

INGLEWOOD TRANSIT CONNECTOR PROJECT

City of Inglewood Public Works Department
November 22, 2021



Workshop Purpose

- The Recirculated Draft Environmental Impact Report (EIR) on the Inglewood Transit Connector Project was released on November 12, 2021
- Questions raised during the virtual meeting will not be considered official comments on the Draft EIR; official comments must be submitted in writing, and they will be responded to in the Final EIR

Introductory Items

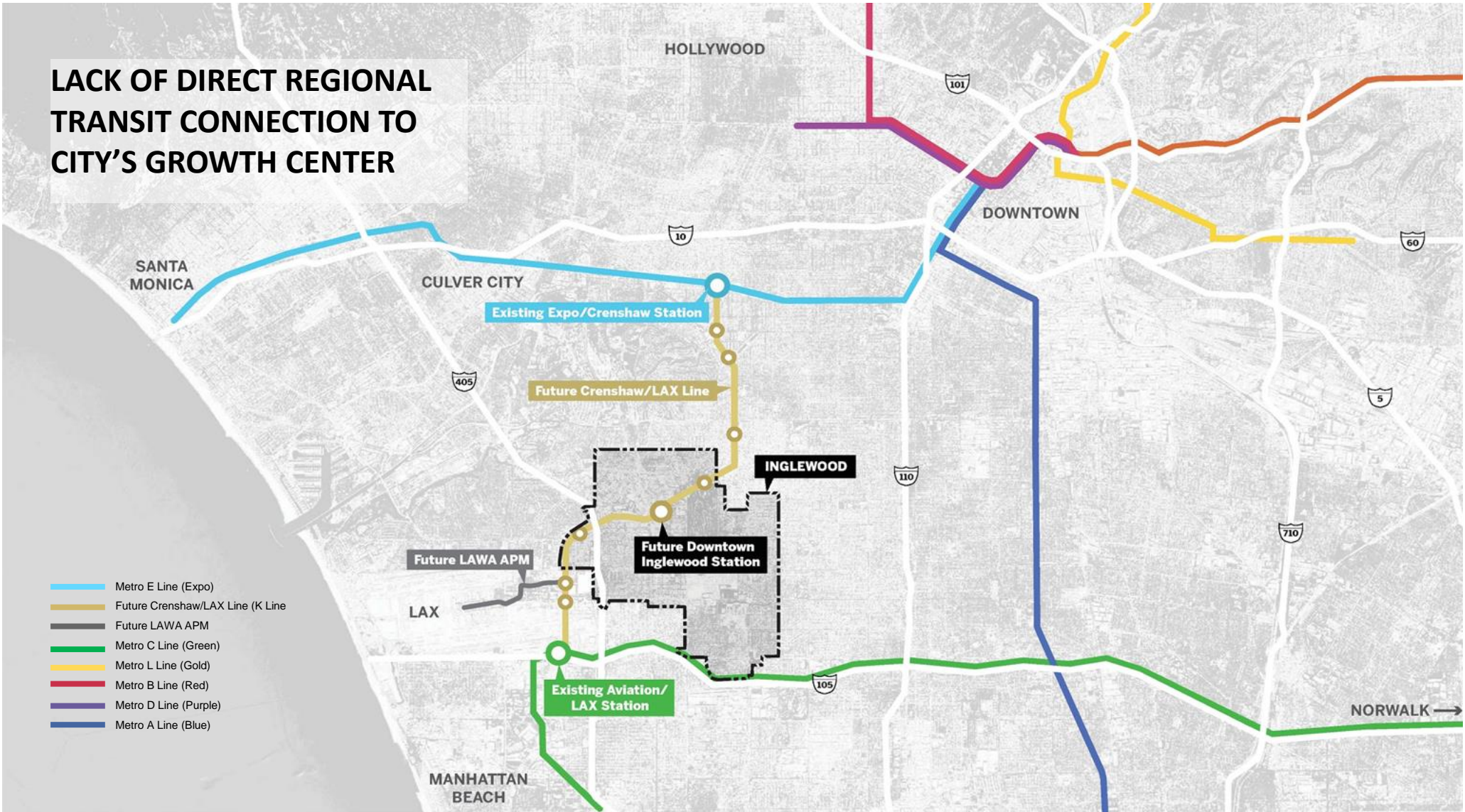
- Today's public workshop is being recorded
- Attendee videos and microphones have been disabled by the host

PURPOSE AND NEED



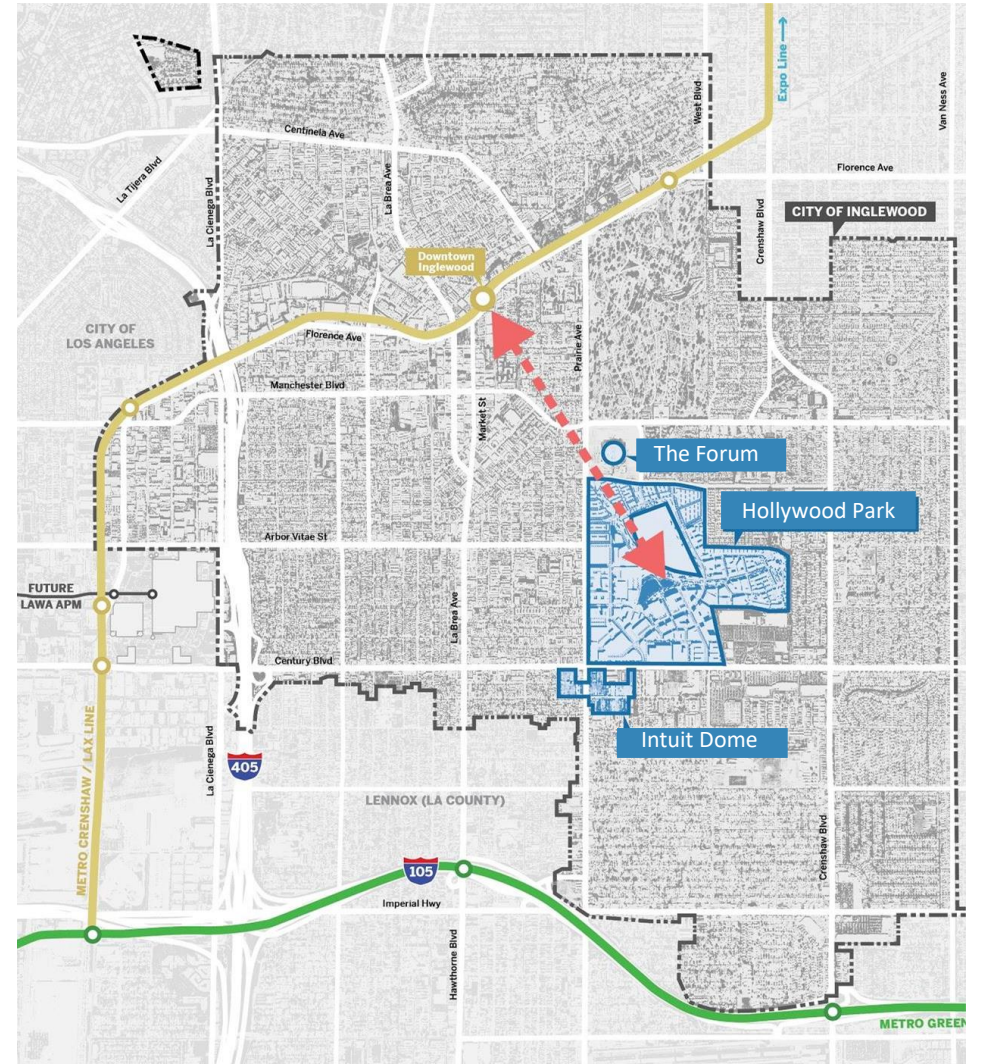
Purpose and Need

**LACK OF DIRECT REGIONAL
TRANSIT CONNECTION TO
CITY'S GROWTH CENTER**



First/Last Mile Connection

1. By 2040, project area is projected to generate 3x the growth rate in population, 2x in households, and 8x as much employment than the County of Los Angeles
2. Need to close first/last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues



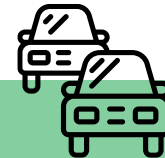
The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity and quality of life benefits to the City of Inglewood.



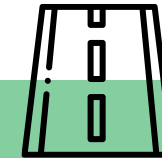
Connects residents and communities to local and regional jobs, education, services and destinations, and supports efforts to improve economic stability



Creates a convenient and environmentally sustainable transit connection to and from Inglewood's new major employment, commercial and activity centers



Reduces vehicular traffic congestion on both event and nonevent days while maintaining existing roadway capacity.



Alleviates growing demand on limited existing streets and roadways



Reduces greenhouse emissions to help improve air quality



Encourages transit as a primary mode of travel in the City of Inglewood



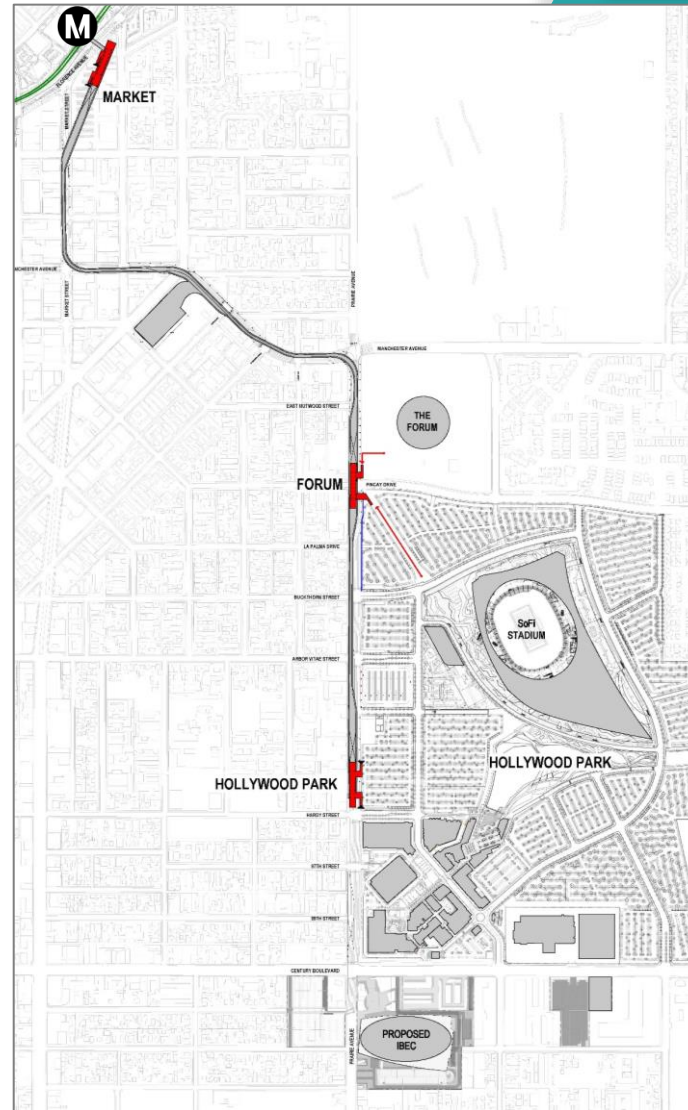
Supports economic revitalization and redevelopment in the City of Inglewood

PROJECT DESCRIPTION

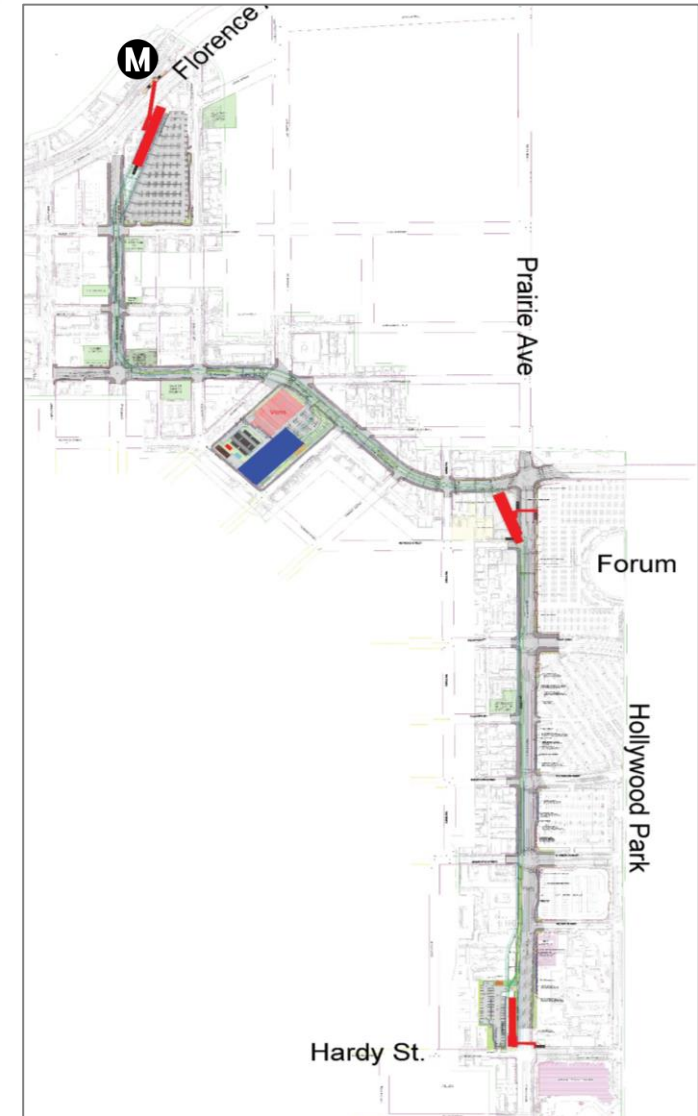


Refined Draft EIR Project Description

- **1.6-mile elevated automated transit system with three stations connecting the K Line to:**
 - Downtown Inglewood/Market Street
 - The Forum
 - SoFi Stadium and Hollywood Park
 - Intuit Dome
- Working together with stakeholders along the proposed ATS alignment, City has refined project to address stakeholder concerns and feedback.
- Analysis shows minor improvements to Transit Ridership, VMT and GHG reductions.



2020 ITC Project Description



2021 ITC Project Description

Project Elements: Automated Transit System (ATS)



BART at Oakland International Airport



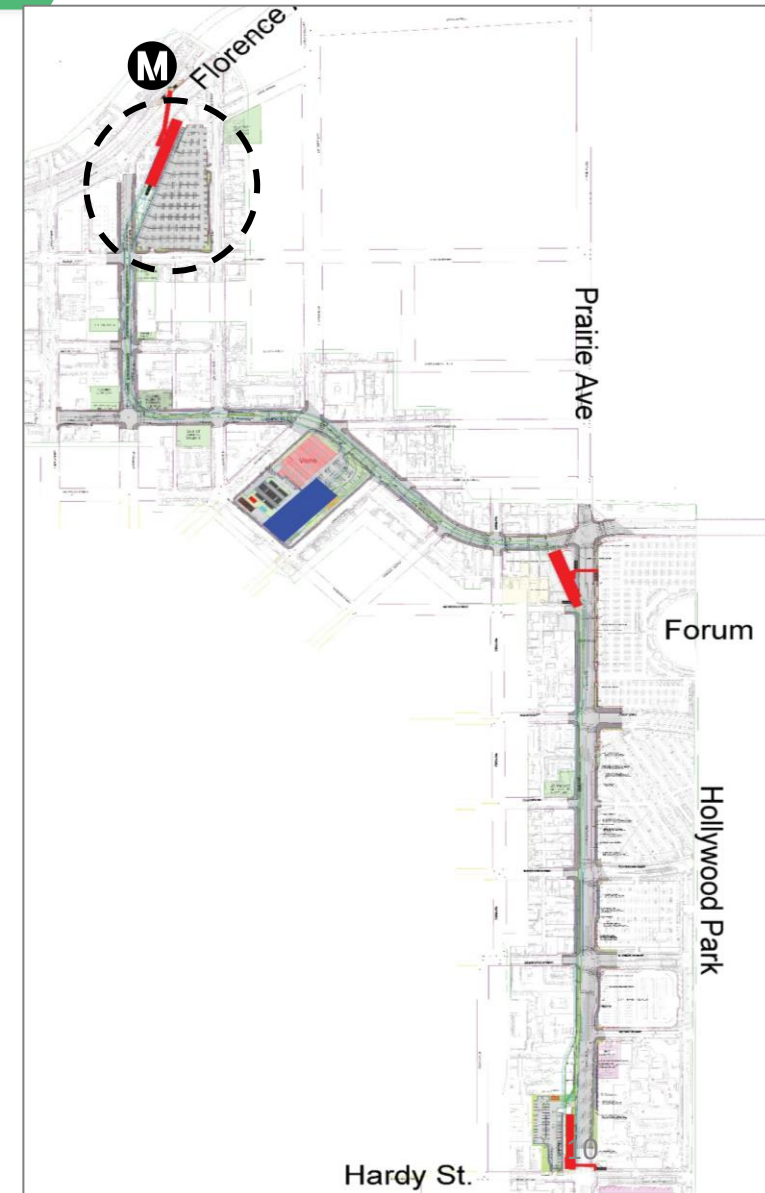
Las Vegas Monorail

What is an ATS System?

- ATS's are safe, efficient, cost-effective transportation solutions that are ideal for carrying large groups of people short distances with minimal to no impact on existing roadways
- ATS's reduce vehicle trips traveled and improve traffic circulation with corresponding improvements to air quality, public health, and reductions in greenhouse gas emissions from conventional modes of transportation
- The Inglewood Transit Connector ATS will consist of fully electric-powered, driverless vehicles designed to provide fast, high-quality service with short wait times
- The ATS will operate 7 days a week with increased service on event days to meet peak hour ridership
- Metro's 2017 transit connection study determined this to be the best alternative for linking the City's growing housing, retail, sports and entertainment centers to its countywide Metro system

Station 1: Market Street/Florence Avenue Station

Inglewood
**TRANSIT
CONNECTOR**



ITC Maintenance Storage Facility (MSF)

ATS systems require a Maintenance and Storage Facility where ATS cars are repaired, maintained and stored.



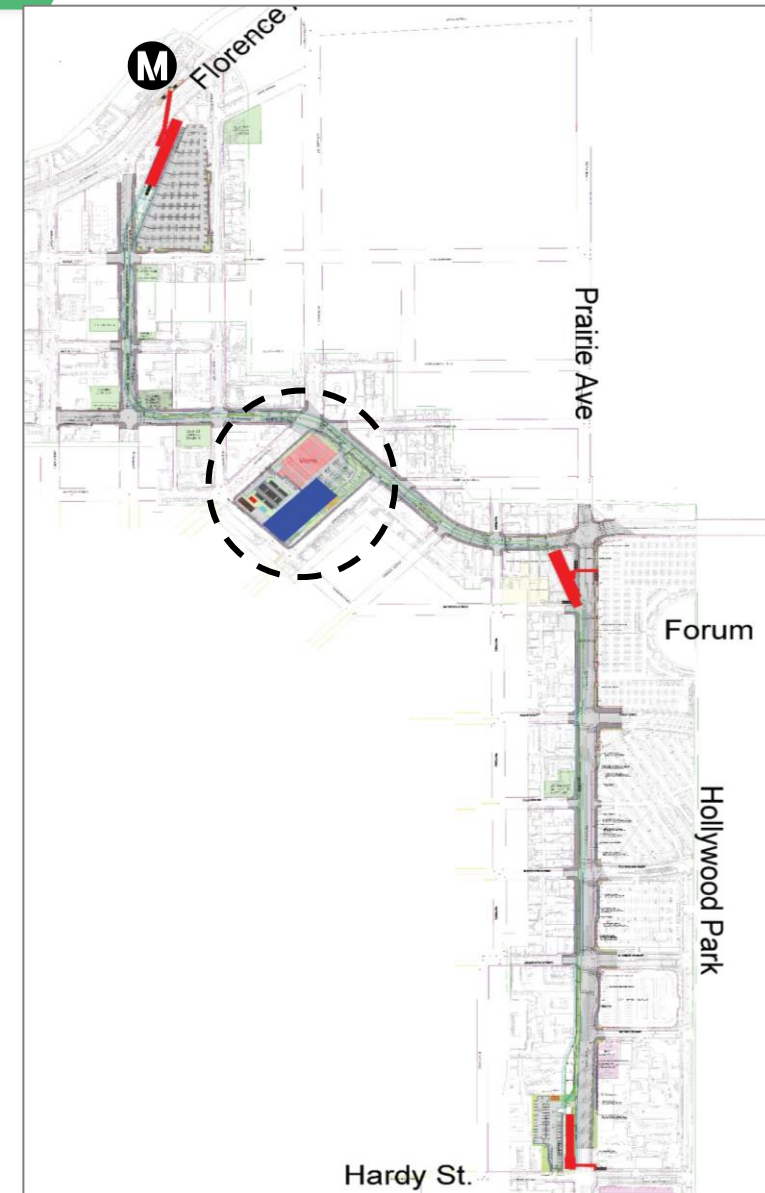
IAH Skyway (Houston Airport) MSF Site



IAH Skyway (Houston Airport) MSF Site



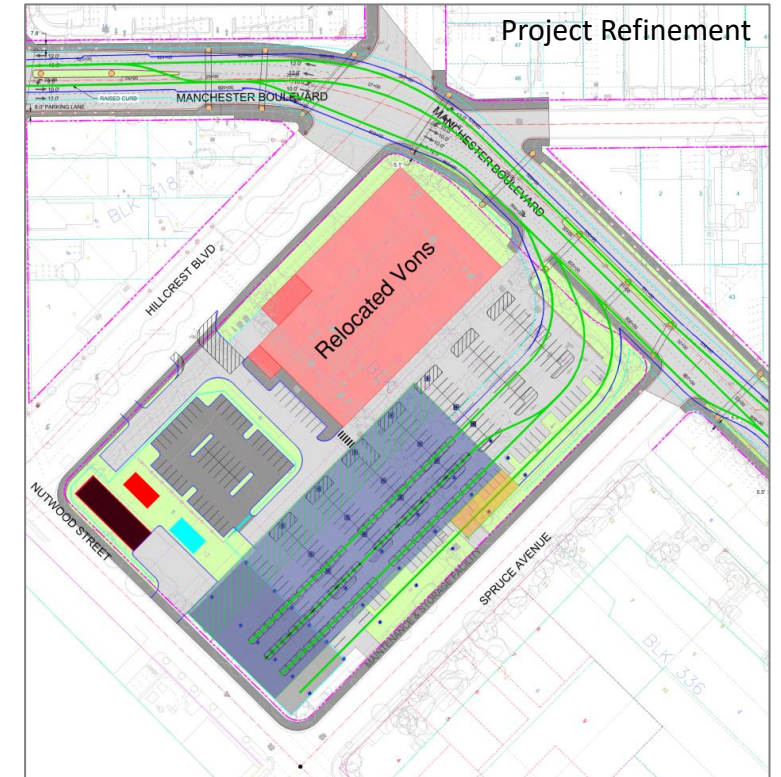
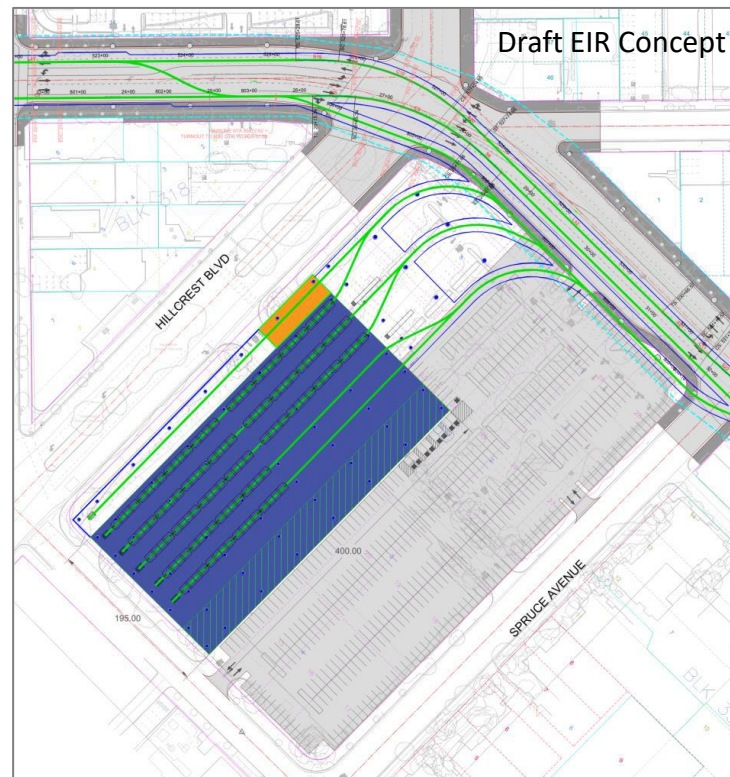
Atlanta International Airport MSF Site



Hardy St.

Stakeholder Collaboration Efforts: Coordination with Vons

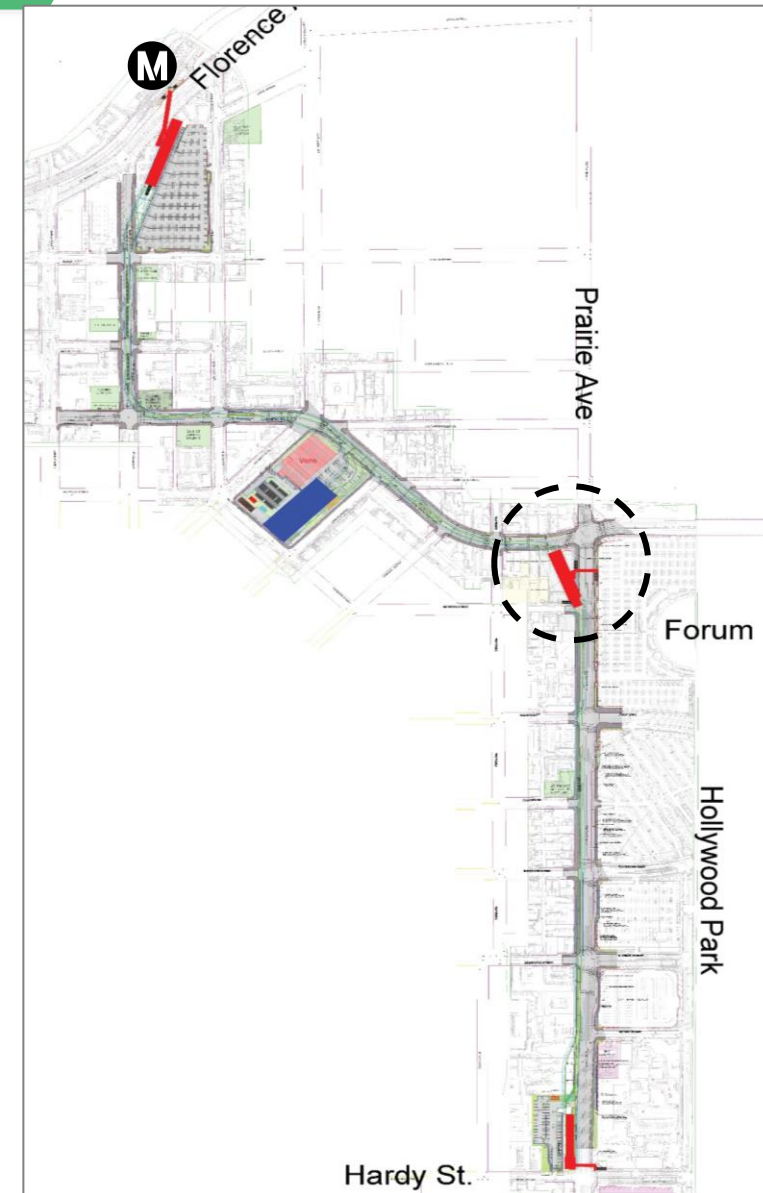
- City is actively coordinating with Vons/Albertsons ownership to collocate existing grocery store use alongside MSF operations
- Originally, Draft EIR proposed relocation of Vons; over past few months, City has developed a new concept in collaboration with Vons to collocate with MSF Site



Station 2: Prairie Avenue/Manchester Boulevard Station

Prairie Avenue / Manchester Boulevard Station

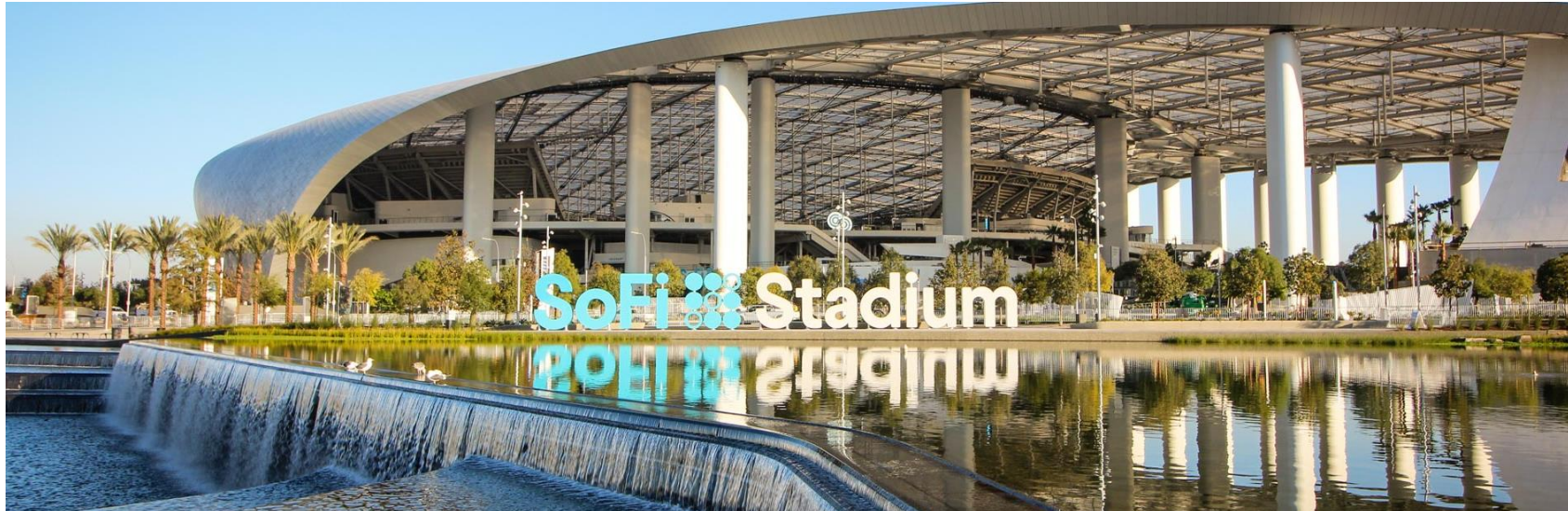
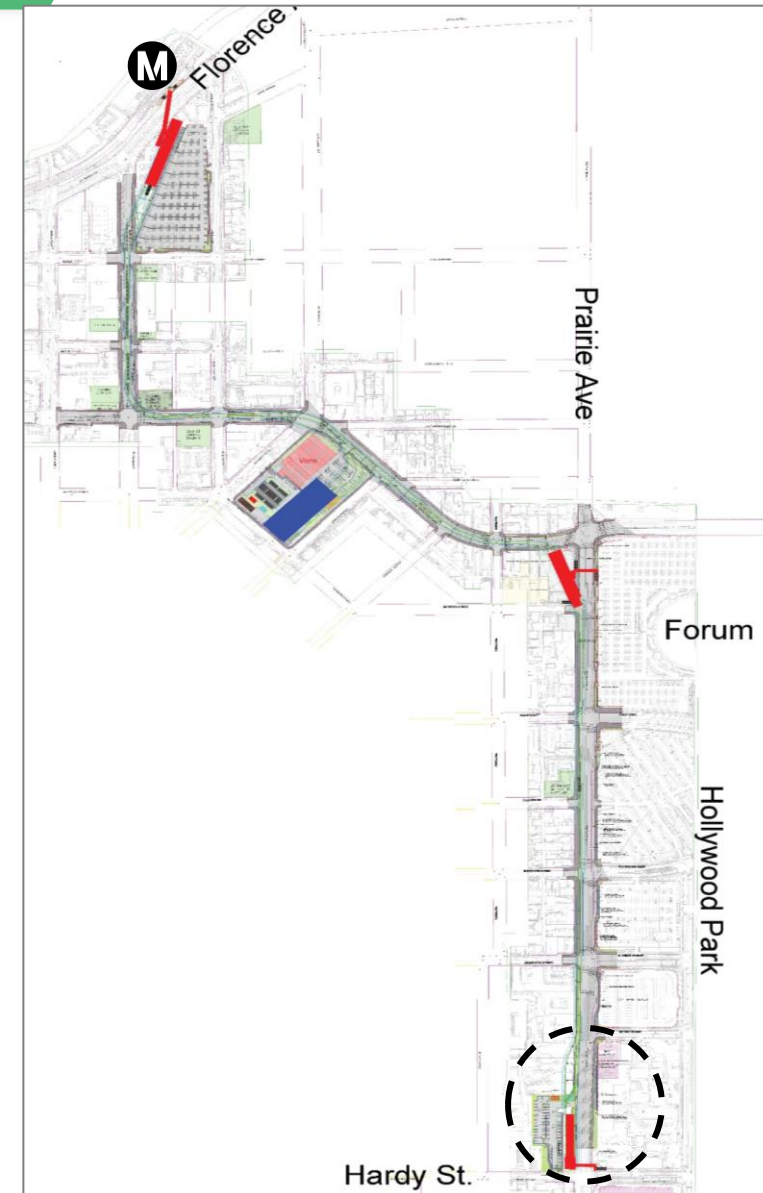
Travel to the historic Forum, one of the region's premier indoor arena and entertainment venues and scheduled to host events during the 2028 Summer Olympic Games.



Station 2: Prairie Avenue/Hardy Street Station

Prairie Avenue / Hardy Street Station

Access SoFi Stadium, Hollywood Park Retailers, and the Intuit Dome – the region's new center for sports, entertainment, housing and employment.

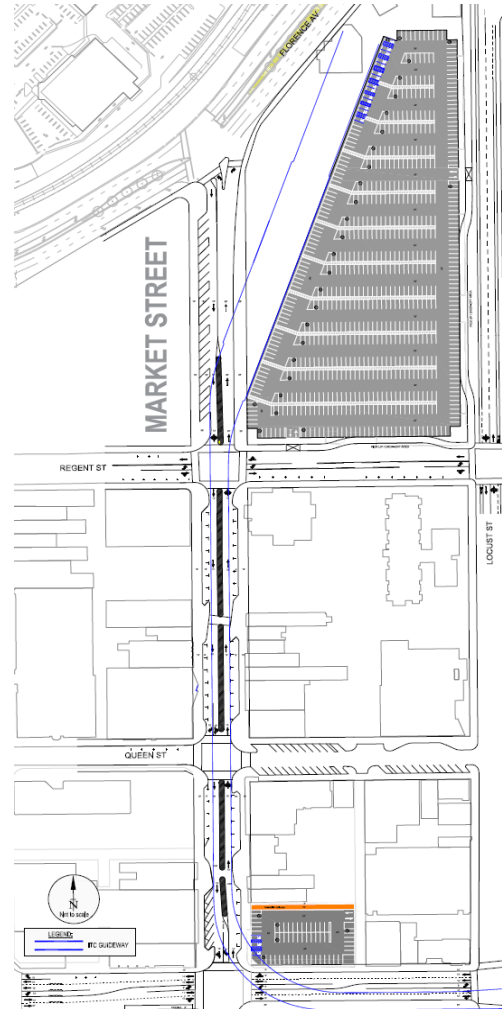


Project Elements: Parking Lots

Additional public parking would be provided as part of the Project at three locations:

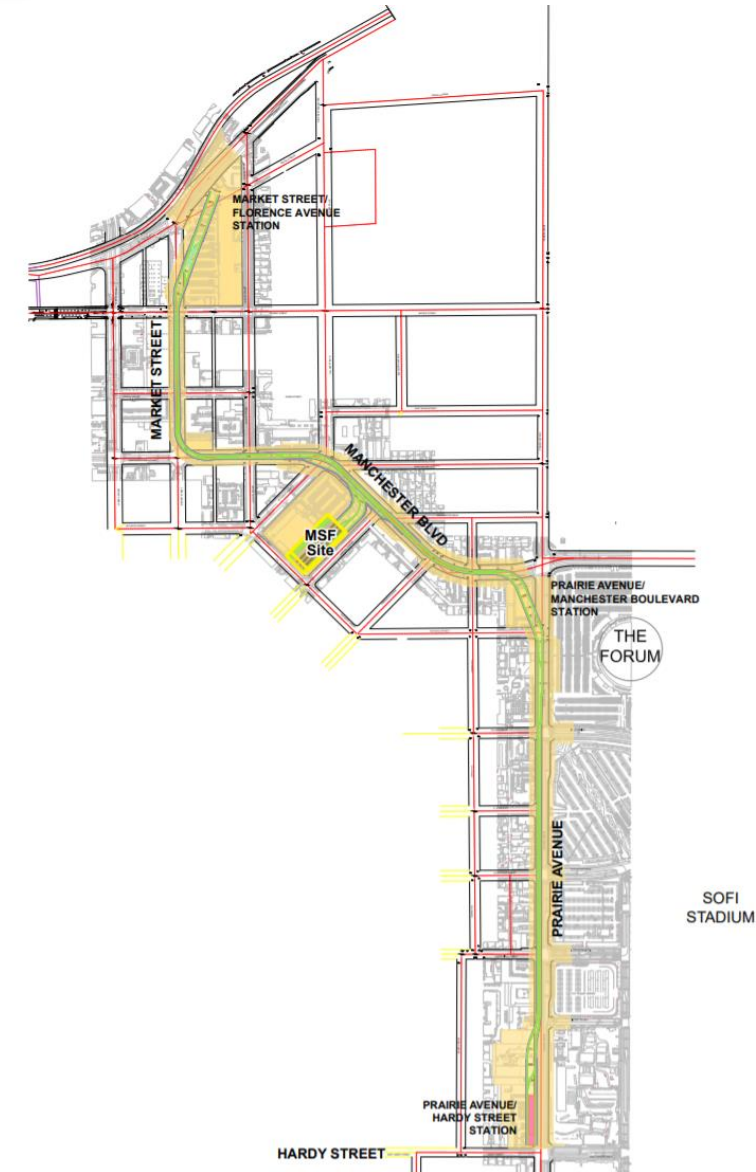
- 650 spaces at the Market Street/Florence Avenue Station with pickup and drop off areas
- 50 parking spaces at a surface lot at 150 S. Market Street at Florence Avenue
- 300 parking spaces at the surface parking lot at the MSF Site at 500 E. Manchester Boulevard
- 100 spaces at the Hardy Street/Prairie Avenue station

Parking lot designs will be attractive, safe, easily accessible, and low maintenance with sustainable landscaping



Project Elements: Transportation Corridor Overlay Zone

- The TC Overlay Zone is proposed to regulate and define transportation and other land uses within the transit corridor
- The TC Overlay Zone would apply to the Project area, ATS guideway, stations, and all related support facilities (see shaded area on map)
- The TC Overlay Zone establishes procedures that will allow the City to plan for future development or transit uses within the Zone
- The TC Overlay Zone will provide for flexible yet consistent design review process for the construction of the ATS system and will streamline the permitting process for the ITC Project
- The new TC Overlay Zone will not result in changes to existing, underlying zoning for non-ITC Project developments



Project Elements: Design Standards and Guidelines

Design Standards and Guidelines updated for the ITC Project to achieve the following:

- Provide framework for enhancing the experience in and around Downtown
- Encourage the development of sustainable and user-friendly spaces with a focus on unified high-quality architecture and urban design.
- Enhance the streetscape, create walkable urban zones, and activate connectivity to businesses
- Create a seamless interaction between a variety of users including pedestrians, cyclists, transit riders, and automobile drivers with an emphasis on the public experience.
- Integrate the Project with the existing community and will harmonize with the surrounding urban landscape.



Project Elements: Construction Commitment Program

Traffic Management Plan

The City will establish a Project Task Force for the ITC Project that would review worksite traffic control plans and other traffic management plans to address

- Proactively assess traffic conditions and establish detour routes
- Close coordination with residential, commercial neighbors, police and fire personal

Aggressive Air Quality Commitments

- Commitment to Clean Construction Program utilizing Tier 4 equipment
- Aggressive Dust Control Requirements
- City will monitor the implementation of air quality mitigation measures through direct inspections, record reviews, and compliance investigations

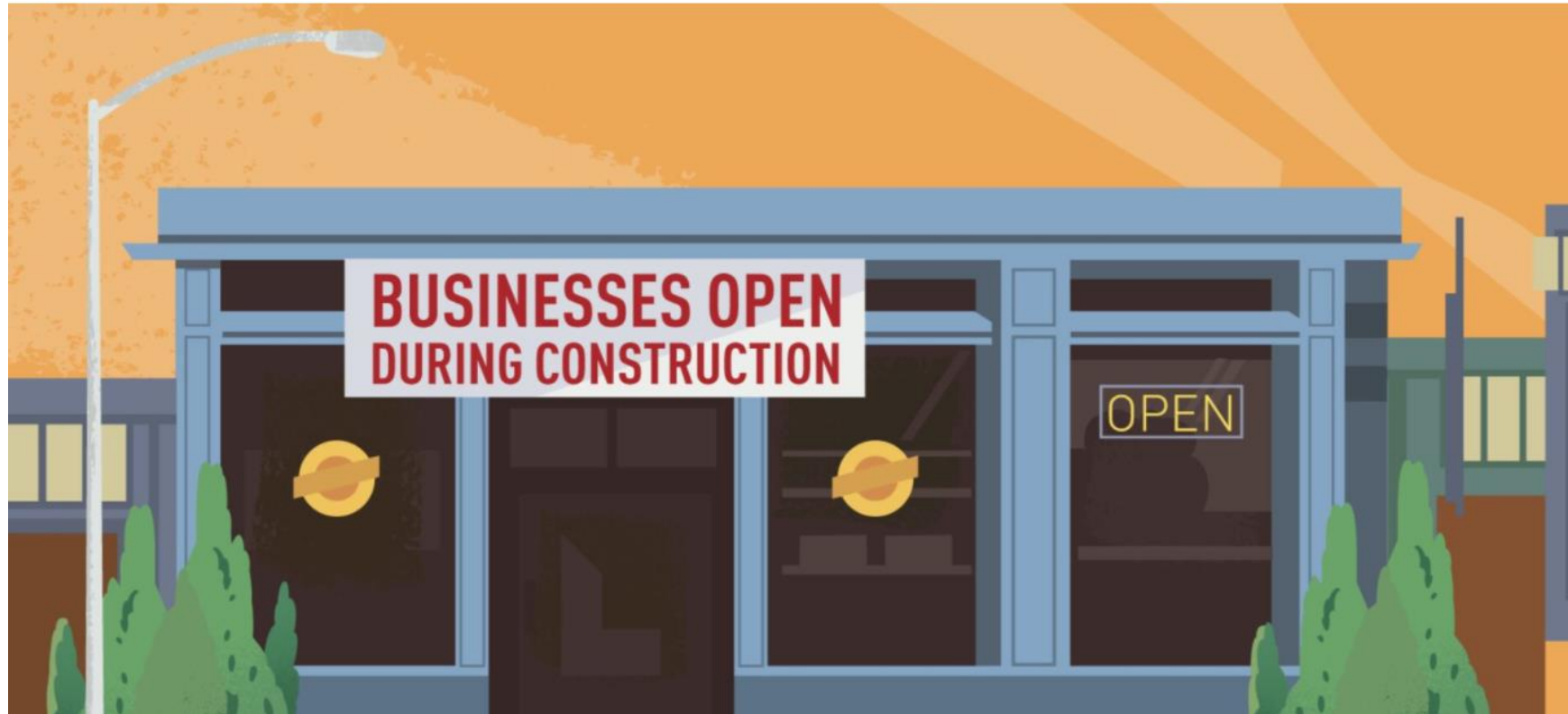
Business and Community Support Programs

- Advertising support for businesses
- Advance notice of construction activities that may affect businesses or the community
- Access to a Project Public Liaison to address concerns



Project Elements: Business Interruption Assistance Program

The City will create a \$5 million dollar Business Interruption fund to provide financial assistance to small “mom and pop” businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project.



PROJECT BENEFITS



ITC Project Environmental Benefits

Projected Annual Ridership:

Year	Total Annual Ridership
2027	<u>3.1 million</u>
2045	<u>3.8 million</u>

Projected Reduction of Annual Vehicle Miles Traveled:

Year	Total VMT Reduction
2027	<u>36 million</u>
2045	<u>43 million</u>

GHG Emission Reductions:

Year	GHG Emission Reductions (MTCO ₂ e)
2027	<u>74,704 (annual)</u>
2045	<u>74,844 (annual)</u>
Project Lifetime	<u>768,922</u>



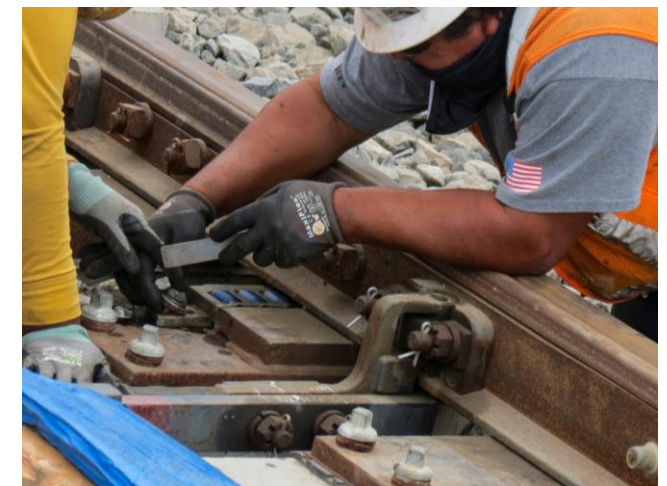
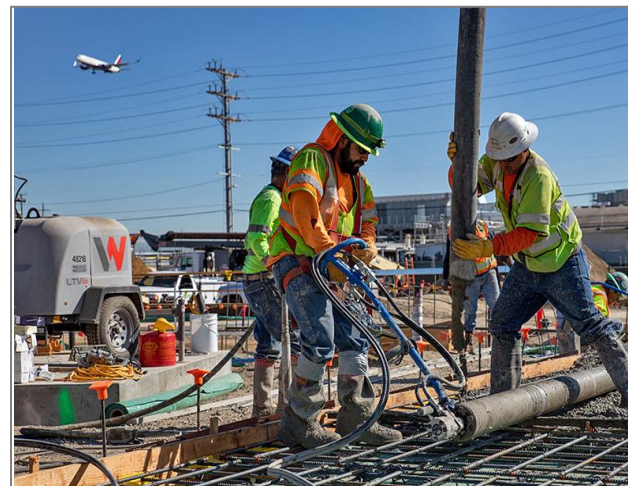
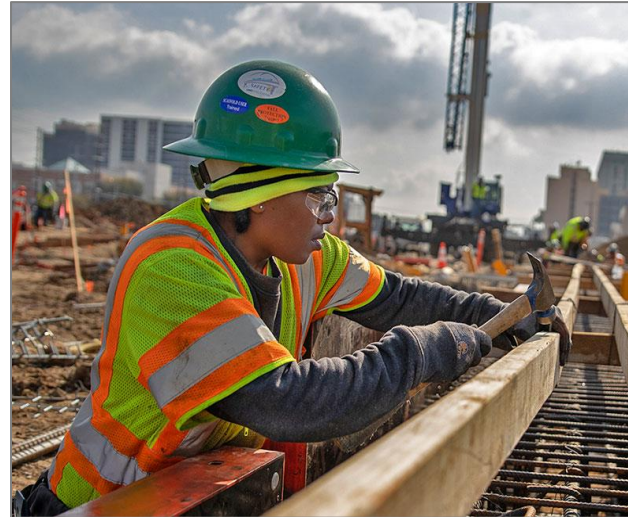
ITC Will Create Jobs in the City of Inglewood and Los Angeles Region

1. Job Creation Benefits

- a. ~500-700 construction workforce jobs, and ~150 full-time jobs for O&M
- b. Over ~10,000 indirect jobs supported by Project budget

2. Contractor will be required to comply with a project-specific Project Labor Agreement; City is in active discussion with building trades to execute

3. City is committed to ensuring meaningful participation by small, local and disadvantaged businesses



ENVIRONMENTAL REVIEW PROCESS



Based on feedback received during the Draft EIR circulation period, the City has further refined the Project and revised the Draft EIR to evaluate these changes to the Project.

CEQA Schedule	Anticipated Date
Recirculate Revised Draft EIR	November 12, 2021
45-Day Public Review Period	November 2021 to December 2021
Prepare Final EIR	December 2021 to January 2021
City of Inglewood Planning Commission Hearing on EIR Certification & Project Approval	February 2022
City of Inglewood City Council Hearing on EIR Certification & Project Approval	February 2022

Topics Evaluated in the Draft EIR

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise and Vibration
- Population
- Employment and Housing
- Transportation and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems

Topics Not Evaluated in RDEIR Based on Preliminary Review

- Agricultural and Forestry Resources
- Hydrology and Water Quality
- Mineral Resources
- Public Services
- Recreation
- Wildfire Impacts

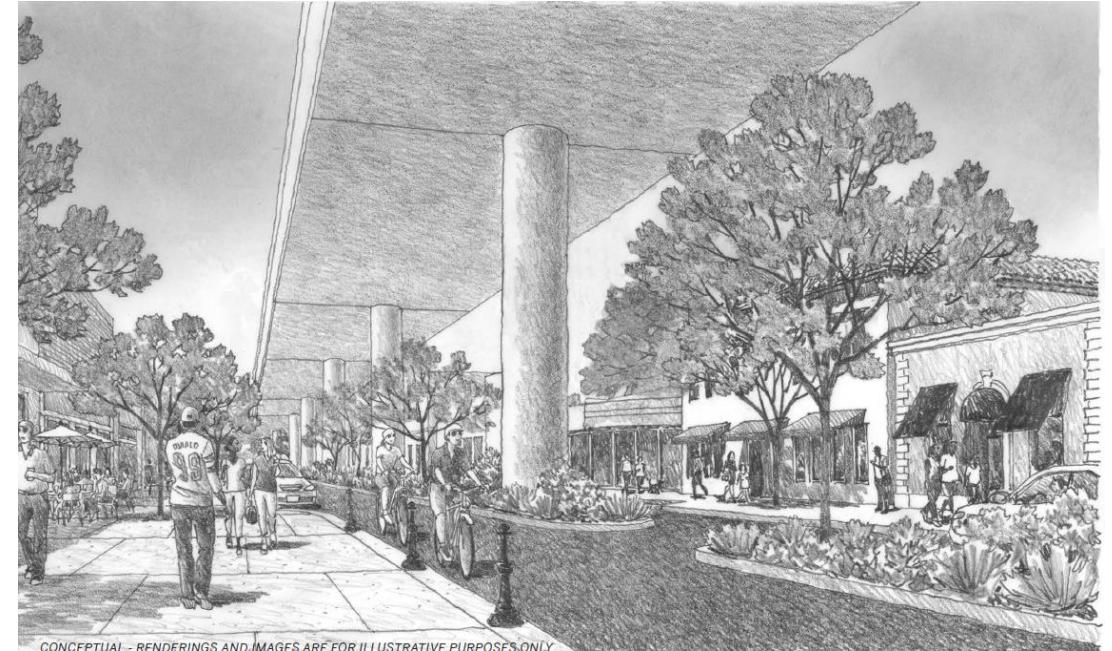
**Recirculated DEIR identifies
No Unavoidable Significant Impacts**

What We Studied

- Visual character, scenic resources, scenic vistas, light and glare
- Visual impacts historic resources & significance of historic resource

What We Found

- No designated scenic views or vistas are located within or visible from the City
- Light and glare impacts during construction and operation would be less than significant
- Project would complement the existing surrounding by using transparent and neutral tones as part of its design character
- Project designed in a manner that maintains important aspects of the existing setting for historic resources located along the alignment
- **Impacts Mitigated to Less than Significant**



Miami's Underline Park - 2021



Air Quality and Greenhouse Gas Emissions Analysis

What We Studied

- Air pollutant and Greenhouse Gas (GHG) emissions from operations and construction equipment and activities
- Health Effects of Pollutants

What We Found

- After completion, Proposed Project would reduce greenhouse gas emissions and criteria pollutants
- No significant risk to health from air emissions during construction and operations
- No significant and unavoidable impacts to air quality resources during operations and greenhouse gas emissions during construction and operations.
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- Commitment to Clean Construction Program utilizing Tier 4 equipment
- Aggressive Dust Control Requirements
- Maximizing the use of electric power construction equipment



What We Studied

- Local habitats, wetlands, wildlife corridors and/or nurseries

What We Found

- Existing trees will be removed to accommodate Project
- No impacts on riparian habitat, wetlands, and biological species
- No impacts on local, regional or state conservation plans
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- All trees removed to accommodate Project will be replaced in accordance with City's Tree Protection Ordinance
- Surveys and monitoring to ensure no nesting birds impacted



What We Studied

- Archaeological resources
- Disturbance of human remains
- Effects to tribal cultural resources

What We Found

- Potential impacts to subsurface resources that may be present along proposed ATS alignment
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- Retention of a Tribal Cultural Resources Monitor/Consultant
- Monitoring and Mitigation Program
- Cultural Resource Sensitivity Training
- Archaeological and Native American Monitoring



What We Studied

- Energy Resources – electricity, natural gas and transportation-related energy (petroleum-based fuels)

What We Found

- Operation of proposed Project would
 - Reduce VMTs and would reduce annual petroleum consumption
 - Support statewide efforts to improve transportation efficiency, comply with the CALGreen building code
- Electrical energy demands, natural gas and transportation fuel demands would be less than significant
- After completion, energy consumption from the proposed Project would not be wasteful, inefficient, or unnecessary
- **No significant impacts**

Mitigation Measures

- No mitigation measures necessary



What We Studied

- Geology and soils conditions, seismic hazards, paleontological resources/geologic features

What We Found

- Potentially active faults, including Townsite, Centinela Creek, Cemetery Fault and Manchester Faults located near active Newport-Inglewood fault zone
- Potrero Fault lies approximately one-quarter mile east of Project
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- Designing the Project in conformance with 2019 California Building Code, Caltrans and applicable seismic design criteria
- Preparation of Stormwater Pollution Preparation Plan
- Qualified paleontologist to develop a program for monitoring of certain ground disturbing activities, and for handling of paleontological materials, if discovered.

What We Studied

- Historic land uses that used or stored hazardous materials, use and storage of hazardous materials during construction

What We Found

- Potential impacts related use and storage of hazardous materials typical of those used in an industrial setting
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- ITC Construction Commitment Program includes plans addressing the handling of hazardous materials encountered during construction
- Building Demolition Plan
- Hazardous Materials Contingency Plan
- Soil Management Plan
- Health and Safety Plan

What We Studied

- Potential to physically divide existing community, conflict with City's existing land use plans and policies

What We Found

- Project primarily in the City's public right of way
- ATS guideway, stations, and associated facilities would not:
 - Physically divide the community
 - Disrupt existing patterns of traffic connecting different parts of community
 - Project is consistent with SCAG 2020-2045 Regional Transportation Plan/Sustainable Community Plan
 - Proposed General Plan Amendment and Transportation Overlay Corridor Zone are consistent with overall goals of City's General Plan
- **No significant impacts**

Mitigation Measures

- No mitigation measures necessary

What We Studied

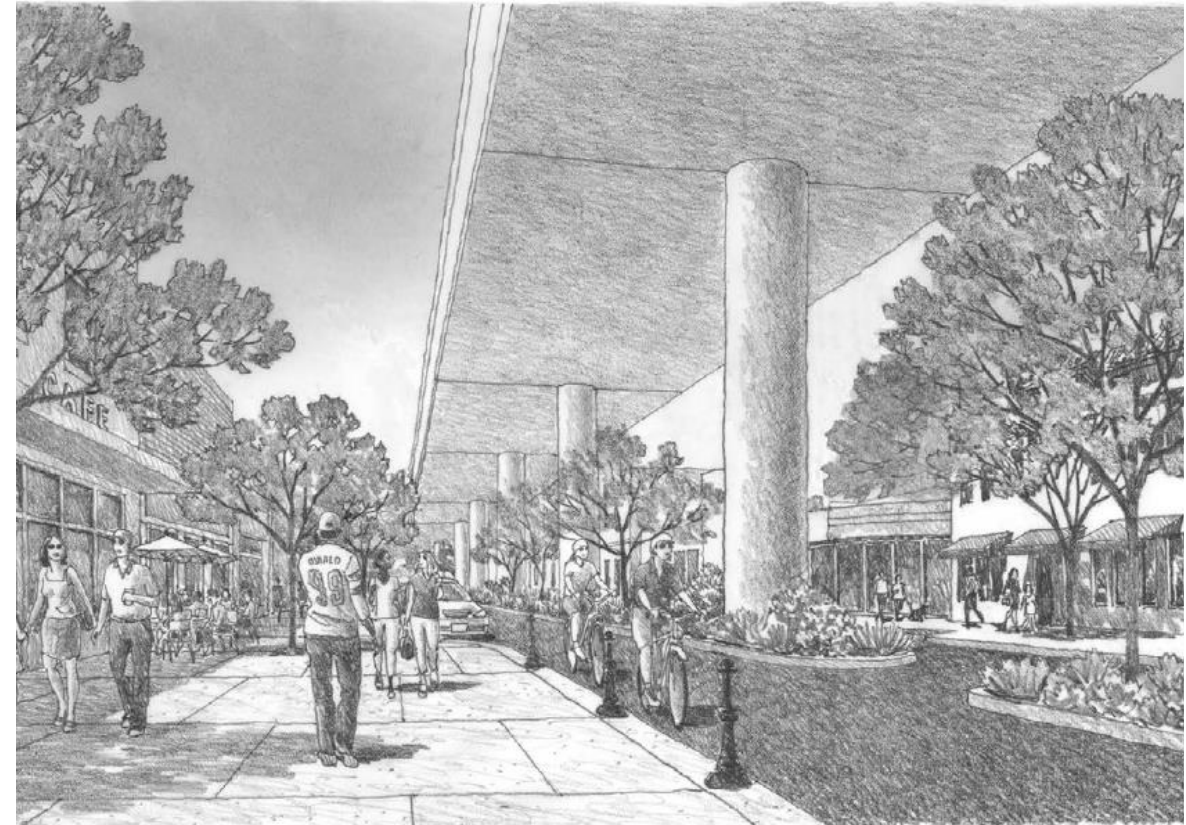
- Changes in noise levels and vibration during construction and operations

What We Found

- Roadway conditions with implementation of the proposed Project would not exceed threshold of significance of an increase noise level
- Noise impacts from operations would be less than significant
- With implementation of the Construction Commitment Program, construction noise levels would be less than significant
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- ITC Construction Commitment Program includes a robust noise mitigation and vibration monitoring program



What We Studied

- Existing street system, public transit service and bicycle facilities that may be affected, Vehicle Miles Traveled (VMT), safety and emergency access

What We Found

- Reduction of daily traffic volumes along key roadways during peak periods and event days
- Substantial reduction of VMT during non-event and event days
- Project would not create or increase safety hazards due to a design feature
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- ITC Construction Commitment Program includes a Construction Staging and Traffic Control Program

What We Studied

- 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 and utility related infrastructure that would result environmental impacts.

What We Found

- MSF would connect to existing gas infrastructure along Manchester Blvd and would result in a net decrease in natural gas usage compared to current uses
- No major utilities would require relocation
- Project may conflict with location of some existing utilities
- **Impacts Mitigated to Less than Significant**

Mitigation Measures

- City shall:
 - Identify locations of existing utilities
 - Coordinate with all existing utility providers
 - Coordinate with SCE and request updated system Distribution Study

Recirculated Draft EIR: Summary of Findings

Resource Area	Level of Significance in the Draft EIR (2020)	Level of Significance in the Recirculated Draft EIR (2021)
Aesthetics	Significant and Unavoidable	Less – Than – Significant
Air Quality	Construction - Significant and Unavoidable	Less – Than – Significant
Biological Resources	Less – Than – Significant	Less – Than – Significant
Cultural Resources	Significant and Unavoidable	Less – Than – Significant
Energy Resources	Less – Than – Significant	Less – Than – Significant
Geology/Soils	Less – Than – Significant	Less – Than – Significant
Greenhouse Gas	Less – than – Significant	Less – Than – Significant
Hazards and Hazardous Waste	Less – than – Significant	Less – Than – Significant
Noise and Vibration	Less – than – Significant	Less – Than – Significant
Population, Employment and Housing	Less – Than – Significant	Less – Than – Significant
Transportation	Less – than – Significant	Less – Than – Significant
Tribal Cultural Resources	Less – than – Significant	Less – Than – Significant
Utilities	Less – than – Significant	Less – Than – Significant

Comments made in this meeting are not considered official comments on the Recirculated Draft EIR. To provide official comments, please send written comments by using one of the following methods:



Mail

Attn: Mindy Wilcox, AICP, Planning Manager
City of Inglewood Planning Division
One W. Manchester Boulevard
Inglewood, CA 90301



Email

InglewoodTransitConnector@CityOfInglewood.org

Comments must be received by the City of Inglewood no later than 5:00 PM, Pacific Time on **Monday, December 27, 2021**

THANK YOU



Widespread Support for Project

