includes approximately 0.5 miles of street frontage along Prairie Avenue. Within the HPSP, minimum building setback requirements involve 30 feet of separation from the roadway along Prairie Avenue extending from Pincay Drive/Kelso Street to approximately midblock between Hardy Street and 97th Street.[81]

80 Southern California Gas Company, "Los Angeles County: Gas Transmission and High Pressure Distribution Pipeline Interactive Map," accessed September 2021, https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=c85ced1227af4c8aae9b19d677969335.

81 City of Inglewood, *Hollywood Park Specific Plan, "*Exhibit 6-5- Minimum Building Setbacks," 6-30, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

Table 4.14-9

Existing Gas Utilities

Segment	Description
Manchester Boulevard	
Market Street to Locust Street	• A north–south gas line runs along the alley and through the segment approximately midway between Market Street and Locust Street. • Gas line tie-ins are shown stemming west along the southern curb of Manchester Boulevard and east along the northern curb of Manchester Boulevard.
Locust Street to Hillcrest Boulevard	• A gas line crosses Manchester Boulevard at Locust Street and Hillcrest Boulevard along the eastern sides of those roadways. • A gas line branch stems from the line on Locust Street and follows under the southern side of Manchester Boulevard; this branch terminates prior to Hillcrest Boulevard. • The gas line on Hillcrest Boulevard ties into an east–west gas line that follows the northern side of Manchester Terrace; this tie-in follows under the sidewalk on the northern side of Manchester Boulevard in between Hillcrest Boulevard and Manchester Terrace.
Spruce Avenue to Tamarack Avenue	• A gas line enters the segment from Manchester Drive and crosses along Manchester Boulevard just south of Spruce Avenue. • The line continues under the southern curb of Manchester Boulevard throughout the remainder of the Manchester Boulevard alignment segment.
Tamarack Avenue to Prairie Avenue	• The gas line continues from the previous segment under the south curb of Manchester Boulevard. • The gas line terminates just before the Prairie Avenue intersection.
Manchester Boulevard to Prairie Avenue	• A gas line travels south along the western side of Prairie Avenue and enters the alignment at Manchester Boulevard. • This gas line travels south through the remainder of the Prairie Avenue alignment segment.
Prairie Avenue	
Nutwood Avenue to Kelso Street/Pincay Drive	• A gas line tie-in from the northern curb of Kelso Street/Pincay Drive extends just north onto the western curb of Prairie Avenue but does not transect the alignment.

Source: Utilities Engineering Report*, Gannett Fleming, August 2021.*

Currently, no operational utility infrastructure is located within the 30-foot setback area; however, an abandoned oil line has been identified within the setback area south of Arbor Vitae Street and north of Hardy Street. This abandoned line would not require any action for use of this area.

4.14.5 THRESHOLDS OF SIGNIFICANCE

Criteria outlined in CEQA Guidelines were used to determine the level of significance of potential impacts from the relocation or construction of new or expanded utilities. As discussed in *Section 4.14.1*, seven

screening criteria related to utilities and service systems of Appendix G of CEQA Guidelines were eliminated from further analysis in this EIR. The below threshold identified in the Initial Study indicates that a project would have a significant impact in relation to the relocation or construction of new or expanded utilities if it were to:

Threshold U-1: **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.**

Impacts found to be less than significant for the seven screening thresholds are further discussed in **Section 6.3** of this Recirculated Draft EIR.

4.14.6 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

Impact U-1: **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

The proposed Project is a fully elevated guideway and stations that accommodate an Automated Transit System (ATS system). The guideway spans a total length of approximately 1.6 miles with dual set of tracks (for train travel in both directions and connecting three, center-platform stations, as shown in **Figures 3.0-4a** through **3.0-4i: Proposed Project Alignment Plans and Profiles**. The technology will be self-propelled, rubber-tire ATS train or monorail.

The ATS train tracks are spaced as close together as possible with tracks diverging at approaches to/from stations and at stations and to accommodate switches. 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 by the selected design/build/finance/operate/maintain (DBFOM) contractor, the alignment has been optimized to minimize the number of columns and potential double column/bents to the extent feasible. The procurement documents for the DBFOM contractor would identify the known utility locations and require the DBFOM contractor to locate columns to avoid and/or minimize impacts to existing utilities.

As noted in **Tables 4.14-7**, **4.14-8**, and **4.14-9**, multiple utilities exist under Market Street, Manchester Boulevard, and Prairie Avenue.

Construction

Relocation or Construction of Utilities

The Utility Report evaluated potential conflicts with the proposed Project columns and the existing utility lines along the Project alignment.[82] Existing roadways and infrastructure along the Project alignment will require some reconfiguration to accommodate new elevated guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components. As discussed in **Section 3.0: Project Description**, *3.5.6: Roadway Improvements* of the Project Description, roadway reconfiguration along Market Street, Manchester Boulevard and Prairie Avenue are necessary to ensure that the existing roadway travel capacity is not diminished or reduced in the final as-built conditions for the proposed Project. The column locations and spacings will be defined by the DBFOM contractor as part of their final designs to be guided by aesthetic principles defined and adopted as part of the EIR. The columns, for the most part, will be required to be located within the public right of way, either within sidewalks or parking lanes.

Market Street/Florence Avenue Segment

The Market Street/Florence Avenue station would be supported by dual columns per span from the northern terminus to just north of Regent Street. At this point, the dual lane tracks are separated to accommodate the Market Street/Florence Avenue station's center platform and turn-back switches that facilitate in-bound ATS trains to switch to the other track for its outbound journey. As the guideway approaches Regent Street, the dual lane tracks converge and are supported by single columns until Manchester Boulevard. The columns would be primarily located in the existing median along Market Street between Regent Street to Manchester Boulevard. As discussed previously, the column locations and spacings will be defined by the DBFOM contractor as part of their final designs to be guided by aesthetic principles defined and adopted as part of the EIR.

There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. The Utility Report indicates that there would be potential column conflicts with streetlights at the intersection of Market Street and Regent Street. Moreover, along Market Street and north of Regent Street, there is a water line that would potentially conflict with a proposed column. Between Regent Street and Queen Street along Market Street, there is a water line that would potentially conflict with a proposed column. South of Queen Street and along Market Street, there are three water lines that would potentially conflict with a proposed column. At the northeast

82 *Utilities Engineering Report,* Gannett Fleming, August 2021.

corner of Manchester Boulevard and Market Street, there is an AT&T telecommunications line that would potentially conflict with a proposed column. Additionally, several storm drains have been identified along Market Street which may require relocation due to column placement.

In addition, SCE has determined that the proposed Project would likely utilize the existing 16 kva circuit located within the right-of-way of Market Street to provide power for the proposed Project. SCE has also noted that utilization of this existing circuit would require infrastructure upgrades to accommodate the proposed Project.[83]

As the proposed Project columns would potentially conflict with several existing utility lines along Market Street, impacts would be potentially significant.

Manchester Boulevard Segment

As the guideway turns east onto Manchester Boulevard, the guideway would transition from single columns to 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 northern and eastern portions of the intersection of Market Street and Manchester Boulevard. From the intersection of MSF to Prairie Avenue, a combination of single column supports and straddle bents across Manchester Boulevard will be used. The intersection of Market Street and Manchester Boulevard to Locust Street, singular columns would also be arranged within the public right-of-way on the southern side of Manchester Boulevard. Some columns may be located within the existing parking lane on the southern side of Manchester Boulevard, requiring the elimination of parking.

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 columns 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.

Several major utility lines have been identified within the Manchester Boulevard segment of the Project alignment including water, sewer, wastewater, stormwater, and gas lines. The Utility Report indicates that there would be potential column conflicts with streetlights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. Along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue, streetlights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent

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columns. A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. There are underground SCE lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. There is a sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. The line connects to a City sewer which runs east-west along Manchester Boulevard and is in close proximity to five proposed columns. Along Manchester Boulevard between Market Street and Locust Street, there is a water line which would potentially conflict with a proposed column. On Manchester Boulevard, south of Manchester Drive, there are two water line laterals which would potentially conflict with a guideway column. Along Manchester Boulevard between Market Street and Locust Street, there is a 3-inch gas line running north-south that would potentially conflict with one proposed column. On the southern side of Manchester Boulevard, just south of Spruce Street, there is a 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue. As discussed previously, at the northeast corner of Manchester Boulevard and Market Street, there is an AT&T telecommunications line that would potentially conflict with a proposed column.

As the proposed Project columns would potentially conflict with several existing utility lines along Manchester Boulevard, impacts would be potentially significant.

Prairie Avenue Segment

Three straddle bent columns will support the guideway as it proceeds south onto Prairie Avenue just past Nutwood Street. As the guideways converge, they 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 Ave/Hardy Street station and will be supported by straddle bents in the sidewalk and west of the public right of way.

Several major utility lines have been identified within the Prairie Avenue segment of the alignment including water, sewer, wastewater, stormwater, electrical, and gas lines. The proposed Project's Utility Report indicates that a street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. At the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, street light lines would potentially conflict with at least one proposed column. Along the west side of Prairie Avenue beginning at Manchester Boulevard, an underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street. Along Prairie Avenue from Arbor Vitae Street to Hardy Street, there are underground SCE lines which either directly impact, or are very close to, almost every proposed column. There is an overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially

conflict with the proposed guideway depending on height. There is a 12-inch LACSD sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street. South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue, there is a City 8-inch sewer line that would potentially affect every proposed column until Victory Street. Along Prairie Avenue there is an 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street. South of Kelso Street there is an 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street. South of Victory Street and west of Prairie Avenue, there is a gas line of unidentified dimension which would potentially affect one proposed column on each straddle bent to the end of the line. There is a telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

As the proposed Project columns would potentially conflict with several existing utility lines along Prairie Avenue, impacts would be potentially significant.

Solid Waste

The City is served by CDS, which transfers solid waste to the Sunshine Canyon Landfill in Sylmar, California. The Sunshine Canyon Landfill currently receives an average of 3 million tons per year of solid waste and is permitted to receive a maximum of 4.4 million tons per year of solid waste. The landfill has approximately 62,082,860 tons of remaining capacity. Based on the landfill's throughput and availability of land, the landfill has a cease operation date of 2037. Construction of the proposed Project would include demolition of existing buildings as previously noted and would result in the generation of various construction waste including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials would be diverted to recycling facilities. Given the remaining existing capacity at the Sunshine Canyon Landfill, the proposed Project would not require construction of new or expanded solid waste facilities.

The City is required to maintain the 50 percent diversion rate required by the State through the California Solid Waste Management Act. The DBFOM contractor would contract with CDS for bin removal activities. Compliance with construction and operational debris removal and recycling requirements would occur with the City's Environmental Services Department and CDS's Sunshine Canyon Landfill. The proposed Project would not conflict with federal, State, or local statues and regulations related to management and reduction of solid waste. Therefore, the impact of solid waste generated by construction of the Project would be less than significant.

Operation

Telecommunication

The MSF command, control, and communications (CCC) facilities, including the CCR and the CCC equipment room, are planned to be co-located at the MSF.[84] CCC equipment is required for train control and supervision, power control and supervision, station doors, dynamic graphics, closed-circuit television (CCTV), public address, radio, fire detection, and other system-related elements. Additional CCC equipment is located at stations and along the wayside. The CCR provides for the supervision of the overall ATS operation. It houses all display, safety, and communications equipment required to monitor and control the ATS system. Typical equipment includes large work consoles and monitor banks (for system overview, CCTV, etc.). The CCC equipment room would be adjacent to the CCR and houses all servers and equipment for the control of the ATS system. The equipment room is also sized to house the uninterruptible power supplies (UPS) required for the operation of the system equipment. The UPS powers low voltage system equipment at the CCR and CCC equipment rooms. Once operational, the proposed Project would not require additional telecommunication infrastructure and no upgrades to off-site telecommunications facilities are anticipated. Any work that may affect services to the telecommunications lines would be coordinated with service providers. Therefore, this impact would be less than significant.

Water and Wastewater

Existing utility lines for water and sewer lines are located within the footprint of the proposed Project along Market Street, Manchester Boulevard, and Prairie Avenue. Project components including the MSF and stations would utilize these existing water and sewer lines as needed to connect for restrooms, water fountains and janitorial cleaning purposes.

The MSF would also provide for cleaning via an automatic washing of the vehicle exteriors at a Vehicle Wash Facility. The vehicle wash is typically a stationary system located in/near/adjacent to the MSF building where trains can be either manually or automatically moved through the wash facility. Assuming each car gets washed 1 time per week, it is estimated that on average, 230 gallons of water per day (gpd) will be used per day.[85] An on-site water recycling system will be used to collect and recycle water at the wash facility only (for estimation purposes, a recycling value of 80 percent is assumed); the amount of water recycling is determined by the ATS System operator and local requirements. Based on the 280 gpd and 80 percent recycling; the annual water usage for the ATS wash system is approximately 0.5 acre-feet

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

85 Email correspondence with Iris Yuan, Lea+Elliott, June 29, 2020.

per year.[86] The ATS procurement documents will specify the amount to water recycling that is required. The MSF would connect to existing water and sewer lines located along Manchester Boulevard.

Other water demand requirements for the MSF would include restrooms, water fountains, showers, cleaning, etc. Water demand for the stations would include janitor's closets and water fountains. Water demand for the proposed Project is shown in **Table 4.14-10: Proposed Project Water Demand**. Based on the 75,000 square feet of the MSF, and approximately 9,200 SF for each of the three stations (for a total of 27,600 SF), the total water demand for the Project would be approximately 15.36 afy.

The existing commercial center on the site of the proposed MSF is currently served by existing utility lines. Existing water demand for the existing uses to be removed (see **Table 4.14-2**) is approximately 87.22 afy. The proposed Project (stations and MSF) would use approximately 71.86 afy less water than the current uses. Therefore, this impact would be less than significant.

Table 4.14-10
Proposed Project Water Demand

Project Component	Square Footage	Demand Factor (gpd)	Water Demand (gpd)
Stations (3 total)	9,200 SF each 27,600 SF total	0.05	1,380
MSF	75,000 SF	0.05	4,200
MSF Train wash			230
Vons Replacement	46,400 SF	0.18	8,352
Total Daily Demand			13,712
Total Annual Demand			5,004,880 gal/yr. 15.36 afy

Demand factor is based on LADWP demand factors for industrial uses of 0.05 gpd per SF
Stations and MSF use include restrooms, showers and water fountains and janitorial water use.

Electrical Power

In 2019, SCE was contacted to begin coordination related to the power demand requirements for the proposed Project (including the stations, MSF and ATS trains).[87] The following requirements and assumptions were given to SCE regarding the proposed Project:

86 Annual water demand is calculated as 280 gpd reduced by 80 percent to account for recycled water. The result is 56 gpd of fresh water per day for 365 days, or approximately 20,440 gallons of water per year.

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- The proposed Project would require approximately 10 MVA to power the system (trains, traction power, etc.) and infrastructure (station lighting and vertical circulation, guideway lighting, etc.)
- Fully redundant power feeds are requested; and
- Feeds to be provided at a single location; the proposed Project would distribute power as needed.

Using these assumptions, SCE completed a high-level Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the proposed Project's recommended full redundancy design.[88] SCE's analysis assumed the use of the existing single (nonredundant) 16 kva circuit currently available along Market Street as it may be the most likely used circuit for the proposed Project.

The results of SCE's analysis found that:[89]

- The maximum load that can be accommodated at the present time is 10 MVA.
- To accommodate the 10 MVA load with full redundancy, the following upgrades would be required:
  - 1,500 feet of new civil work/duct banks,
  - 1,860 feet of new 1000 JCN cable,
  - 1,700 feet of upgrading/re-cabling the existing SCE primary cable to 1000 JCN, and
  - Two new gas switches.

Moreover, SCE estimated that normal operation of the proposed PDS substation at the MSF Site would have a peak power load flow of 2,008 kilowatts (kW) and normal operation of the proposed PDS substation at the Prairie Avenue/Hardy Street station would have an estimated peak power load flow of 2,119 kW for a total of 4,127 kW.

SCE would complete the aforementioned upgrades and would be subject to its procedures and requirements for construction and environmental clearance. Therefore, this impact would be less than significant. Although this impact is considered less than significant, **Mitigation Measure MM UT-2** is recommended to ensure that the proposed Project is re-evaluated by SCE so as to allow for final design.

Stormwater

Existing storm drains are located within the alignment along Market Street, Manchester Boulevard, and Prairie Avenue. It is anticipated that the proposed Project would not interfere with these storm drains

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during operation. Moreover, storm drains would be kept and maintained by the LACFCD and the City. Therefore, this impact would be less than significant.

Natural Gas

No new gas connections to serve the proposed Project elements would be required except at the proposed MSF. Natural gas would be used at the MSF to serve the pressure wash system, and for space and water heating. It is anticipated that the MSF would connect to existing gas infrastructure along Manchester Boulevard at the discretion of the SoCalGas. As further discussed in **Section 4.5**, the proposed Project would result in a net decrease in natural gas usage compared to the current uses. Therefore, this impact would be less than significant.

Summary

Based on current information and analysis by utility providers for operations, the proposed Project would have potential column conflicts with several existing utility lines along Market Street, Manchester Boulevard, and Prairie Avenue. As such, impacts would be potentially significant.

Mitigation Measures

The following mitigation measures have been identified to reduce potentially significant impacts.

Construction

MM UT-1: Prior to the award of the DBFOM contract, and start of any demolition or construction activities, the City shall be responsible for identifying the locations of existing utilities potentially affected by the Project. This shall include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas ,electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within 20 feet of the proposed Project's guideway and station foundations.

Based on the information from the field investigations, the DBFOM contractor shall be responsible for coordinating with the appropriate utility owners/operators to determine specific set back requirements for each utility line and the need for any stabilization for protection in place or relocation measures.

Operation

MM UT-2: Prior to the award of the DBFOM contract, and start of construction, the City shall contact Southern California Edison (SCE) and request an updated system Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the proposed Project's recommended full redundancy design.

Should SCE determine that additional system upgrades are required, such upgrades shall be the responsibility of the DBFOM contractor and/or the City to complete (including design and any additional environmental clearance), subject to the review and approval of SCE and the City, as applicable.

Level of Significance After Mitigation

Construction

With the implementation of **MM UT-1**, impacts related to the relocation or replacement of utilities would be less than significant.

Operation

Impacts would be less than significant.

Implementation of **MM UT-2** would ensure that the Project is re-evaluated by SCE so as to allow for final design.

4.14.7 CUMULATIVE IMPACTS

Implementation of the proposed Project including the related projects identified in **Section 4.0**, *4.0.6: Cumulative Assumptions*, would further increase demands for utilities and may require the construction or relocation of utility lines.

Water

As discussed previously, the City of Inglewood provides water to 86 percent of the residences and businesses in the City. Water is provided in the remaining areas by Golden State Water Company and Cal America Water.[90] There are approximately 74 related projects within the City of Inglewood that would be within the same service area as the Project. Development of the proposed Project and related projects could cumulatively increase demands on the existing water infrastructure system. However, each project will require a site-specific assessment to determine any impacts to existing water infrastructure. Specifically, all related projects would be required to assess impacts to existing water infrastructure and coordinate with the City prior to project approval. Moreover, utility upgrades would be determined and completed by the City and would be subject to its procedures and requirements for construction and environmental clearance. Additionally, under multiple dry year conditions, imported supplies can be purchased to meet an annual increase in demand. Additional water would be purchased through the City's Metropolitan member agency WBMWD. The purchase will draw primarily through two major water supply

90 City of Inglewood. Water Works. https://www.cityofinglewood.org/463/Water-Works.

systems: the Colorado River Aqueduct and through the State Water Project.[91,92] The proposed Project (stations and MSF) would use approximately 71.86 afy less water than the current uses. Therefore, cumulative impacts related to water infrastructure would be less than significant.

Wastewater

As discussed previously, the City's Public Works Department manages the City's sanitary sewer collection system. There are approximately 74 related projects within the City of Inglewood that would be within the same service area as the Project. Development of the proposed Project and related projects could cumulatively increase demands on the existing wastewater infrastructure system. However, each project will require a site-specific assessment to determine any impacts to existing wastewater infrastructure. Specifically, all related projects would be required to assess impacts to existing water infrastructure and coordinate with the City prior to project approval. Moreover, utility upgrades would be determined and completed by the City and would be subject to its procedures and requirements for construction and environmental clearance. Moreover, the proposed Project (stations and MSF) would use approximately 71.86 afy less water than the current uses. As such, the proposed Project would generate less wastewater than current uses. Therefore, cumulative impacts related to wastewater infrastructure would be less than significant.

Stormwater

As discussed previously, the main storm drain lines within the area of the proposed Project are owned and maintained by the LACFCD and the City. There are approximately 394 related projects within the County of Los Angeles that would be within the same service area as the Project. Development of the proposed Project and related projects could cumulatively increase demands on the existing stormwater infrastructure system. However, each project will require a site-specific assessment to determine any impacts to existing stormwater infrastructure. Specifically, all related projects would be required to assess impacts to existing water infrastructure and coordinate with the LACFCD and the City prior to project approval. Moreover, utility upgrades would be determined and completed by the LACFCD and the City and would be subject to their procedures and requirements for construction and environmental clearance. Therefore, cumulative impacts related to stormwater infrastructure would be less than significant.

Electric Power

As discussed previously, electricity within the City is supplied by SCE. There are approximately 304 related projects that would be within the same service area as the Project. Development of the proposed Project

91 City of Inglewood Public. Public Works. Urban Water Management Plan 2020. https://www.cityofinglewood.org/DocumentCenter/View/16221/20210616-Public-Review-Draft-2020-UWMP. Accessed September 15, 2021.

92 Colorado River Aqueduct was constructed and operated by Metropolitan, which transports water from the Colorado River. The State Water Project is owned and operated by the Department of Water Resources, which transports water from the Sacramento-San Joaquin Delta through the California Aqueduct.

and related projects could cumulatively increase demands on the existing electrical infrastructure system. However, each project will require a site-specific assessment to determine any impacts to existing electrical infrastructure. Specifically, all related projects would be required to assess impacts to existing electrical infrastructure and coordinate with SCE prior to project approval. Similar to the Project, utility upgrades for the related projects would be determined and completed by SCE and would be subject to its procedures and requirements for construction and environmental clearance. Therefore, cumulative impacts related to electrical infrastructure would be less than significant.

Natural Gas

As discussed previously, SoCalGas is the natural gas purveyor within the City. There are approximately 394 related projects that would be within the same service area as the Project. Development of the proposed Project and related projects could cumulatively increase demands on the existing natural gas infrastructure system. However, each project will require a site-specific assessment to determine any impacts to existing natural gas infrastructure. Specifically, all related projects would be required to assess impacts to existing natural gas infrastructure and coordinate with SoCalGas prior to project approval. Similar to the Project, utility upgrades for the related projects would be determined and completed by SoCalGas and would be subject to its procedures and requirements for construction and environmental clearance. Therefore, cumulative impacts related to natural gas infrastructure would be less than significant.

Telecommunications

As discussed previously, the Telecommunications Division of the Information Technology and Communications Department is responsible for all of the voice-related services for the City. Moreover, Spectrum Business is the primary cable provider in the Project area. There are approximately 74 related projects within the City of Inglewood that would be within the Telecommunications Division service area. An additional 320 related projects would be within the Spectrum Business service area. Development of the proposed Project and related projects could cumulatively increase demands on the telecommunication systems. However, each project will require a site-specific assessment to determine any impacts to existing telecommunication infrastructure. Similar to the Project, utility upgrades for the related projects would be determined and completed by the appropriate utility service provider and would be subject to its procedures and requirements for construction and environmental clearance. Therefore, cumulative impacts related to telecommunication infrastructure would be less than significant.

4.14.8 CONSISTENCY WITH CITY OF INGLEWOOD GENERAL PLAN

The City's General Plan includes policies that relate to utilities including water production and wastewater and pertinent to utilities and service systems. These include:[93]

93 *City of Inglewood General Plan,* "Conservation Element" (1997).

- Protect aquifers and water sources by preventing contamination of groundwater from surface contaminants and treating groundwater pumped from City wells to ensure the water meets safe drinking water standards.
- Reduce the ever-increasing demand being placed on the aquifers and on the Statewide water sources through cumulative conservation efforts, reuse of water, and using reclaimed water where potable water is not needed (namely, irrigation and landscaping).
- Maintain a water quality monitoring system to ensure continues compliance with State standards.

Further, the General Plan Conservation Element includes the following policies related to stormwater relevant to the proposed Project:

- Visit businesses to educate owners about stormwater regulations and the penalties for illegally dumping into storm drains.
- Require periodic sweeping to remove oil, grease, and debris from parking lots with 25 spaces or more.
- Increase the frequency of sampling storm drain pollution by County agencies to assess which measures are more successful.
- Continue to stencil warnings over individual storm drain openings that advise against discarding litter into the drains.

Additionally, the General Plan Conservation Element discusses ways to achieve solid waste conservation. These policies seek to ensure the City maintains a diversity of water sources to prevent over-reliance on aquifers and Statewide water sources, and to attain safe drinking water standards for water pumped from City wells, in part through monitoring, periodic maintenance measures, and public education efforts.

The proposed Project responds to the City's vision by incorporating a range of both mandatory and potential but feasibly-integrated sustainability measures (see **Section 3.0 Project Description,** *3.5.9: Sustainability Features*) for the proposed Project related to the areas of energy efficiency and renewable energy, water efficiency and conservation, material conservation and resource efficiency, environmental quality, planning and integrated design, and site planning. These measures apply on a component-by-component basis for the guideway and stations, MSF, and PDS substations. Among the sustainability measures related to limiting water consumption and preventing wastewater generation are mandatory efforts to filter and reuse wash/rinse water from the ATS train wash, xeriscape landscaping, weather-based irrigation control, low flow faucets and fixtures, and using best available water efficiency technologies for cooling towers, among others.

Given that the proposed Project includes the aforementioned features and components, it is consistent with the policies of the General Plan.