



APPENDIX A

Revised NOP and IS





CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020

REVISED NOTICE OF PREPARATION

PROJECT NAME: Inglewood Transit Connector Project

STATE CLEARINGHOUSE NO.: 2018071034

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

SUMMARY: The Inglewood Transit Connector Project (proposed Project) is a proposed Automated People Mover (APM) mass-transit line connecting the City of Inglewood (City) to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City, as the Lead Agency, prepared an Initial Study (Original IS), which was published in July 2018 (SCH 2018071034).

The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the proposed Project. A Notice of Preparation (Original NOP) was circulated, and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received, in addition to refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

The proposed Project includes transit improvements that would be constructed in the City along the same route and alignment as noted in the Original NOP and Original IS. The elevated guideway would be located primarily within the public right-of-way from the intersection of Market Street and Florence Avenue intersection, along Market Street to Manchester Boulevard, then to Prairie Avenue. The portions of the elevated guideway not within the public right-of-way occur at the location of Market Street/Florence Avenue Station where the elevated guideway leaves the right-of-way and enters into an existing commercial center northeast of the intersection of Market Street and Regent Street. The existing uses would be demolished.

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The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds southwest to Market Street, where it turns south onto the existing right-of-way along Market Street. The elevated guideway alignment continues on Market Street until the intersection with Manchester Boulevard, where it turns east onto Manchester Boulevard until the intersection with Prairie Avenue. At this point, the elevated guideway alignment turns south onto Prairie Avenue and continues south on Prairie Avenue until the intersection of Prairie Avenue and Hardy Street, where it terminates with the Prairie Avenue/Hardy Street Station.

The proposed Project would also include a maintenance and storage facility (MSF) that would store and maintain the trains and two traction power substations (TPSSs). The proposed MSF would be constructed adjacent to the right-of-way at the proposed MSF site, south of the corner of Hillcrest Boulevard and Manchester Boulevard, which is currently occupied by a commercial center and gas station; this site would also include one of the proposed TPSS sites. The second TPSS site would be located at the City's proposed Intermodal Transportation Facility (ITF) located on Prairie Avenue south of Arbor Vitae Street; this TPSS site would be to the east of Prairie Avenue, outside of the right-of-way within the ITF site. The existing uses would be demolished. Anticipated construction duration for the proposed Project is 4 to 5 years.

The Revised NOP and Revised IS reflect the following refinements and modifications that have been made to the proposed Project:

- Changes to proposed Project's from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.
- Refinements and modifications to the proposed stations as follows:
 - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to the three stations.
 - The new locations for the three stations are located at:
 - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
 - Prairie Avenue/Arbor Vitae Street Station: at the intersection of Prairie Avenue and Pincay Drive; and
 - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street.
 - A pedestrian bridge linkage has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw line on the northside of Florence Avenue.
- Removal of the Intermodal Transportation Facilities as part of the proposed Project. The City is proceeding with that project separately.
- Reduce the potential number of traction power substations from three to two. One will be co-located with the MSF facility and one will be located on the City's ITF site on Prairie Avenue.

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This Revised NOP and Revised IS are being recirculated as a result of these Project refinements.

PROJECT LOCATION:

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

The proposed Project is generally bounded by Florence Avenue to the north; Hardy Street to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**).

The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds from the intersection of Market Street and Florence Avenue adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east onto Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street.

The elevated guideway will be located within the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue; with the exception of the Market Street/Florence Avenue Station, which will be located on a site that currently includes existing commercial use northeast of the intersection of Market Street and Regent Street, and the proposed MSF that will be located on a site that currently has commercial uses south of the intersection of Manchester Boulevard and Hillcrest Boulevard outside of the right-of-way (see **Figure 3: Typical Automated People Mover**). Construction staging is anticipated to be contained within the footprint and easements of the proposed Project, at sites that will be demolished (for other uses including the commercial Plaza at Regent Avenue and Market Streets, the commercial office building at 150 S. Market Street, and the commercial plaza at 500 E. Manchester Boulevard).

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

Notice is hereby given that the City will prepare an EIR for the proposed Project as revised and described in this Revised NOP and the Revised IS. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the proposed Project as revised.

Due to refinements and modifications to the proposed Project following the release of the Original NOP and Original IS, this Revised NOP and Revised IS have been prepared to inform the public of the changes to the proposed Project. The City is providing this Revised NOP and accompanying Revised IS to the Governor's Office of Planning and Research (OPR), any trustee or responsible agencies identified for the Project, to adjacent cities and counties, all entities who submitted comments on the Original NOP and Original IS, and to those entities requesting such notice regarding the proposed Project.

The Draft EIR will analyze the potential adverse impacts that are anticipated to result from the proposed Project as discussed herein; identify potential mitigation measures that may be considered as reasonable and feasible; and analyze a reasonable range of alternatives to the proposed Project that could reduce or

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avoid potential significant impacts that could result from the construction or operation of the proposed Project while still feasibly achieving the Project's objectives.

The City encourages all parties to provide information regarding potentially significant environmental issues, mitigation measures, and reasonable alternatives to be included in the EIR. Any agency submitting comments on this Revised NOP and Revised IS shall also indicate if that agency would be a responsible agency, or a trustee agency for the proposed Project in accordance with CEQA Guidelines Section 15082(b).

A copy of the Revised Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: <https://www.cityofinglewood.org/1016/Environmental-Documents>; and at the locations listed below:

- Inglewood City Hall, First Floor Lobby, One W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION

The proposed Project would include an automated people mover (APM) to transport riders to and from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, the LASED, which includes the new NFL stadium scheduled to open in the Fall of 2020, and the future Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. The proposed Project is planned to have a ridership capacity of 11,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

The proposed Project will include support facilities to provide for maintenance, storage and system power requirements that would be located adjacent to the elevated guideway but outside the street rights-of-way. These facilities include an approximately 78,000 square feet (SF) maintenance and storage facility (MSF) to provide for maintenance activities and train storage, and two traction power substations (TPSS) facilities to provide electrical power for system operation. The location of the proposed Project's guideway, stations, and the support facilities are shown on **Figure 2**.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: As described more fully in the Revised Initial Study, the Draft Environmental Impact Report will consider: 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, and Utilities and Service Systems impacts.

Agricultural and Forestry Resources, Hydrology and Water Quality, Mineral Resources, Public Services, Recreation, and Wildfire impacts have been determined to have less than significant impacts on the environment through the analysis in the Revised Initial Study and are not proposed for further analysis in the EIR.

REQUESTED PERMITS/APPROVALS: The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

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State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD)—permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Board (RWQCB)—administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and
- California State Transportation Agency (CalSTA)—oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;
- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

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COMMENTS ON THE REVISED NOTICE OF PREPARATION AND INITIAL STUDY: The City welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR.

All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by 5 p.m. on October 12, 2020.

Responses should be submitted sent to Ms. Mindy Wilcox, AICP, Planning Manager, at the following email and address:

City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301
inglewoodtransitconnector@cityofinglewood.org

The City welcomes your participation in the environmental review process.



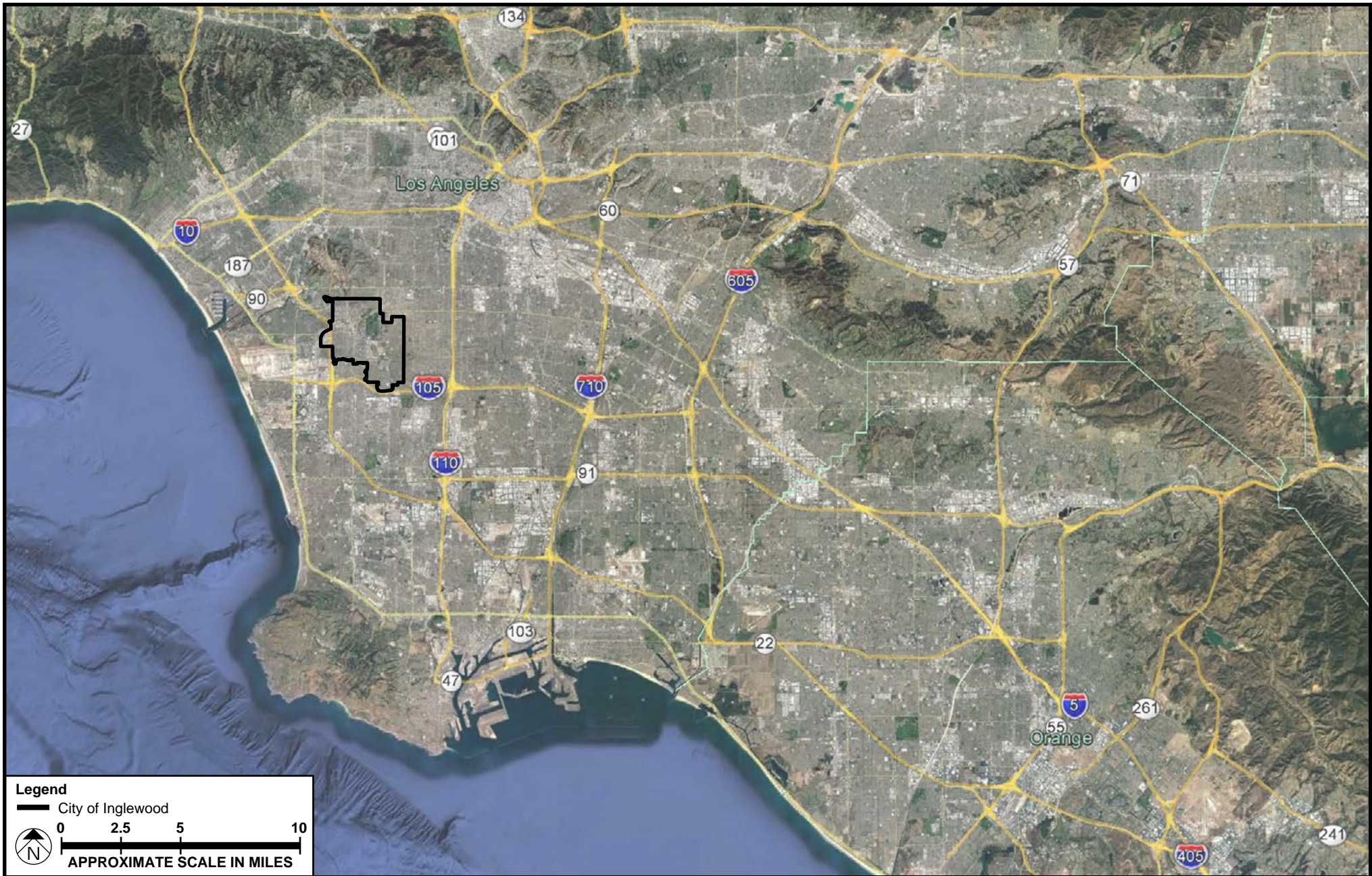
MINDY WILCOX, AICP, Planning Manager

Enclosures:

Figure 1: Regional Location Map

Figure 2: Project Vicinity Map

Figure 3: Typical Automated People Mover

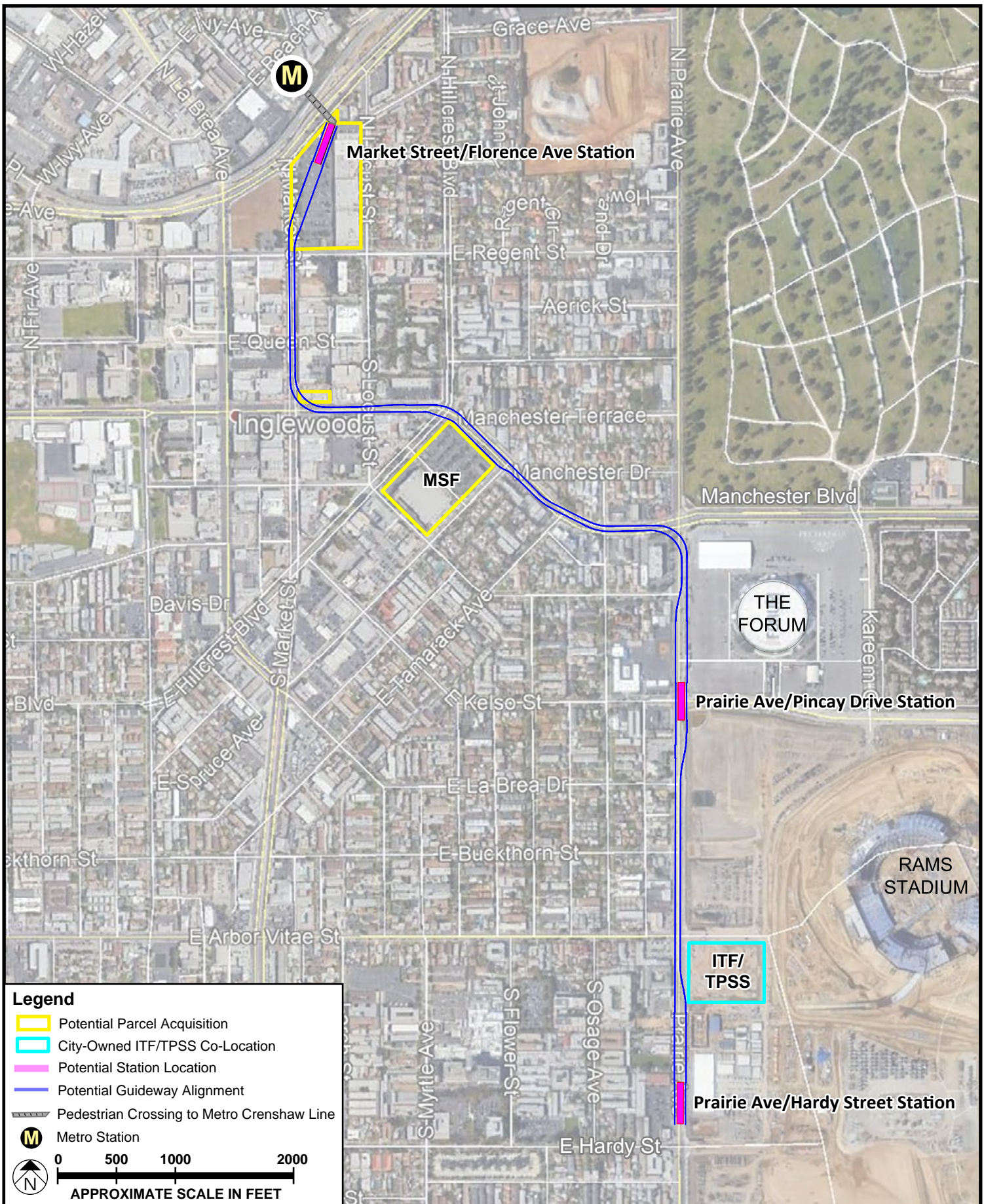


SOURCE: Google Earth - 2018

FIGURE 1



Regional Location Map



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

FIGURE 2



Project Vicinity Map

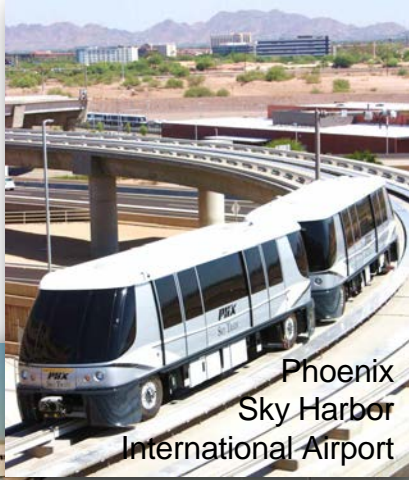
Las Vegas
Monorail



BART, Oakland
International
Airport



Phoenix
Sky Harbor
International Airport



Miami International Airport



Dallas/Fort Worth
International
Airport



JFK International Airport



SOURCE: LAX Landside Access Modernization Program - 2015

FIGURE 3

Typical Automated People Mover





APPENDIX A

Revised IS

REVISED

Inglewood Transit Connector Project

Initial Study

Prepared for:

City of Inglewood
One W. Manchester Boulevard
Inglewood, CA 90301

Prepared by:

Westlake Village Office
920 Hampshire Road, Suite A5
Westlake Village, CA 91361



Los Angeles Office
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014

September 2020

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ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY CHECKLIST

1. **Project title:** Inglewood Transit Connector Project
2. **State Clearinghouse Number:** 2018071034
3. **Lead agency name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301
4. **Contact person and email:** Mindy Wilcox, AICP, Planning Manager, mwilcox@cityofinglewood.org
5. **Revised Project:**

The Inglewood Transit Connector Project (proposed Project) is a proposed Automated People Mover (APM) mass-transit line connecting the City of Inglewood to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City of Inglewood (City or Inglewood) as the Lead Agency prepared an Initial Study (Original IS) which was published in July 2018 (SCH 2018071034).

The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the Project. A Notice of Preparation (Original NOP) was circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

The Revised NOP and Revised IS reflect the following refinements and modifications that have been made to the proposed Project:

The City revised and recirculated the NOP and IS to reflect the following refinements:

- Changes to proposed Project's alignment from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment

follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

- Refinements and modifications to the proposed stations as follows:
 - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to the three stations. The original five station locations were at the following:
 - Market Street Station: at the intersection of Market Street and Regent Street on Market Street;
 - Manchester Boulevard Station: between Hillcrest Boulevard and Spruce Avenue on Manchester Avenue adjacent to the Proposed Projects maintenance and storage facility (MSF);
 - Forum Station: north of the intersection of Prairie Avenue and Pincay Drive on Prairie Avenue;
 - Hollywood Park Station: between Arbor Vitae Street and Hardy Street on Prairie Avenue adjacent to the City’s proposed intermodal transit facility (ITF) located on the southeast corner of Prairie Avenue and E. Arbor Vitae Street; and
 - Century Boulevard Station: at the intersection of Prairie Avenue and Century Boulevard on Prairie Avenue.
 - The new locations for the three stations are located at:
 - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
 - Prairie Avenue/Arbor Vitae Street Station: at the intersection of Prairie Avenue and Pincay Drive; and
 - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street.
 - A pedestrian bridge linkage has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw line on the northside of Florence Avenue.
- Removal of the ITF as part of the proposed Project; the City is proceeding with the ITF project separately.
- Reduce the potential number of traction power substations from three to two. One will be co-located with the proposed Project’s Maintenance and Storage Facility (MSF) facility and the other will be located on the City’s ITF site on Prairie Avenue.

This Revised NOP and accompanying Revised IS are being recirculated as a result of these Project refinements.

6. Project location:

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

The proposed Project is generally bounded by Florence Avenue to the north; Hardy Street to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**). The proposed Project extends from the intersection of Market Street and Florence Avenue adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east onto Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The guideway will be located within the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, with the exception of the Market Street/Florence Avenue Station which will be located on a site that currently includes existing commercial use northeast of the intersection of Market Street and Regent Street, and the proposed MSF that will be located on a site that currently has commercial uses south of the intersection of Manchester Boulevard and Hillcrest Boulevard outside of the right-of-way (see **Figure 3: Typical Automated People Mover**). Construction staging is anticipated to be contained within the footprint and easements of the proposed Project, at sites that will be demolished (for other uses, including the commercial Plaza at Regent Avenue and Market Streets, the commercial office building at 150 S. Market Street, and the commercial plaza at 500 E. Manchester Boulevard).

The elevated guideway will be located mostly within the public rights-of-way along the streets and sidewalk areas on Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d: Project Location Maps**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

7. **Project sponsor's name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301

8. **General Plan designation:**

Elevated Guideway alignment: public rights-of-way down the centerline of existing City streets.

Stations: Downtown TOD, public rights-of-way down the centerline of existing City streets.

Maintenance and Storage Facility and Traction Power Substation locations: Commercial and Recreation.

9. Zoning:

The proposed Project is located in the City of Inglewood's Downtown area and extends along Market Street, Manchester Boulevard and Prairie Avenue within the rights-of-way of these streets. The proposed Project has components, which include the Market Street/Florence Avenue Station, the MSF, and a TPSS, that are located outside of the public rights-of-way on separate parcels or portions thereof.

The proposed Project footprint runs across multiple underlying zones. While the right-of-way portions are not currently subject to any underlying zoning designations, the Project components that are located outside of the public right-of-way are zoned MU-1 (TOD Mixed Use 1), H-C (Historic Core), C-2 (General Commercial), C-R (Commercial Recreation) or HPSP (Hollywood Park Specific Plan). The areas zoned as MU-1 and H-C are additionally subject to the City's Downtown Transit Oriented Development Plan and Design Guidelines. The areas zoned as HPSP are additionally subject to the Hollywood Park Specific Plan.

In order to provide for the comprehensive planning and development of the Project and its many unique elements, it is proposed that a new overlay zone be established and then applied within the Project boundaries.

This overlay zone would be additive in nature, in that it would create the appropriate zoning framework for realization of the Project across the entirety of the Project footprint (which intersects with multiple underlying zones and public rights-of-way) without modifying the development rights and requirements established through the underlying zoning. The overlay zone would include the Project improvements, infrastructure, establish necessary elements as permitted uses, and set forth the development standards (e.g., height, setbacks, parking requirements, etc.) and review process applicable to development and operation of the Project. The overlay zone boundaries would be coterminous with the Project footprint and would extend on each side of the public right-of-way along the entire alignment of the APM guideway.

Amendments to the City's Municipal Code and General Plan would be required to implement the above.

10. Description of Project:

The proposed Project would include an automated people mover (APM) system to transport riders from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, and the Los Angeles Sports and Entertainment District (LASED) which includes the new SoFi stadium (currently under construction and scheduled to open in the Fall of 2020), the proposed Inglewood Basketball and Entertainment Center (IBEC) and new retail, housing, and employment centers. The proposed Project will consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. There will likely be several trains operating at any time, depending upon ridership needs.

As currently envisioned, the proposed Project will have up to three stations, as follows:

1. Market Street/Florence Avenue Station,
2. Prairie Avenue/Pincay Drive Station, and
3. Prairie Avenue/Hardy Street Station.

Station design will be established by passenger demand volumes under typical peak conditions, in addition to increased demands during special events. Station design will also take into account the potential for service disruptions and emergency evacuation requirements. Stations would provide for pedestrian access to the elevated guideway from street level via existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design process.

The proposed Project will include support facilities to provide for a maintenance and storage facility (MSF), and traction power substations (TPSSs) that would be located adjacent to the elevated guideway alignment but outside the street rights-of-way. The MSF would be an approximately 78,000 square feet structure to provide for maintenance activities and train storage, and two TPSS facilities would provide electrical power for system operation. The MSF location south of the intersection of Hillcrest Boulevard and Manchester Boulevard would include a TPSS. A second TPSS would be located on the Civic Center site located east of Prairie Avenue and south of Arbor Vitae Street.

The MSF location is shown on **Figure 3**, **Figure 4a**, and **Figure 4b**. Detailed guideway alignment and project components are presented in **Figures 4a to 4d** and brief descriptions of each is provided below:

- **Figure 4a:** The guideway begins at the Market Street/Florence Avenue Station at the commercial plaza at 300 E Florence Avenue. The guideway continues south on Market Street at the intersection of Market Street and Regent Street and turns east on Manchester Boulevard. Part of the MSF is included south of Manchester Boulevard and Hillcrest Boulevard.
- **Figure 4b:** The guideway can be seen turning east on Manchester Boulevard from Market Street. The guideway continues east on Manchester Boulevard until it turns south on Prairie Avenue. The MSF is located south of Manchester Boulevard and sits between Hillcrest Boulevard and Spruce Avenue.

Figure 4c: The guideway turns south on Prairie Avenue and the Prairie Avenue/Pincay Drive Station is located at the intersection of Prairie Avenue and Pincay Drive. The guideway alignment continues past Arbor Vitae Street on Prairie Avenue.

- **Figure 4d:** The guideway continue south on Prairie Avenue until it terminates at the intersection of Prairie Avenue and Hardy Street, where the Prairie Avenue/Hardy Street Station is located.

The design and construction of the elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. Some existing infrastructure along the transit alignment may need to be reconfigured or removed to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, some existing utility infrastructure may need to be relocated to accommodate the guideway columns and foundations.

11. Surrounding land uses and setting:

The proposed Project is located entirely within the City of Inglewood. Except for Market Street/Florence Avenue Station, the elevated guideway is located in the public rights-of-way. The proposed Project is surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses.

The proposed Project's elevated guideway travels through downtown Inglewood (along Market Street), where it is surrounded by commercial retail, office, restaurant, parking, residential, and mixed uses. Along East Manchester Boulevard, commercial and residential uses are located north and south of the proposed Project alignment. Along South Prairie Avenue, uses to the west of the proposed Project alignment are primarily commercial (heavy, general, and airport commercial) and multifamily residential, while uses to the east include major entertainment venues within the Hollywood Park Specific Plan.

The proposed Project will have supporting facilities (MSF and TPSSs) that would be located adjacent to the alignment.

The proposed Project is not expected to be complete and operational until 2026. At this time, the City has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the LASED and the HPSP located immediately east of the Project alignment and stations on Prairie Avenue. Additionally, Metro's Crenshaw/LAX Line's Downtown Inglewood Station near Market Street and Florence Avenue is expected to be completed and operational in 2021. These developments (referred to as "ITC Adjusted Baseline projects") are expected to be in place before the proposed Project begins operations, and are therefore included as part of the baseline for analysis of environmental impacts.

Construction and operation of the ITC Adjusted Baseline projects will change the physical conditions that currently exist in the vicinity of the proposed Project for most of the environmental topics addressed in the upcoming EIR. Due to the reasonable certainty that the ITC Adjusted Baseline projects will be constructed and in operation prior to construction and operation of the proposed Project, the City has determined that assuming the ITC Adjusted Baseline projects in the baseline provides the most accurate picture of the proposed Project's impacts and that it would be misleading to disregard the ITC Adjusted Baseline projects in the environmental setting

12. Public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The following agencies may have approval of actions involving the proposed Project:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD) - permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and
- California State Transportation Agency (CalSTA) for oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;

- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

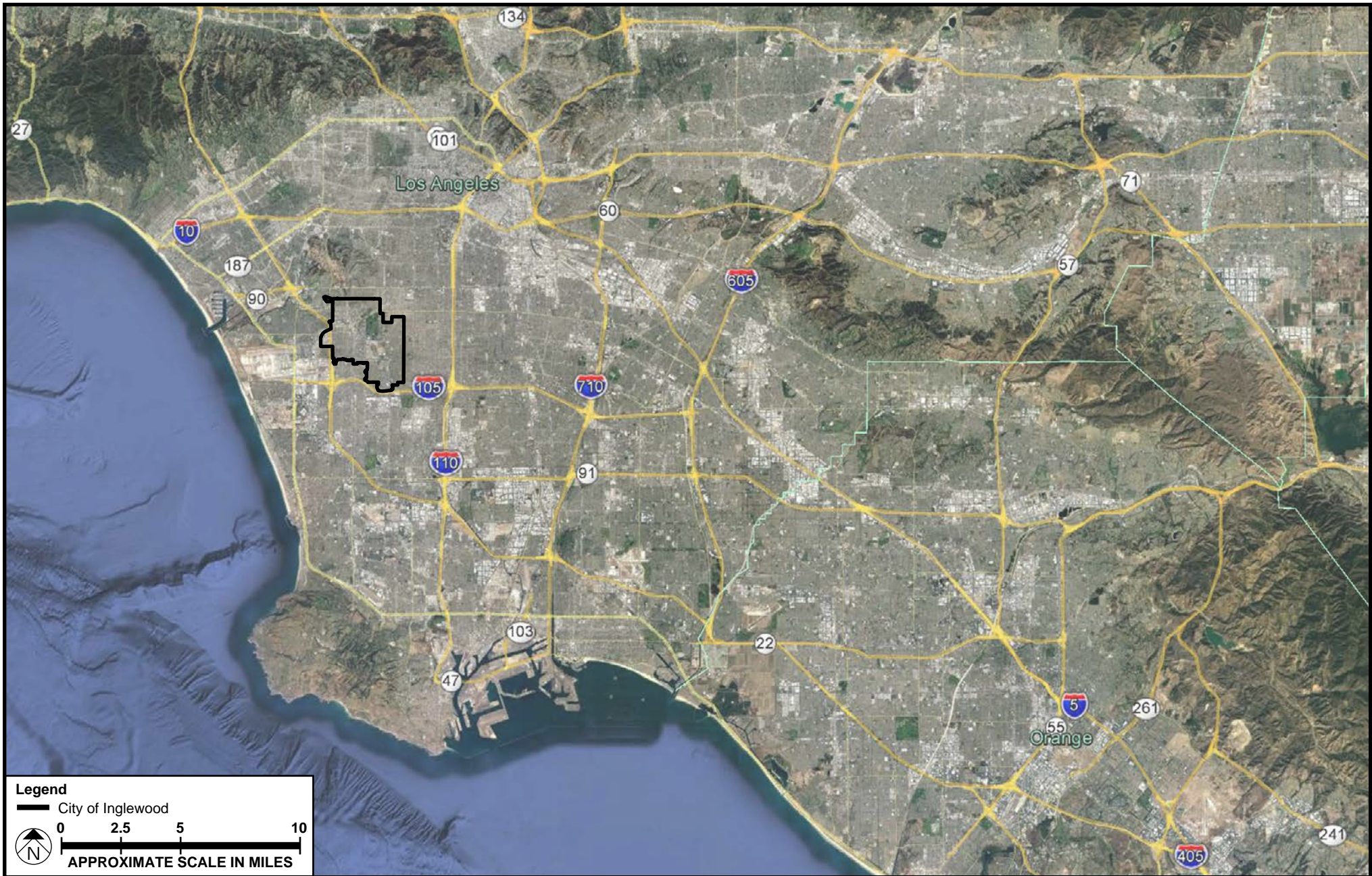
Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

13. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1?

Yes.

If so, has consultation begun?

Yes.



SOURCE: Google Earth - 2018

FIGURE 1



Project Regional Location Map

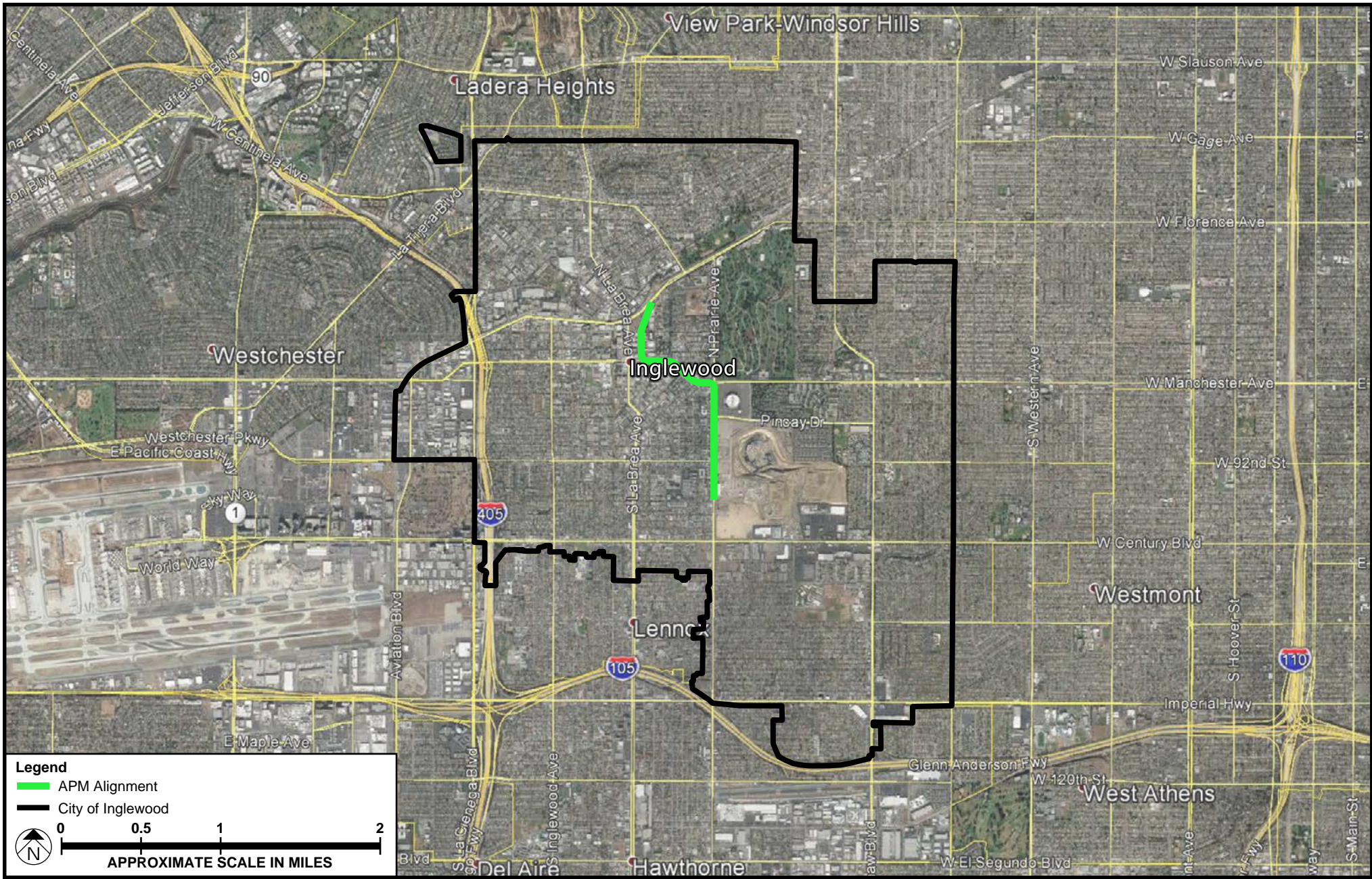
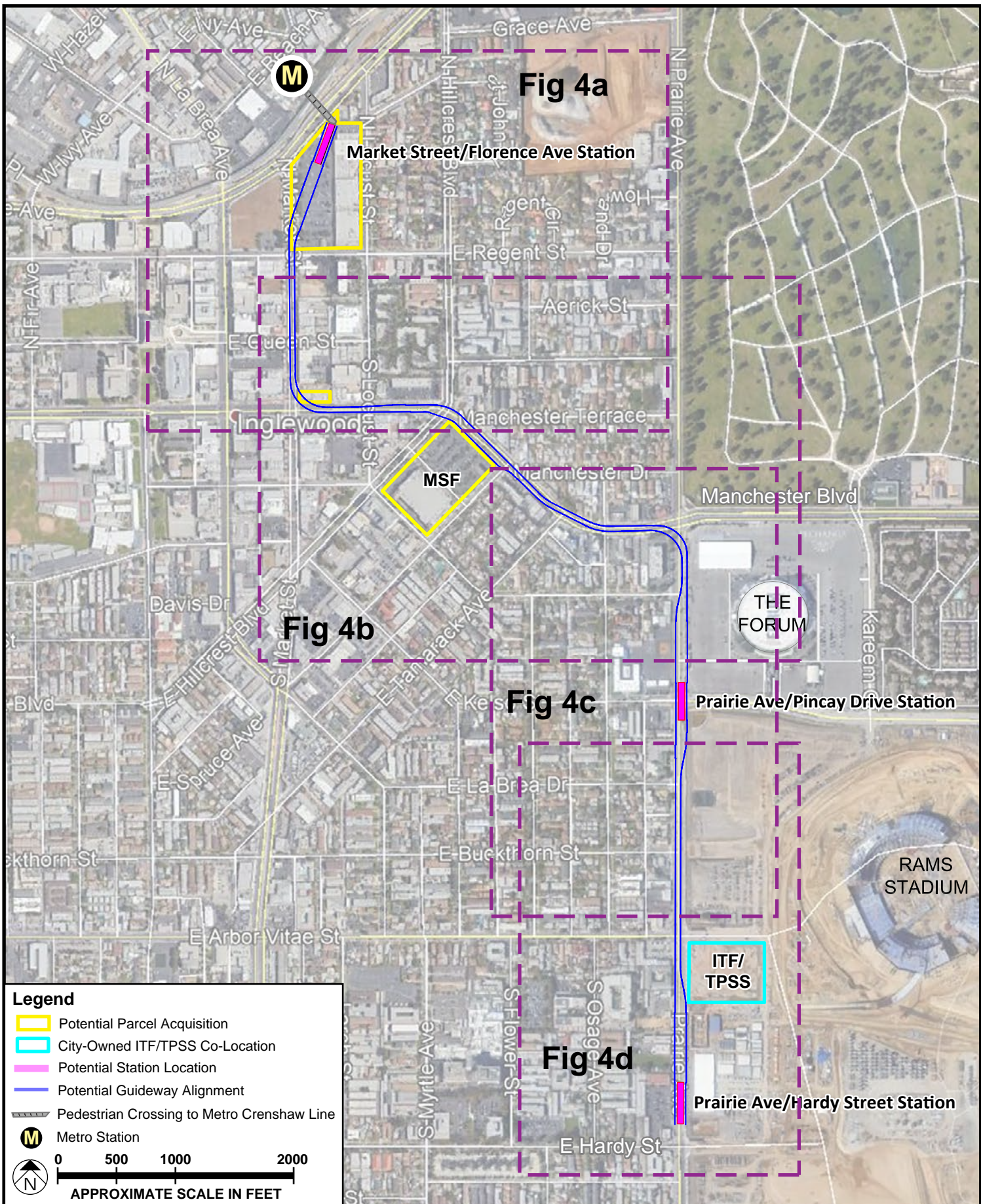


FIGURE 2



City of Inglewood

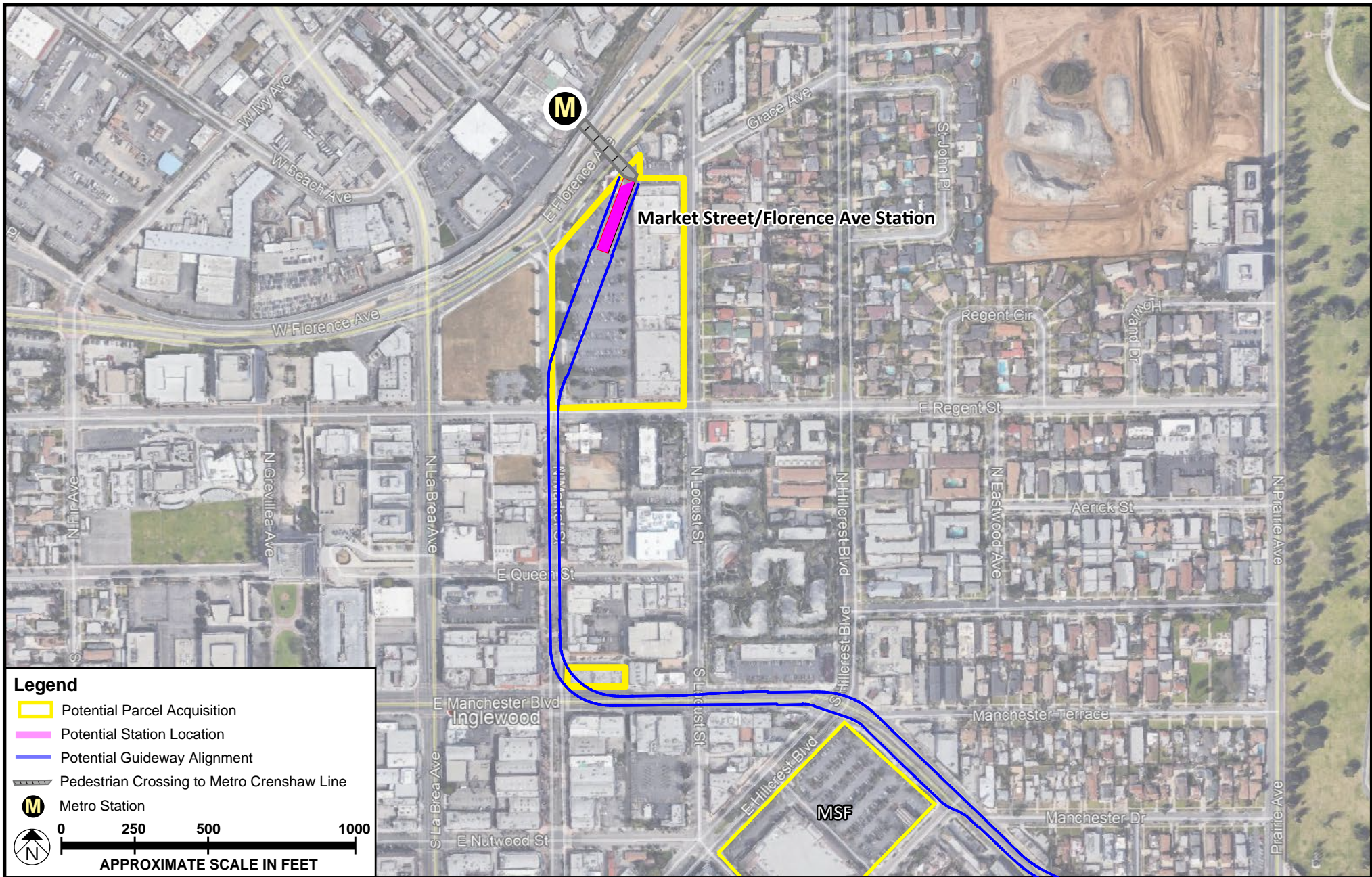


SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 3



Project Vicinity Map

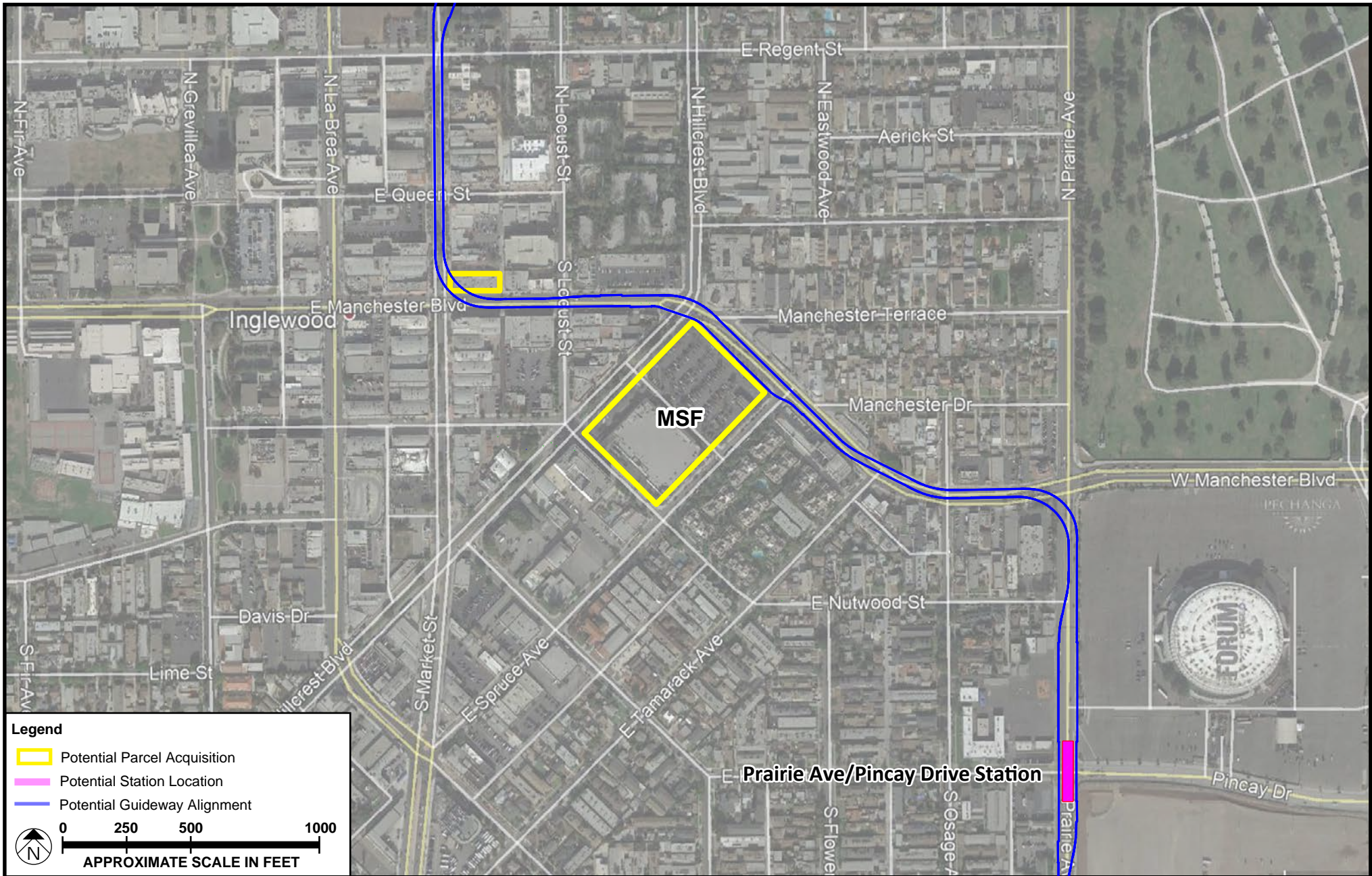


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE 4a



Project Location Map

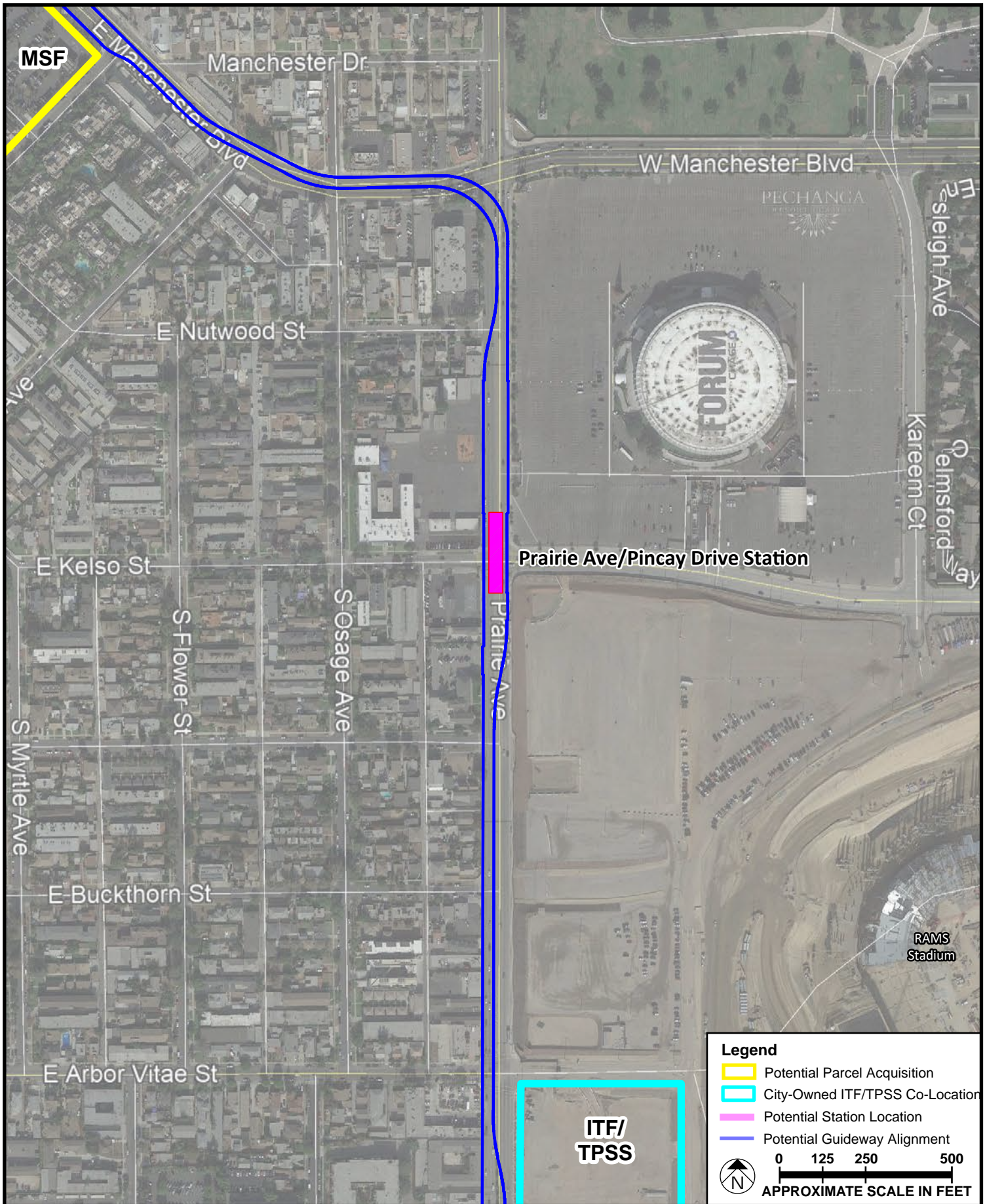


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE 4b



Project Location Map

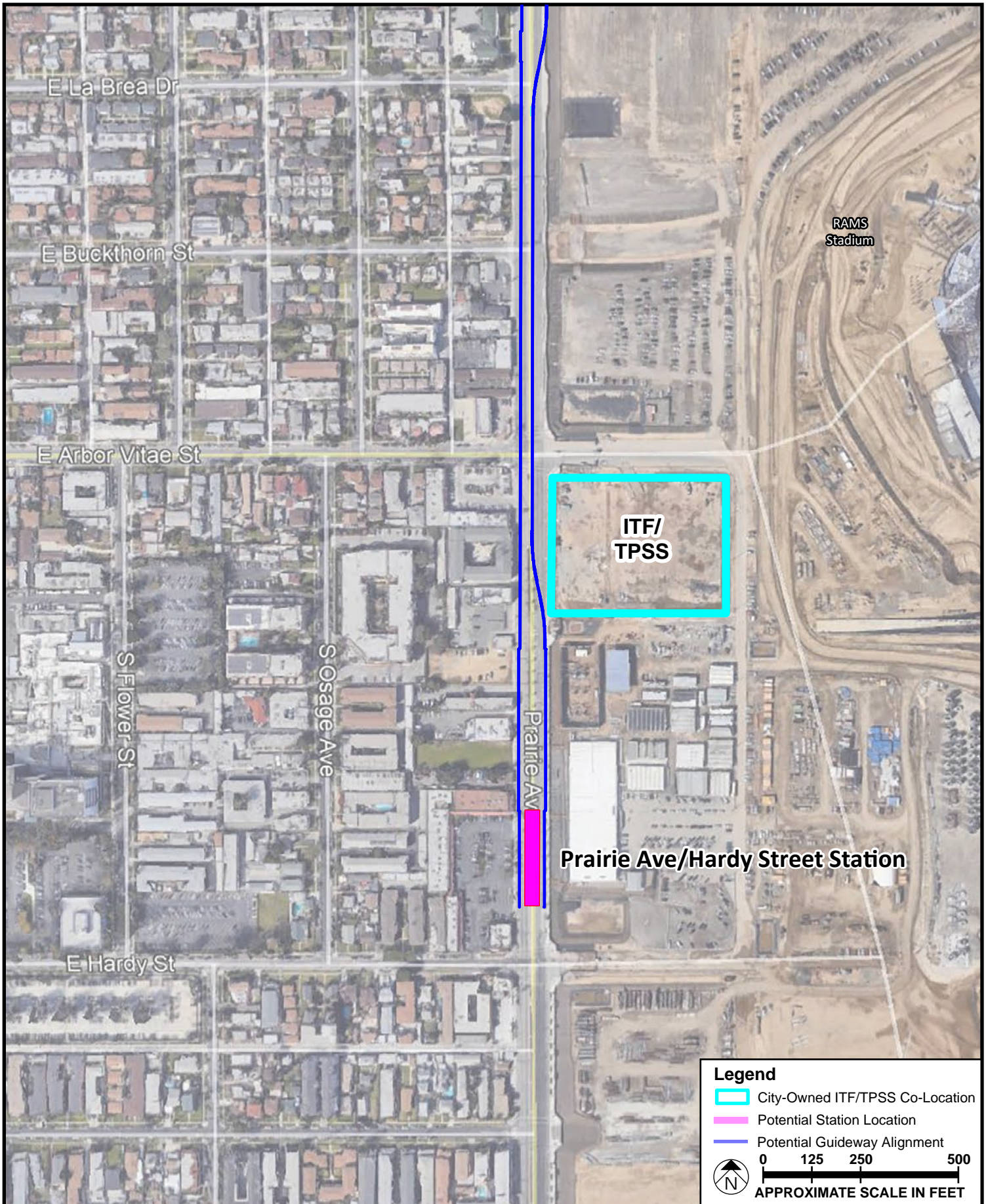


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE 4c



Project Location Map



SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE 4d



Project Location Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Land Use Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input checked="" type="checkbox"/>	Population/Employment/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation and Circulation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

POTENTIAL ENVIRONMENTAL IMPACTS

2.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Except as provided in PRC Section 21099, would the Project				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d. Result in the loss of forestland or conversion of forestland to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.3 Air Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				
c. Have a substantial adverse effect on State or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.6. Energy

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
disposal systems where sewers are not available for the disposal of wastewater?				
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.13 Noise and Vibration

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels the vicinity of the Project in excess of standards established in the local	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
general plan or noise ordinance, or applicable standards of other agencies?				
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.14 Population, Employment and Housing

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.15 Public Services

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.16 Recreation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.17 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with the cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (d) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.20 Wildfire

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

1.0 PROJECT DESCRIPTION

1.1 Introduction

The City of Inglewood (City) is currently undergoing a historic transformation into a world-class sports destination, entertainment destination, and major employment center within the greater Los Angeles region. First, in 2012, over \$100 million was invested in the Forum, making it one of the largest indoor concert venues that hosts some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units, millions of square feet of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of Hollywood Park is the new \$5 billion-dollar, 70,240 seat National Football League (NFL) SoFi Stadium to be shared by both the Los Angeles Rams and Los Angeles Chargers. The SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. In August 2020, the City approved the Inglewood Basketball and Entertainment Center, which includes a new arena that will be home to the Angeles Clippers of the National Basketball Association (NBA) and will include the team's headquarters, training facilities, retail and restaurants. Finally, among other developments including hotels, retail commercial and hotel projects in the application pipeline, a new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles (YOLA), designed by architect Frank Gehry, will also be headquartered in Inglewood and set to open by

Pivotal to the City's transformation is the new 8.5 mile Metro Crenshaw/LAX Line. Slated to begin service in 2021, the Metro Crenshaw/LAX Line will enhance transit access to the City and include stations at Aviation/Century, Westchester/Veterans, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, MLK Jr., and Expo/Crenshaw. It will extend light-rail transit from the existing Metro Expo Line station at Crenshaw/Exposition Boulevards to the Metro Green Line station at Aviation/Century Boulevards, and provide a transit connection to Los Angeles International Airport (LAX) via the City of Los Angeles's automated people mover (APM) system at the Airport Metro Connector 96th Street Transit Station, set to begin passenger service in 2023. Yet, even upon completion of the Metro Crenshaw/LAX Line, patrons who wish to use the Metro rail system to travel to events at the Forum, the SoFi stadium, the IBEC, or other activity sites would face a "last-mile" gap of approximately 1.5 to 2 miles between the Metro Crenshaw/LAX Line and the City's new activity centers. This gap is longer than a convenient walking distance for patrons traveling to the City's activity centers.

As Inglewood transforms into a major regional activity center, the number of vehicular trips associated with new jobs, retail, entertainment, and residential opportunities is anticipated to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year, and many

key intersections and highway corridors already experience congestion. According to the Southern California Association of Government's (SCAG) *Connect SoCal - 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy's* "Demographics And Growth Forecast," substantial socioeconomic and demographic growth is projected in the region. The City is projected to be one of the highest growing housing and employment centers in Los Angeles County with growth rates of 20 percent in population, 27 percent in number of households, and 36 percent in employment from 2016 to 2045.¹ As the City is anticipating increases in traffic associated with the sports and entertainment venues and preparing for the opening of the SoFi Stadium, it is updating its Mobility Plan, developing a Stadium Events Transportation Management and Operations Plan (TMOP), working with transit agencies to improve transit operations to the City, creating an on-site satellite parking program with event shuttle service, and installing a comprehensive intelligent transportation system. Yet, the physical capacity of the existing local and regional roadway network may challenge the ability of residents and visitors to access the City's amenities easily in the future. Bus transit, shuttles and other alternative modes will still compete with existing roadway traffic and may not provide convenient, time-certain connectivity when compared to an elevated rail connection.

Now, the City proposes the Inglewood Transit Connector Project (proposed Project), as a 1.6-mile, three station, fully elevated, electrically powered APM system that will seamlessly connect passengers directly from the Metro Crenshaw/LAX Line's Downtown Inglewood station to new housing and employment centers, and regionally serving sports and entertainment venues. Most importantly, over 80 percent of the Project corridor (defined as the area within ½ mile of the proposed Project stations) is located within the top 25 percent of CalEnviroScreen² 3.0 census tracts, three disadvantaged communities and three low-income communities. The proposed Project will offer these Priority Populations an essential but otherwise lacking transit connection to the countywide Metro Rail system and regional employment opportunities including Los Angeles International Airport (LAX). Ensuring that long-time residents, employees and business are provided direct connection to the regional Metro Rail system while also providing visitors with a seamless connection to event venues is essential to Inglewood's transformation into a world-class city.

The City proposes the proposed Project to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. Providing transit access to the City's new activity centers will advance local and regional goals to increase transportation choice, significantly reduce GHG

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- 1 SCAG. 2020-2045 RTP/SCS- ConnectSoCal. Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Demographics-And-Growth-Forecast.pdf. September 1, 2020.
 - 2 California Office of Environmental Health and Hazard Assessment (OEHHA), CalEnviroScreen. <https://oehha.ca.gov/calenviroscreen>

emissions, improve air quality and human health, reduce per-capita vehicle miles travelled (VMT), reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment.

1.2 Project Background

As early as 2017, in effort to address the City's critical mobility issues, the City of Inglewood partnered with Metro to analyze viable transit connection options from the Metro Crenshaw/LAX Line to the LASED. With the City's input, Metro conducted a study to explore how best to connect Inglewood's future LASED to Metro's rail system via a high-capacity transit connection. The Metro study analyzed (1) an interlined operability connection from the Metro Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Metro Crenshaw/LAX Line; and (2) operability options for independent services that could provide connections from the Metro rail system at nearby Metro stations along the Metro Crenshaw/LAX Line to the NFL stadium. At the conclusion of the study, the City and Metro agreed that the interlined operability scenario is infeasible due to the cost and complexity that would be created on the Metro rail system.

Consistent with Metro's recommendations, the City continued to analyze several independent operability transit connections to the City's activity centers. In July 2018, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City as the Lead Agency prepared a Notice of Preparation (Original NOP) and an Initial Study (Original IS) (SCH 2018071034). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the Project. The Original NOP and IS were circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

Since 2018, the City has collaborated with a myriad key stakeholders, including the City's residential, commercial and nonprofit leaders and along with the other jurisdictions, including but not limited to the South Bay Cities Council of Governments, Caltrans, Metro, other transit agencies, the City of Los Angeles, the County of Los Angeles, and leadership representatives from the LASED event venues, and has now refined the proposed Project.

1.3 Environmental Setting

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

The proposed Project will be constructed in an area generally bounded by the Metro Crenshaw/LAX Line in the north; Hardy Street in the south; the LASED to the east; and La Brea Avenue to the west (see **Figure 2**). The proposed Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street. The proposed Project's guideway will be located mostly within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue (see **Figures 4a–4d**). The entire Project is situated within the City of Inglewood, an incorporated city within Los Angeles County.

The City is located in the west-central portion of the Los Angeles Basin and is nine square miles and wholly surrounded by other jurisdictions. It is well-served by regional roadways, including both Interstate 405 and Interstate 105. Four major interstate highways serve the Inglewood area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east/west, the San Diego Freeway (I-405) which runs north/south, and the Harbor Freeway (I-110) running north/south east of the Study Area. The I-10, I-105, I-110 and the I-405 experience high levels of congestion, particularly during peak commute periods. I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport.

The roadway system in the City is primarily a grid that includes arterials, collectors, and local roads. A major arterial thoroughfare is a high-capacity urban road with the primary function of delivering traffic from collector roads to freeways or expressways, and between urban centers, at the highest level of service possible. According to the City of Inglewood 1992 Circulation Element, the following streets within in the City are classified as major arterials:

- Arbor Vitae Street,
- Centinela Avenue,
- Century Boulevard,
- Florence Avenue,
- Hawthorne Boulevard,
- Manchester Boulevard, and
- Prairie Avenue.

Minor or secondary arterials are similar to major arterials except that they may be discontinuous with the City, they may carry less traffic volume, and/or may serve as extensions of other major arterials. Several roadway improvements within the City of Inglewood are either programmed or under construction. They

include Citywide Intelligent Transportation System improvements and physical roadway and intersection improvements along Century Boulevard and Prairie and Florence Avenues.

Transit service in Inglewood is provided by Metro and the City of Inglewood. A combination of Metro Local and Rapid buses provide service to the City of Inglewood, with limited service during weekends and evenings. Inglewood is currently served by City-operated I-Line and Metro. These lines connect the City of Inglewood to the rest of the greater Los Angeles region. Metro's new Crenshaw/LAX Line is currently under construction and will provide service to Inglewood at the Downtown Inglewood Metro Station at the Market Street and Florence Avenue intersection, the Westchester/Veterans Metro Station at the southwest border of the City, and the Fairview Heights Metro Station located just west of the Florence Avenue and West Boulevard intersection. As part of the City's Mobility Plan and Event Transportation Management and Operations Plan, the City is working with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations.

The proposed Project is designed as an aerial guideway that runs approximately 1.6 miles in total length including approximately one-quarter of a mile along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment is proposed to continue for approximately one mile south of Manchester Boulevard along Prairie Avenue to Hardy Street.

The proposed Project would be designed to serve the Forum, LASED, and the proposed IBEC. It would also be designed to be integrated with Downtown Inglewood and to take advantage of the existing Downtown assets, including, such as but not limited to:

- The Metro Crenshaw/LAX Line's Downtown Inglewood Station near Market Street and Florence Avenue. This station provides Inglewood with a new gateway to the region and provides the region with a new way to connect with Inglewood. The Downtown Inglewood Metro Rail Station is located adjacent to the proposed Project at the northern end of Market Street.
- The Civic Center, which has approximately 2,000 workers at City Hall, the Library, and Courthouse. These workers may benefit from increased high-capacity transit connectivity with the Metro Rail system and are potential customers for downtown businesses.
- Downtown Inglewood has thousands of existing parking spaces in public structures that are currently underutilized and present a major resource for off-site event parking and for supporting the area's revitalization.
- The approved development of the City-owned D3 Site—bounded by Florence Avenue, Market Street, Regent Street, and La Brea Avenue—is redeveloping into a mixed-use project with 5 stories of residential use over ground-floor retail.

- Market Street has a number of older structures and an ambiance resulting from past City investments in streetscape improvements. The City is encouraging the design and development of new mixed-use and retail along Inglewood’s Market Street, along with signage, marketing, landscaping, and traffic-calming improvements. Situated in the heart of Inglewood’s Historic Core, the Miracle Theater was once connected to greater Los Angeles by the Red Car system. In the late 1940s through the early 1960s, Inglewood’s Market Street hosted Hollywood film premieres at several movie houses, including the Fox Theater, the United Artist’s Theater, and the Ritz Theater. Built in 1937, the Ritz—now revived as the Miracle—is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, the Miracle Theater provides a venue for arts and culture on Market Street.

1.4 Relationship to Existing Plans and Documents

1.4.1 Southern California Association of Governments 2020-2045 RTP/SCS

SCAG adopted the 2020-2045 RTP/SCS, also known as Connect SoCal, on May 7, 2020 for federal transportation conformity purposes and will consider approval of the study in its entirety for all other purposes within 120 days of May 7, 2020. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The 2020—2045 RTP/SCS places focus on establishing a more mobile, sustainable, and prosperous region through implementing planning strategies that focus on transportation networks. The 2020—2045 RTP/SCS core vision centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

1.4.2 The City of Inglewood General Plan and the Inglewood Mobility Plan

The City of Inglewood General Plan includes several goals and policies that are relevant to the proposed Project. The Land Use Element of the General Plan envisions the City becomes a model for sustainable development, promotes sound economic development and increase employment opportunities for the City’s residents by responding to changing economic conditions, and promotes Inglewood’s image and identity as an independent community within the Los Angeles metropolitan area. The City’s Circulation Element of the General Plan will be updated once the Mobility Plan is finalized to reflect the City’s long-range infrastructure needs and transportation goals, objectives, plans reflecting future projects.

The Mobility Plan includes performance measures that address short-term and long-term transportation improvements and policy recommendations designed to improve and enhance the City’s local and regional

transportation networks. If approved, the proposed Project will serve as an integral component of the Inglewood Mobility Plan.

1.4.3 *Hollywood Park Specific Plan*

The Inglewood City Council approved the Hollywood Park Specific Plan, LASED project with the SoFi stadium , and voter initiative in 2015. The Hollywood Park Specific Plan is a section in the Inglewood Municipal Zoning Code that regulates and permits the incorporation of custom design guidelines and more extensive landscape than required by the zoning code and provides the land use framework for the redevelopment of the 238-acre Hollywood Park site.

The LASED project, which complies with the Specific Plan, includes a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The Specific Plan will transform underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The proposed Project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the LASED project is the 75,000-seat SoFi NFL stadium, which includes a 6,000-seat performance venue, and that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams. The stadium is set to open in 2020.

The proposed Project will complement and further the Hollywood Park Specific Plan’s goals of making high-quality, place making improvements, creating inviting, pedestrian oriented amenities, and promoting sustainable, transit access to the stadium.

1.4.4 *City of Inglewood Downtown TOD Plans*

The City of Inglewood adopted the New Downtown and Fairfield Heights Transit Oriented Development Plan, which included a General Plan Amendment, Transit Oriented Development zoning, Concept Plans and Design Guidelines for approximately 913 acres in downtown Inglewood. The Plan defines and implements the City’s vision to transform the quality and vitality of its downtown area and protect and enhance the environment of the Fairview Heights area. The Plan encompasses two planning areas: Downtown Inglewood (Downtown TOD) and Fairview Heights.

The Downtown TOD planning area consists of approximately 585 acres located in the center of Inglewood along the new Metro Crenshaw/LAX Line just east of the Florence Avenue and La Brea Avenue intersection. The Downtown TOD planning area generally encompasses the area within approximately half-mile from the Downtown Inglewood Metro Station.

The Fairview Heights planning area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This planning area encompasses the westerly portion of the half-mile radius area extending from the Fairview Heights Metro Station that is within the City of Inglewood.

The easterly portion of the half-mile radius surrounding the Fairview Heights Station lies within the City of Los Angeles, and the easterly portion is not part of the City's TOD project. The primary impetus for the Downtown TOD Plan was the Metro Crenshaw/LAX Line, which will greatly increase regional accessibility to Inglewood and provide the City with convenient transit connections to Los Angeles International Airport, Downtown Los Angeles, Santa Monica, and the entire Los Angeles County area.

The proposed Project will complement the Downtown TOD goals for enhanced pedestrian and bicycle mobility and the enhancement of existing public spaces that encourage transit and multimodal activities.

1.5 Project Characteristics

The proposed Project includes an automated people mover (APM) with up to three stations connecting passengers from the Metro Crenshaw/LAX Line to Downtown Inglewood, the Forum, the LASED, and the proposed Inglewood Basketball and Entertainment Center (IBEC), and accompanying support facilities. Each of the proposed Project components is described further in the following sections.

1.5.1 Automated People Mover

The proposed Project would be a fully automated, grade-separated, mass transit system, consisting of an APM that would travel along an elevated dual-lane guideway with a total of up to three stations for passenger loading and unloading. The APM would be a driverless, self-propelled electric train built entirely above grade and thereby avoid traffic and alleviate congestion on the roadway network. The APM would provide reliable, time-certain access for passengers and users traveling to and from the Metro Crenshaw/LAX Line to the City's major activity centers. The guideway would be approximately 1.6 miles in length and would be up to approximately 22 to 45 feet in height above existing grade.

The design and construction of the proposed Project elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

The APM would transport passengers between up to three stations and would accommodate up to six 4-car trains operating approximately every 6 to 6½ minutes during normal day and weekends, and every 2 to 2 ½ minutes during special events. Each station would have platforms sized to accommodate an APM

train length of up to four train cars. Each train car would be up to 45 feet long; in total, the train length could reach approximately 175 feet.

Based on preliminary analysis, event annual ridership is anticipated to reach over 1 million passengers, and total nonevent annual ridership is expected to reach over 1.5 million passengers. Preliminary ridership projections also indicate that the peak ridership is expected to occur on NFL Rams game days and could potentially reach nearly 9,000 riders occurring in the 1-hour period after a game. The peak ridership would be able to accommodate up to 9,600 passengers per hour after the events combined.

Figures 3 and 4a–4d, show the proposed Project’s alignment, which would include up to three stations to serve Downtown Inglewood/Market Street, The Forum, LASED, and IBEC.

The proposed Project’s stations would be designed to include, among others, features such as mezzanine areas, escalators and elevators, signage, and walkways connecting the stations to the street. Stations would accommodate passengers waiting to board APM vehicles and the boarding/deboarding of passengers to and from the vehicles. Station platforms would also provide the required space for passengers to circulate between the station platform and the adjacent facilities. Station platform minimum widths would be based on queuing and circulation analysis results.

Queuing and circulation requirements will be determined from the peak-hour number of passengers boarding and deboarding the APM for the long-range planning horizon. Stations will be required to be fully accessible to passengers with disabilities. The station locations and configuration will be refined to reflect necessary coordination with the activity generator facility designs, passenger access/egress concepts and to address utility and right of way constraints.

While many different platform configurations are possible, center platforms which generally require less infrastructure are being considered. These platforms would be located between relatively widely spaced guideways and serve as both boarding and deboarding platforms for passengers traveling in either direction on the guideway. Vertical circulation would be provided at one or both ends of station platforms, or within the length of the platform for any of these platform configurations. A “mezzanine” level is anticipated under the station platform; mezzanines will provide the connectivity to the adjacent street level through pedestrian walkways.

Maintenance and/or emergency walkways are required along the guideways to provide for passengers to evacuate from trains in case of an emergency. Passenger access from the emergency walkway to the stations is provided to bring them to a point of evacuation from the guideway.

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

Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other proposed components of the proposed Project and existing electrical trunk lines.

1.5.2 Maintenance and Storage Facility & TPSSs

The proposed Project would include an elevated guideway with stations and other support components to provide for maintenance and addition access areas that could be either co-located or individually located at two identified sites adjacent to the proposed Project's alignment. These support facilities would include a Maintenance and Storage Facility (MSF) and two traction power substations.

An MSF is included as part of the proposed Project to provide for regular and preventative maintenance of the APM cars and equipment, as well as provide space for storage of the vehicle fleet. The MSF would consist of a single 78,000 square feet (SF) facility with three floors and sufficient space for maintenance facilities, administration facilities, an automatic car wash for exterior vehicle cleaning, equipment and materials storage area, shipping/receiving areas, and sufficient parking for staff.

Additionally, the MSF would house the operations control center where automated train operations are monitored and controlled. The MSF will also include service bays (including under vehicle bays), equipment and materials storage areas, offices, lunch/break area(s), restrooms, locker area(s), personnel wash facilities, and loading platforms, paint booth, and other work areas. Additional components include access driveways, landscaping, exterior lighting, parking, signage, and secured fencing controlling access into and out of the MSF.

The MSF location is shown on **Figure 2**, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard. The MSF location will also include a TPSS; a second TPSS would be located at the Civic Center site. Backup generators would be located at each TPSS site to provide emergency backup power in the event of total loss of electrical feed from Southern California Edison (SCE)

1.5.3 Utilities

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the elevated guideway structures, stations and support facilities will strive to avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Nongravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace, placement of guideway columns on this alignment will be engineered to avoid relocation of gravity flow utilities including sewer and storm drains. As noted, the proposed Project along the Market/Manchester alignment will be designed so that utilities are avoided as feasible, and therefore do not pose a major impediment.

Potential land acquisitions, if necessary, for the proposed Project's implementation would be determined during final design.

1.6 Required Approvals/Consultations

The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD) – permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General

Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and

- California State Transportation Agency (CalSTA) for oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;
- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

2.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the proposed Project, as defined in the Project Description, may affect Adjusted Baseline environmental conditions at the proposed Project's location and the surrounding area.

As previously mentioned, the proposed Project is not expected to be completed and operational until 2026. Active construction is ongoing adjacent to the Project alignment and the City has approved additional construction plans which would begin construction prior to the completion of the proposed Project. An Adjusted Baseline will be used to assess the potential project impacts more accurately as the proposed Project surrounding continues to develop.

The EIR will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions that are carried forward for additional analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

2.1 Aesthetics

Would the proposed Project:

a. Have a substantial adverse effect on a scenic vista?

Less than Significant Impact.

A significant impact regarding a scenic vista could occur if the Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially blocked views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Scenic resources typically include natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality. They also can include ridgelines, parks, trails, nature preserves, sculpture gardens, and similar features.

The proposed Project consists of an elevated guideway that would be located in the center of the public rights-of-way. The proposed Project's alignment would extend from a point near the under-construction Metro Crenshaw/LAX Line, which will run south along North and South Market Street, east along East Manchester Avenue, and south along South Prairie Avenue before terminating near the intersection of South Prairie Avenue and Hardy Street.

The proposed Project is located entirely within the City of Inglewood in a highly developed urban area characterized by commercial, residential, and industrial uses. The existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City,³ nor does the General Plan designate any scenic vistas within the City or its vicinity. Additionally, the Project is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.⁴ The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.⁵ No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

Based on the above, the proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially damage identified scenic resources bordered by or within the viewshed of a State-designated scenic highway.

There are no designated scenic highways near the Project. In addition, although the City of Inglewood Municipal Code (IMC) has a tree protection ordinance that requires any street trees affected by Project implementation be replaced at a 1:1 ratio, the appended tree inventory does not identify any federally or State-listed trees that would be affected by proposed Project's implementation. None of the trees inventoried is located within a State scenic highway. Historic buildings located in the vicinity of the proposed Project also do not fall within a State scenic highway, and no rock outcroppings are present on or near the proposed Project. As such, impacts would be less than significant, and no further study is required.

3 City of Inglewood, *General Plan, "Conservation Element"* (1997), 1.

4 *National Wild and Scenic Rivers System*, accessed July 2020, <https://www.rivers.gov>.

5 *Google Maps* accessed July 2020, <https://www.google.com/maps>.

- c. **In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?**

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to introduce incompatible visual elements on the Project location or visual elements that would be incompatible with the character of the area surrounding the proposed Project.

Implementation of the proposed Project would involve the construction of an aerial guideway and stations along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue connecting the Metro Crenshaw/LAX Line to the NFL Stadium/Hollywood Park. The proposed Project's alignment may include up to three stations that would be fully located within the public rights-of-way. Preliminary stations locations include: North Market Street, the intersection of Prairie Avenue and Pincay Drive, and the intersection of Prairie Avenue and Hardy Street.

The proposed Project would also include support facilities consisting of an MSF, as well as TPSSs. The TPSSs would be co-located with the MSF and on a separate location at the City's proposed Intermodal Transit Center on S. Prairie Avenue. The MSF would consist of an elevated structure to provide space for maintenance and storage of the vehicle fleet, as well as to house the operations control center. The TPSS would be connected to existing SCE power trunk lines, housing necessary equipment in each TPSS including transformers/rectifiers and switches or breakers.

Height and Massing

Land uses within the vicinity of the proposed Project vary in use and height. Within downtown Inglewood (North and South Market Street), buildings to the east and west of the proposed Project are characterized by commercial retail, office, restaurant, parking, residential, and mixed uses; these buildings are generally low rise (less than 40 feet). Along East Manchester Boulevard, buildings to the north and south of the proposed Project largely consist of commercial uses, with some limited residential uses also present.

Along South Prairie Avenue, buildings to the west of the proposed Project are primarily commercial (heavy, general, and airport commercial) and multifamily residential uses, while uses to the east include major entertainment venues, such as the Forum and the under-construction NFL stadium. These entertainment venues include wide setbacks from the rights-of-way (approximately 300 feet or greater) and are characterized by heights in excess of 100 feet. Although the appended historic resource assessment identifies structures in the vicinity of the proposed Project that are or could be considered historic

resources, the proposed Project would not be significantly taller than existing structures in the area. Therefore, impacts would be less than significant, and this topic does not require further evaluation in an EIR.

Views

Private views are not protected by viewshed protection ordinances or by policies in the City's General Plan. Accordingly, the alteration of private views would not constitute a significant impact. The visual impact of one structure blocking another structure is not considered a significant impact because the general characteristics of the urban setting would not be altered. However, the construction of an elevated guideway as proposed by the proposed Project could obstruct views from the public rights-of-way. As such, impacts are potentially significant and will be further evaluated in an EIR.

Streetscape and Landscaping

The proposed Project would require support structures (columns and aerial cross beams) to support the guideway and stations that would be located within the street right-of-way or in some area extend beyond the right-of-way on sidewalks and other properties. Sidewalks and pedestrian access ways would be maintained upon implementation of the proposed Project. The façades of the proposed stations and proposed Project support infrastructure would be articulated with geometric forms and variations in color that would reduce any conflict with the visual effect of the existing building masses.

The streets bounding the proposed Project contain street trees, ornamental landscaping and landscaping throughout the rights-of-way along the proposed Project alignment. Implementation of the proposed Project could require the removal of street trees and landscaping; the proposed project would be required to replace any street trees that are removed at a 1:1 ratio as required by the IMC.⁶ Streetscape and landscaping will be further evaluated in an EIR.

- d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to introduce new sources of light or glare on or from the Project that would be incompatible with the areas surrounding the Project or would pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether the proposed Project results in a significant nighttime illumination impact will be made considering the change

6 Inglewood Municipal Code (IMC), ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-112, Definitions, accessed July 9, 2020, http://www.qcode.us/codes/inglewood/view.php?topic=12-32-12_112&frames=off

in ambient illumination levels as a result of the proposed Project's sources and the extent to which the proposed Project's lighting would emanate in to the local surroundings and affect adjacent light-sensitive areas.

Light

Due to the urban setting of the proposed Project's location, ambient nighttime light already exists. Existing nighttime lighting sources near the proposed Project include street lights, vehicle headlights, and interior and exterior building illumination. Night lighting for the Project would be provided for exterior illumination of stations and along the elevated guideway, in addition to interior lighting of the APM's vehicle fleet, largely to provide adequate night visibility for users and to provide a measure of security. The Project would utilize outdoor lighting designed and installed to meet City code requirements for shielding. However, exterior and interior lighting associated with the proposed Project could impact adjacent properties. As such, impacts will be further evaluated in an EIR.

Glare

Glare is largely a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished or reflective surfaces. Daytime glare is typical in highly developed urban areas due to the highly reflective nature of exterior building materials and automobiles, among other sources.

The proposed Project will be located within the public rights-of-way along North and South Market Street, East Manchester Boulevard, and South Prairie Avenue; the potential locations for the support facilities may include public and/or private properties. The rights-of-way are developed with paved surfaces and include pedestrian sidewalks with assorted street furniture, vegetative planters and medians, parking lanes, and turning and travel lanes. The area currently contributes limited sources of glare in the proposed Project's vicinity. Reflective surfaces in the vicinity include automobiles traveling and parked on streets, as well as exterior building windows and façades. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The exterior lighting located on the façade of the stations and along the alignment would be shielded for glare.

The proposed Project's architectural materials may include highly polished and reflective materials, including metal and glass; as a result, the proposed Project could have the effect of increasing reflected light, thereby creating glare. Therefore, this topic will be further evaluated in an EIR.

Shade and Shadow

As the proposed Project will include elevated guideways and stations, it is anticipated that as a result of their height and mass, these structure would cast shade and shadow on adjacent properties.

The proposed Project will be constructed mostly within the public right-of-way, with shade and shadow patterns cast over the roadway including travel lanes and sidewalks. Existing land uses adjacent to the proposed Project include commercial, commercial recreation, single- and multifamily residential, and entertainment uses. Shade and shadow impacts on these adjacent uses may be potentially significant and will be further evaluated in an EIR.

2.2 Agriculture and Forestry Resources

Would the proposed Project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?**

No Impact.

Significant impacts would occur if the proposed Project were to adversely impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The location of the proposed Project is surrounded by commercial, commercial recreation, single- and multifamily residential, and entertainment uses (within the Hollywood Park Specific Plan).

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the location of the proposed Project has not been previously mapped.⁷ However, the City is highly developed and entirely urbanized; no portion of the City, including the proposed Project location and surrounding development, is currently in agricultural use. As such, no portion of the proposed Project's location would qualify for designation as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

7 California Department of Conservation (CDC), Farmland Mapping and Monitoring Program, *California Important Farmland Finder*, accessed July 9, 2020, <https://maps.conservation.ca.gov/DLRP/CIFF/>.

b. Conflict with existing zoning for agricultural use, or Williamson Act contract?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with existing agricultural zoning or a Williamson Act contract.

As previously noted, the proposed Project's location and surrounding development are not used for agricultural, nor can they support agricultural use. The area is not subject to a Williamson Act contract. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact.

The proposed Project's location is not designated or zoned for forest or timberland. No timber operations exist in the area. Additionally, the area is highly urbanized area and is not within any forestland area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

d. Would the Project result in the loss of forest land or conversion of forest land to nonforest use?

No Impact.

As previously noted, the proposed Project's location does not contain any farmland or forestland. Development of the proposed Project would occur in an existing highly urbanized and developed area. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to nonforest use?

No Impact.

The proposed Project's location is not designated or zoned for forest or timberland. No timber operations exist in the area. Additionally, the area is highly urbanized area and is not within any forestland area. No impacts would occur, and no further evaluation of this topic area is required in an EIR

2.3 Air Quality

Would the proposed Project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in the obstruction or implementation of an adopted, applicable air quality plan.

The Project is in the South Coast Air Basin (Basin). Within the Basin, the SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The SCAQMD's *2016 Air Quality Management Plan (AQMP)* contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving AAQS.⁸

According to the SCAQMD, there are two key indicators of consistency with the applicable air quality plan: whether the proposed Project would (1) result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and (2) would cause the area to exceed the forecasted growth incorporated into the applicable air quality plan. Construction and operation of the proposed Project are evaluated in the context of both of these indicators.⁹

Construction emissions during the construction of the proposed Project itself, as well as associated stations, MSF, and TPSS facilities, have the potential to conflict with the implementation of the AQMP. Ongoing operations (particularly at the MSF facility because the APM will be powered by electrical guideways) also have the potential for adverse effects on AQMP implementation. Thus, additional analysis, including quantification of construction and operational emissions, is required to determine whether the proposed Project would have the potential to conflict with the SCAQMD's current AQMP, SCAG's 2020-2045 RTP/SCS and the City's Energy and Climate Action Plan (ECAP) and will be further addressed in an EIR.

8 South Coast Air Quality Management District (SCAQMD), *Final 2016 Air Quality Management Plan* (March 2017), <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>.

9 SCAQMD, *CEQA Air Quality Handbook* (November 1993).

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?

Potentially Significant Impact.

A project could result in significant air quality impact under this criterion if project-related emissions were to exceed federal, State, or regional standards or thresholds, or substantially contribute to an existing or projected air quality violation.

The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.¹⁰ The proposed Project is located within the South Coast Air Basin (SCAB) where these thresholds apply. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NOX), carbon monoxide (CO), sulfur oxides (SOX), and respirable particulate matter less than 10 microns in diameter (PM10) and fine particulate matter less than 2.5 microns in diameter (PM2.5) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

As stated above, the proposed Project's construction and operational activities would potentially generate pollutant emissions that could contribute to an existing or projected air quality violation. Specifically, construction of the elevated guideway and associated stations, MSF, and TPSS facilities would lead to emissions from construction equipment that could contribute to a violation of air quality standards adopted for the SCAB. Ongoing operations that would occur upon the proposed Project's implementation could also lead to emissions that could contribute to air quality violations, particularly as a result of activities at the MSF and TPSS facilities. Further analysis of the proposed Project's emissions, including quantification of construction and operational emissions and comparison to SCAQMD-recommended thresholds, is required to determine whether the proposed Project has the potential to violate air quality standards. This topic will be further analyzed in an EIR.

Significant impacts would occur if the proposed Project were to result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under applicable federal or State air quality standards.

The United States Environmental Protection Agency (USEPA) is responsible for the implementation of portions of the 1970 CAA,¹¹ which regulates certain stationary and mobile sources of air emissions and other requirements. USEPA sets national vehicle and stationary source emission standards; oversees the

¹⁰ SCAQMD, *CEQA Air Quality Handbook*.

¹¹ US Environmental Protection Agency, "Clean Air Act Text," <https://www.epa.gov/clean-air-act-overview/clean-air-act-text>.

approval of all State Implementation Plans;¹² provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS).¹³ NAAQS for the seven common air pollutants, Ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb), are identified in the CAA. **Table 1-1: Common Sources of Health Effects for Criteria Air Pollutants** details these pollutants.

Table 1-1
Common Sources of Health Effects for Criteria Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O ₃)	Formed when volatile organic compounds (VOC) and oxides of nitrogen (NO _x) react in the presence of sunlight; VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil), solvents, petroleum processing, and storage and pesticides	Breathing difficulties, lung tissue damage, damage to rubber and some plastics
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust (agriculture), construction and fireplaces; also formed from other pollutants (e.g., acid rain, NO _x , oxides of sulfur [SO _x], organics) and from incomplete combustion of any fuel	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning; also formed from reaction of other pollutants (e.g., acid rain, NO _x , SO _x , organics)	Increases respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling
Carbon monoxide (CO)	Any source that burns fuel, such as automobiles, trucks, heavy construction equipment, farming equipment, and residential heating	Chest pain in heart patients, headaches, reduced mental alertness
Nitrogen dioxide (NO ₂)	See <i>carbon monoxide</i>	Lung irritation and damage
Lead (Pb)	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint	Learning disabilities, brain and kidney damage
Sulfur dioxide (SO ₂)	Coal- or oil-burning power plants and industries, refineries, diesel engines	Increases lung disease and breathing problems for asthmatics; reacts in the atmosphere to form acid rain

Source: California Air Resources Board, "ARB Fact Sheet: Air Pollution and Health" (last reviewed December 2, 2009), <http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm>, accessed June 2018.

- 12 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards (NAAQS).
- 13 The NAAQS were set to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

The California Air Resources Board (CARB) is the State agency responsible for setting the California Ambient Air Quality Standards (CAAQS).¹⁴ USEPA and CARB designate air basins as nonattainment areas where air pollution levels exceed federal or State ambient air quality standards, respectively. If standards are met, the area is designated as an attainment area. If there is inadequate or inconclusive data to make a definitive attainment designation, an area is considered unclassified. Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current federal and State attainment designations for the Basin are shown in **Table 1-2: South Coast Air Basin Attainment Status**.

As discussed above, construction and operation of the proposed Project could potentially result in the emission of air pollutants in the Basin, which is currently in nonattainment of federal air quality standards for O₃, PM_{2.5} and Pb, and in nonattainment of State air quality standards for O₃, PM₁₀, and PM_{2.5}.

Table 1-2
South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (O ₃)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO ₂)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO ₂)	Attainment	Attainment
Lead (Pb)	Attainment	Nonattainment
Suspended particulate matter (PM ₁₀)	Nonattainment	Attainment
Fine particulate matter (PM _{2.5})	Nonattainment	Nonattainment

Sources: CARB, "Area Designations Maps/State and National," <http://www.arb.ca.gov/desig/adm/adm.htm> (last reviewed October 18, 2017).

Trenching, paving, and other activities associated with the construction of the proposed Project's elevated guideway, as well as the associated stations, MSF, and TPSSs, have the potential to emit diesel particulates typical of construction activity. Ongoing operations at the MSF and TPSS sites also have the potential to increase the emission of the specific pollutants mentioned above, including those for which the Basin is already in nonattainment of federal and State air quality standards. Therefore, implementation of the

14 CARB, "California Ambient Air Quality Standards (CAAQS)" (August 10, 2017), <https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>.

proposed Project could potentially contribute to air quality impacts that may also be cumulatively considerable with other related projects. As such, this issue will be further addressed in an EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to result in exposure of sensitive receptors to concentrations of air pollutants above the AAQS. The proposed Project's construction activities and operations, as described above under other thresholds, may increase air emissions above current levels.

Sensitive receptors are defined as schools, residential uses, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project are residences along East Manchester Boulevard, and residences, churches, and an elementary school along South Prairie Avenue.

Although the proposed Project will be an electrical powered system, the potential exists for impacts to sensitive receptors during the proposed Project's construction, as well as during certain g operations, particularly at the MSF and TPSS facilities. This would be as a result of typical construction practices such as grading and excavation, and construction activities associated with building the guideway, stations and support facilities; operation of the MSF and TPSS sites could also involve activities that generate emissions from the use of aerosols for cleaning, operation of generators and other activities.

Impacts are potentially significant, and this topic will be further addressed in an EIR. The analysis will include a Health Risk Assessment (HRA) to consider impacts associated with exposure to toxic air contaminants on nearby receptors during both construction and operation.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact.

Impacts would be considered potentially significant if the proposed Project were to result in the creation of objectionable odors with the potential to affect substantial numbers of people, or if construction or operation of the proposed Project would result in the creation of nuisance odors that would be noxious

to a substantial number of people as codified in SCAQMD Rule 402 (Nuisance).¹⁵

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

During construction, activities associated with the operation of equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. As construction-related emissions dissipate from the area, odors associated with these emissions would also decrease, dilute, and become unnoticeable.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies, and fiberglass molding.¹⁶ The proposed Project would not include any of these odor-producing uses. Odors associated with the proposed Project's operation would be limited to on-site waste generation and disposal, as well as cleaning operations at the MSF. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations and be emptied on a regular basis.¹⁷

Implementation of the Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required in an EIR.

2.4 Biological Resources

Would the proposed Project:

- a. **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?**

Less than Significant Impact.

15 SCAQMD, "Rule 402: Nuisance" (adopted May 7, 1976), <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>.

16 SCAQMD, *Air Quality Handbook*, accessed July 2020, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

17 County of Los Angeles Department of Public Health, "Solid Waste Management Program," accessed July 2020, http://publichealth.lacounty.gov/eh/EP/solid_waste/solid_waste_main.htm.

A significant impact would occur if the proposed Project were to lead to adverse effects on any species identified as a candidate, sensitive, or special status species according to any adopted plan, policy, or regulation. This includes effects caused by habitat modification.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping, as well as developed or previously developed parcels where the MSF and TPSS facilities may be located. The existing level of development in the area and in the surrounding area is not compatible with supporting wildlife and natural plant communities.

A biological assessment for the proposed Project's location was completed to determine the presence or absence of any sensitive biological resources. As part of the biological assessment, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB)¹⁸ was used to conduct a 9-quadrant survey. In the Inglewood quadrant, 29 species were previously identified as seen in **Table 2-1: CNDDDB Inglewood Quadrant Species List**.

There were no species listed on the CNDDDB that have been observed within the area of proposed Project. Fourteen of the species listed in **Table 2-1** were no closer than 1.89 miles from the proposed Project. The only plant species on site were landscaping as well as weeds and ruderal vegetation. Of these species, none listed is a candidate, sensitive, or special-status species. None of the species listed in the CNDDDB was found to be present within or surrounding the proposed Project during the field survey on May 23, 2018.

The sensitive species listed in quadrants are not within the proposed Project's footprint. The species listed tend to only occur in specific habitats that do not present within the City of Inglewood; suitable habitats for these species tend to occur in area beyond the City, such as the Santa Monica Mountains to the northwest and the coastal regions to the west. The proposed Project area is completely urbanized and has no natural open space natural plant communities.

The proposed Project is not located in a significant ecological area defined in the County of Los Angeles (the County) General Plan.¹⁹ Moreover, the City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City.²⁰

Impacts would be less than significant, and no further evaluation of this topic area is required in an EIR.

18 California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), "Maps and Data," accessed July 2020, <https://www.wildlife.ca.gov/Data/CNDDDB>.

19 Los Angeles County, Department of Regional Planning (LA County DRP), *General Plan 2035*, "General Plan Update Program—Interactive Map (GP-NET)," accessed July 2020, <http://planning.lacounty.gov/gpnet>.

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

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?**

No Impact.

Significant impacts would occur if the proposed Project were to cause adverse effects on any riparian habitat or other sensitive natural community identified in an adopted plans, policies or regulations.

The proposed Project is located in an area that consists of paved rights-of-way, as well as developed or previously developed urban parcels adjacent to the proposed alignment. As such, no riparian habitat or sensitive natural community is located in the area.²¹ In addition, the Project is not located in a significant ecological area defined in the County's General Plan²² or the City's General Plan.²³

No impacts would occur, and no further evaluation of this topic area is required in an EIR.

- c. Have a substantial adverse effect on State or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact.

A significant impact would occur if the proposed Project were to adversely affect federally protected wetlands under Section 404 of the Clean Water Act.

The proposed Project is not in proximity to, nor does it contain, wetland habitat or a blue-line stream that is subject to the jurisdiction of the US Army Corps of Engineers or the CDFW. The National Wetlands Mapper does not show any federally protected streams, wetlands, or other water bodies, or any riparian habitat on site or adjacent to the proposed Project.²⁴

Because the proposed Project would not have any effect on federally protected wetlands, and would not result in any removal, filling, hydrological interruption, or other means of disruption to a watercourse, no impact would occur, and no further study is required.

21 CDFW, CNDDDB, "Maps and Data."

22 LA County DRP, *General Plan 2035*, "General Plan Update Program—Interactive Map (GP-NET)."

23 City of Inglewood, *General Plan*, "Conservation Element."

24 US Fish and Wildlife Service (USFWS), *National Wetlands Inventory*, "National Wetlands Mapper," accessed July 2020, <https://www.fws.gov/wetlands/data/mapper.html>.

Table 2-1
CNDDDB Inglewood Quadrant Species List

Scientific Name	Common Name	Distance to Proposed Project (miles)
<i>Spea hammondii</i>	Western spadefoot	Unprocessed
<i>Nycticorax</i>	Black-crowned night heron	Unprocessed
<i>Ammodramus savannarum</i>	Grasshopper sparrow	Unprocessed
<i>Spizella breweri</i>	Brewer's sparrow	Unprocessed
<i>Agelaius tricolor</i>	Tricolored blackbird	3.06 SE
<i>Setophaga petechia</i>	Yellow warbler	Unprocessed
<i>Athene cunicularia</i>	Burrowing owl	4.19 NE
<i>Poliophtila californica</i>	Coastal California gnatcatcher	2.01 NW
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher	4.19 NE
<i>Vireo bellii pusillus</i>	Least Bell's vireo	4.59 NE
<i>Bombus crotchii</i>	Crotch bumble bee	Not Present on-site
<i>Eumops perotis californicus</i>	Western mastiff bat	1.89 SE
<i>Nyctinomops femorosaccus</i>	Pocketed free-tailed bat	Unprocessed
<i>Microtus californicus stephensi</i>	South coast marsh vole	2.01 NW
<i>Taxidea taxus</i>	American badger	4.19 NE
<i>Lasionycteris noctivagans</i>	Silver-haired bat	Unprocessed
<i>Anniella stebbinsi</i>	Southern California legless lizard	Unprocessed
<i>Phrynosoma blainvillii</i>	Coast horned lizard	5.70 S
<i>Eryngium aristulatum var. parishii</i>	San Diego button-celery	2.12 SW
<i>Centromadia parryi ssp. australis</i>	Southern tarplant	Not Present on-site
<i>Lasthenia glabrata ssp. coulteri</i>	Coulter's goldfields	0.77 NE
<i>Atriplex coulteri</i>	Coulter's saltbush	4.44 SE
<i>Astragalus tener var. titi</i>	Coastal dunes milk-vetch	0.77 NE
<i>Sidalcea neomexicana</i>	Salt spring checkerbloom	3.07 NW
<i>Camissoniopsis lewisii</i>	Lewis' evening-primrose	Unprocessed
<i>Hordeum intercedens</i>	Vernal barley	Unprocessed
<i>Orcuttia californica</i>	California Orcutt grass	3.69 SW
<i>Navarretia fossalis</i>	Spreading navarretia	Not present on-site
<i>Navarretia prostrata</i>	Prostrate vernal pool navarretia	Not Present on-site

Source: California Natural Diversity Database (CNDDDB)

Notes: NE = Northeast; S = South; SE = Southeast; SW = Southwest; Unprocessed = Data for species has not been uploaded to CNDDDB for mapping—cannot determine distance.

- d. Interfere substantially with the movement of any native resident or migratory fish, nesting birds, or other wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less Than Significant Impact with Mitigation.

The proposed Project would have significant impacts if it interfered with the movement of any wildlife species or if it adversely impacted wildlife corridors or nursery sites.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. The proposed Project's location consists of paved and active streets with various landscaping including street trees, as well as developed or previously developed parcels adjacent to the alignment. Therefore, current development on the site and in the surrounding area is not compatible with supporting natural plant communities.

The City of Inglewood has an adopted tree preservation ordinance.²⁵ The intent of these regulations is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.²⁶ A total of 354 trees located within and surrounding the proposed Project have the potential to be impacted by construction or removed altogether. Of those, 230 meet IMC requirements to be considered a protected tree. For all of the protected trees that would be impacted or removed, permits would be filed with the City and the regulations set forth in the IMC would be followed, reducing impacts to less than significant.²⁷

No wildlife mitigation corridors are found near the Project.²⁸ Implementation of the proposed Project would not interfere with the movement of native resident or migratory fish species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The street trees within the footprint of the proposed Project have the potential to be utilized by migrating bird species. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)²⁹ and the California Fish and Game Code. The street trees within the roadway prism would not be ideal nesting habitats for most protected species given the highly urbanized setting surrounding the Project Site and

25 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required, accessed July 2020, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_116/.

26 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent, accessed July 2020, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_110.

27 IMC, ch. 12, Planning and Zoning, art. 32, Tree Protection, sec. 12-112, Definitions.

28 County of Los Angeles, *General Plan 2035*, Fig. 9.2: Regional Habitat Linkages, available at http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-2_Regional_Wildlife_Linkages.pdf.

29 USFWS, Congressional and Legislative Affairs, "Migratory Bird Treaty Act of 1918," accessed June 2020, <https://www.fws.gov/laws/lawsdigest/migtrea.html>.

the existing high traffic volume. However, there is a potential for migratory birds to nest in existing street trees that would be removed. Therefore, this topic area will be further evaluated in an EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact with Mitigation.

Significant impacts would occur if the proposed Project were to conflict with any adopted local policies or ordinances that protect biological resources.

As described above, the City has an adopted tree preservation ordinance.³⁰ The intent of this regulation is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.³¹ Street trees located within and surrounding the footprint of the proposed Project have the potential to be impacted from construction or removed. Approximately 230 trees meet IMC requirements to be considered a protected tree that potentially would be impacted or removed' for any impacted trees.

The proposed Project would meet the ordinance requirements to reduce anticipated impacts to protected trees. During construction, preservation of protected trees would take priority over the relocation or removal of a protected tree. If the removal of a protected tree is required by the proposed Project, a replacement tree will be planted meeting the requirements of the City's Master Plan or the Parks, Recreation and Library Services Department. However, as there would be loss of street trees, impacts would be potentially significant and will be discussed in the EIR.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or another approved plan designed to conserve habitat.

30 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required.

31 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent

No adopted HCP, NCCP, or similar plan applies to the proposed Project's area.³² Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan and therefore no impacts would occur.

2.5 Cultural Resources

Would the proposed Project:

- a. **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to disturb historic resources that presently exist within the proposed Project location.

Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC [PRC]); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity. Further, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The City does not currently have a historic preservation ordinance or program in effect; however, the City published a historic resources study in 2000³³ that identified potentially eligible historic properties in downtown Inglewood, an area bounded by La Brea Avenue to the west, Locust Street to the east, Florence

32 CDFW, "NCCP Plan Summaries," accessed July 2020, <https://www.wildlife.ca.gov/conservation/planning/nccp/plans>.

33 City of Inglewood, *Main Street Inglewood: Historic Resources Survey* (2000), accessed July 9, 2020, https://www.laconservancy.org/sites/default/files/community_documents/Main%20Street%20Inglewood%20Historic%20Resources%20Survey%2C%202000.pdf.

Avenue to the north, and Hillcrest Boulevard to the south. Because potentially eligible historic properties are located adjacent to the proposed alignment along North Market Street and East and West Manchester Boulevard, impacts are potentially significant and will be analyzed in detail in an EIR.

A number of designated historic resources and resources identified as historic through previous investigation are extant in locations adjacent to the proposed alignment of the proposed Project. Further preliminary study has identified properties eligible for historic designation within or in the immediate vicinity of the proposed Project.³⁴

Six previously recorded built-environment cultural resources were identified within a half-mile radius of the proposed Project.³⁵ One of these resources, 19-189809, is a multistory commercial building that is located immediately adjacent to the proposed Project area and may be directly or indirectly impacted by the proposed Project. In addition, five buildings/structures, located immediately adjacent to the proposed Project area, are listed on the Directory of Historic Properties Data File.

Two properties located adjacent to the elevated guideway have been listed in the National Register of Historic Places. These are the Forum at 3900 W. Manchester Boulevard and the former Fox Theater at 115 N. Market Street in Downtown Inglewood. Seven additional properties were also previously identified.

All six of these properties are situated along the proposed alignment. No previously identified historic resources were discovered on any of the proposed MSF or TPSS sites. Additional potential historic resources may be identified as a result of the environmental review process for the proposed Project, either along the alignment or on the proposed MSF or TPSS sites. Conversely, some previously identified properties may have since been altered such that they are found to be no longer eligible for historic listing.

As currently described, the guideway, support structure, and stations for the proposed Project will be contained within the public rights-of-way, and construction of the various structures is not anticipated to require the demolition or alteration any existing buildings or structures immediately adjacent or in the immediate vicinity of the proposed Project. Because these elements will be contained within the public rights-of-way, it is not anticipated that their construction will result in any direct impacts to historic resources. Construction of the guideway, support structure, and stations does, however, have the potential for indirect impacts to identified historic resources located immediately adjacent to the proposed alignment. These structures could affect the setting in which the identified resources are located, which could in turn affect those attributes that contribute to the historic character of these resources.

34 *Historic Resources Impact Memo*, Paul Travis, AICP, and Kari Fowler, Historic Resources Group (HRG), January 17, 2019.

35 *Historic Resources Impact Memo*, Paul Travis, AICP, and Kari Fowler, Historic Resources Group (HRG), January 17, 2019

As mentioned above, the proposed Project includes an MSF and TPSS locations along the proposed alignment that are under consideration. Depending on the final location, construction of the MSF and TPSSs may require demolition of existing improvements at those locations. Historic resources do not appear to be present at these sites. Pending further analysis to determine if any historic resources are located on the proposed locations, construction of the MSF and TPSSs has the potential to result in direct or indirect impacts to previously unidentified historic resources.

The proposed Project has the potential to result in indirect impacts to previously identified historic resources. Pending further analysis to determine if historic resources not previously identified are present, the proposed Project also has limited potential to result in direct impacts to historic resources.

This topic will be further evaluated in an EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact with Mitigation.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb archaeological resources that presently exist within the proposed Project's location.

Archaeological resources include material evidence of past human life and culture of previous ages. Section 15064.5 of the CEQA Guidelines generally defines a historic or archeological resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

A literature review and records search was conducted at the South Central Coastal Information Center housed at California State University, Fullerton.³⁶ The records search included the proposed Project's area (half-mile radius). The records search indicated that no prehistoric or historical archaeological resources have been recorded within the area or within a half-mile radius of the area. The records search indicated that at least 21 previous studies have been conducted within a half-mile of the proposed Project's area since 1984; none of these studies appears to include the proposed Project's area.

36 *Cultural Resource Investigation*, Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA, PaleoWest Archaeology (PaleoWest), December 12, 2018.

The proposed Project will require excavation, grading, drilling, and other related construction activities that involve extensive ground disturbance that could expose undiscovered archaeological artifacts. However, as much of the area has experienced prior development, the potential for such discoveries is considered low. Further, deeper ground disturbing activities, such as drilling for columns, would involve technique that would not provide for successful recovery of any artifacts as they would be destroyed during drilling. Therefore, there is a potential for unearthing or destroying previously unknown archaeological resources. This topic will be further analyzed in the EIR.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact with Mitigation.

A significant adverse effect would occur if grading or excavation activities associated with the proposed Project were to disturb previously interred human remains.

Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. Thus, the potential to disturb human remains exists. Any potential impacts would be minimized as the proposed Project would comply with California Health and Safety Code Section 7050.5 and PRC Section 5097.98 in the event any human remains are discovered during project construction. California Health and Safety Code Section 7050.5 requires the construction to halt and no further excavation or disturbance of the site or any nearby area if human remain is discovered on the Project Site. A coroner of the county will be notified to examine the human remain. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. Until the coroner has examined the human remains construction activities may not continue.

PRC Section 5097.98 governs the discovery of Native American human remains which will be further discussed in **Section 2.18 Tribal Cultural Resources.**

Impacts would be potentially significant however, they would be mitigated with compliance of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 This topic will be further discussed in the EIR.

2.6 Energy Resources

Would the proposed Project:

- a. **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Potentially Significant Impact.

Construction

Project construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the proposed Project; construction worker travel to and from the proposed Project; and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). The amount of energy that would be consumed by these uses would not be considered excessive and would be similar to that consumed for other large construction projects. Electricity consumption that would be required during construction would be limited and temporary, and would cease upon the completion of construction.

Construction activities, including the expansion of existing buildings, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support proposed Project construction activities; thus, there would be no demand generated by construction. Construction of the proposed Project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new natural gas facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed Project would be required to coordinate infrastructure removals or relocations with local utility providers and comply with site-specific requirements set forth by the utility providers, which would ensure that service disruptions and potential impacts associated with construction, as well as development within utility easements, are minimized. In addition, prior to ground disturbance, construction contractors for the proposed Project would notify and coordinate with utility providers to identify the locations and depth of existing utility lines to avoid disruption of service to other properties.

Construction vehicles traveling to and from the proposed Project would result in on-road gasoline-related energy consumption. Construction of the proposed Project would require the export of debris from the proposed Project and staging areas. Construction worker travel to and from the proposed Project would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. Given that the construction period is expected to be limited to a short time frame and would be temporary, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel

supplies. The energy demands during construction would be typical for projects of this size and would not necessitate additional energy facilities or distribution infrastructure.

Compliance with State and regional air quality regulations and established construction standards that limit vehicle idling and promote the use of alternative fuels would minimize the unnecessary consumption of energy during construction. Construction energy consumption is short term and relatively minor compared to long-term regional energy use.

Because the amount and type of energy consumption required by construction-related activities are dependent upon Project design features that are not yet known, construction-related energy resource topics will be further evaluated in an EIR.

Operation

During operation of the proposed Project, energy would be consumed for multiple purposes, including but not limited to, heating, ventilating and air conditioning; lighting; and the use of electronics, equipment and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's operating components would utilize electrical energy for the operation of the APM trains, as well as aspects of related Project support features, such as the stations, MSF, and TPSSs. Electricity is provided to the Project area by Southern California Edison (SCE). SCE provides roughly 90 billion kilowatts of electricity to more than 15 million people in Southern California.³⁷

In addition, the proposed Project would include equipment to guide the movement of trains between stations; emergency walkways and lighting; communications systems; a command and control system; a public information system; and security systems to monitor activity at station platforms, along the guideway, and at the MSF. Traction power substations would be constructed to provide continuous power supply for system operation. Depending on load requirements, two to three traction power substations may be required. The traction power substations would be connected to existing power trunk lines and would be up to 3,000 square feet in size. Locations for the traction substations would be adjacent to other proposed components of the ITC system and existing electrical trunk lines.

With modern, energy-efficient construction materials and operating equipment, the proposed Project would comply with applicable Title 24 regulations and applicable City regulations and policies. The California Green Building Code imposes energy conservation measures for all new projects to further

37 Southern California Edison, "About Us: Who We Are," accessed July 2020, <https://www.sce.com/wps/portal/home/about-us/who-we-are>.

reduce energy demands with new buildings. Implementation of the California Green Building Code measures would meet or exceed the Title 24 energy efficiency regulations and further reduce demand for electricity.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the proposed Project. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers. The proposed Project is close to numerous bus routes and the Metro Crenshaw/LAX Line light rail stations.

According to CARB's EMFAC Web Database, the Los Angeles region on-road transportation sources consumed 4.19 billion gallons of gasoline and 0.62 billion gallons of diesel fuel in 2018.³⁸ The net increase of the proposed Project's operational gasoline consumption would be minimal in terms of Countywide gasoline and diesel consumption.

However, because the energy consumption associated with Project operations would be dependent on design features that are not yet known, this topic will be further evaluated in an EIR.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Potentially Significant Impact.

As discussed above, the proposed Project area's electricity needs are provided by SCE. Natural gas service is provided by Southern California Gas Company. In addition, the City has prepared an Energy and Climate Change Plan (ECAP) that establishes goal for future energy use and reliance on sustainable energy sources. The proposed Project would comply with the requirements of the ECAP and the 2020-2045 RTP/SCS in implementing energy compliance. However, because specific Project design features are not yet fully defined in terms of their energy requirements, this topic will be further evaluated in an EIR.

38 California Air Resources Board, EMFAC2017 Web Database, www.arb.ca.gov/emfac/2017/

2.7 Geology and Soils

Would the proposed Project:

- a. **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving**
 - i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to risks associated with known earthquake faults.

Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates faults as active, potentially active, or inactive. The Alquist-Priolo Earthquake Fault Zoning Act establishes standards regulating development adjacent to active faults and areas designated as Earthquake Fault Zones. No active or potentially active faults delineated as Alquist-Priolo Earthquake Fault Zones are known to be present beneath the proposed Project.

As mentioned above, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone.³⁹ Although no site-specific investigation has been performed, there have been investigations in the area, and none of them has identified a fault with the potential for surface rupture. The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. However, the potential exists for nearby faults to result in a seismic event that could result in adverse substantial impacts to people or structures constructed and operated by the proposed Project.

All components of the proposed Project would be designed and constructed in accordance with the requirements of the California Building Code regarding seismic standards as approved by the Inglewood Building Safety Division, and a geotechnical investigation will be undertaken to ensure that no Project components are astride previously unidentified faults.

39 CDC, CGS, "Earthquake Fault Zones," revised 2018, accessed June 26, 2020, https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf.

To address potential significant impacts that may result from seismic shaking from both known and unknown faults that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the proposed Project. The geotechnical study will identify and confirm the presence of known active faults with the potential for surface rupture to ensure that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

The EIR will evaluate the potential for the project to directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault.

ii. Strong seismic ground shaking?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to strong seismic ground shaking.

The intensity of ground shaking depends primarily on an earthquake's magnitude, the distance from the source, and the site response characteristics. Although the proposed Project could be subjected to strong ground shaking in the event of an earthquake, this hazard is common throughout Southern California. The effects of ground shaking would be addressed by proper site-specific engineering design and construction in conformance with State and local building codes and engineering practices.

Prior to the issuance of building permits, a site-specific geotechnical study would be prepared by a licensed engineer that would specifically address seismic risk to the proposed Project. This study would ensure that the structural integrity of the elevated guideway, stations, support facilities and associated infrastructure would be maintained during a peak seismic event. Further, the design and construction of the proposed Project would conform to California Building Code seismic standards as reviewed and approved by the City of Inglewood Building Safety Division.

To address potential significant impacts that may result from strong seismic shaking that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the proposed Project. The geotechnical study will identify the extent of ground shaking that may occur so that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

As the proposed Project has the potential to expose people and structure to significant impacts associated with known or unknown faults, the EIR will further evaluate this topic and mitigation, if necessary, will be identified.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structure to the effects of liquefaction.

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density, fine, clean sandy soils; and strong ground motion. The effects of liquefaction can include sand boils, settlement, and bearing-capacity failures below structural foundations.

According to the CGS, the location of the proposed Project is not within an area susceptible to liquefaction.⁴⁰ Based on previous investigations and available geologic data, liquefaction zones are not mapped or known to exist beneath the proposed Project.

The following materials were consulted regarding potential liquefaction for the proposed Project:⁴¹

- Mapped liquefaction areas on the Inglewood Quadrangle,
- The City of Los Angeles Safety Element, and
- The County of Los Angeles Seismic Safety Element.

Based on a review of the above, it was determined that the proposed Project is not located within areas identified as having a potential for liquefaction according to these source materials. Furthermore, the regional geologic map and subsurface conditions reported in previous geotechnical investigations, and the absence of shallow groundwater, the Pleistocene age sediments underlying the proposed Project (generally dense silty sand and firm silty clay silts) are not considered prone to liquefaction. Therefore, the potential for liquefaction and its secondary effects are considered low and a Project Site-specific study in accordance with the Seismic Hazards Mapping Act⁴² will not be required. The design and construction

40 CDC, CGS, *Earthquake Zones of Required Investigation*, interactive map, accessed July 2020, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

41 *Inglewood Transit Connector, Technical Memorandum (DRAFT), Geology and Soils*, Geosyntec Consultants, June 25, 2018.

42 2018 California Code, Public Resources Code – PRC, Division 2 – Geology, Mines and Mining, Chapter 7.8, Seismic Hazards Mapping, Section 2690, Seismic Hazards Mapping Act.

of the proposed Project would conform to California Building Code requirements related to seismic standards, as approved by the City of Inglewood Building Safety Division.

Impacts related to seismic related liquefaction would be less than significant, and no further analysis is required.

iv. Landslides

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to adverse impacts associated with landslides.

The proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project.

According to the CGS,⁴³ the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

As such, no impacts related to slope instability or landslides would occur, and no further analysis is required.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to result in substantial soil erosion or the loss of topsoil.

The location of the proposed Project has been substantially developed with impermeable surfaces with only small areas of vegetative planters, and no areas of the site are susceptible to erosion under existing conditions. The area is highly urbanized and developed; the land is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Although development of the proposed Project has the potential to result in the erosion of soils during construction

43 California Department of Conservation, California Geological Survey, DC, CGS, *Earthquake Zones of Required Investigation*.

activities, erosion would be reduced through implementation of SCAQMD Rule 403—Fugitive Dust to minimize wind- and waterborne erosion.

The proposed Project's construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs), as detailed in a Storm Water Pollution Prevention Plan (SWPPP), would control and minimize erosion and siltation. Appropriate erosion-control BMPs may include but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms, stabilized construction site entrances/exits, and any other practices laid out in the City's *Low-Impact Development (LID) Standards Manual*.⁴⁴ Following construction activities, treated runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils.

Because the proposed Project is greater than 1 acre in size, the proposed Project will implement a SWPPP in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during the proposed Project's construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in stormwater discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping; proper waste disposal; vehicle and equipment maintenance; concrete washout area; materials storage; minimization of hazardous materials; proper handling and storage of hazardous materials; etc.) and erosion- and sediment-control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City.

The proposed Project's construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet-weather erosion control plan if construction occurs during the rainy season. Through compliance with these existing regulations, the proposed Project would not result in any significant impacts related to soil erosion during the construction phase.

During the proposed Project's operational phase, the proposed Project's surface areas would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. In addition, no native topsoil is present on the site because it has been previously disturbed and developed. Therefore, soil erosion impacts

44 IMC, ch. 10, Public Works, art. 16, LID Standards Manual, incorporated by reference.

associated with construction and operation of the proposed Project would not occur, and soil erosion impacts would be less than significant. No further evaluation is required.

- c. **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less than Significant Impact.

Significant impacts would occur if the proposed Project were based on unstable soils that could result in landslides, lateral spreading, subsidence, liquefaction, or soil collapse.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The proposed Project does not involve the creation of new groundwater wells, nor are there active groundwater activities in the vicinity of the proposed Project.⁴⁵

According to the California Division of Gas and Geothermal Resources (DOGGR), the area of the proposed Project is not located within the limits of any existing or former oil fields.⁴⁶ The area does not contain existing oil production wells, and no plugged or abandoned oil exploration wells are known to be located within the proposed Project area. The closest known oil production well is located approximately 1,00 feet east of Prairie Avenue and is categorized as “idle.”⁴⁷ Therefore, while there is some history of oil extraction in the area, no oil extraction occurs or is known to have historically occurred within the area of the proposed Project.

Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the proposed Project. US Geological Survey groundwater measurements indicate that nearby groundwater is at least 85 feet below grade. Given that the proposed Project does not include substantial excavation or subterranean structures, groundwater would not be encountered during construction. The proposed Project’s design features and construction would comply with all applicable building codes and standards.

45 Los Angeles County Public Works. Groundwater Wells. <https://dpw.lacounty.gov/general/wells/>. September 1, 2020.

46 California Division of Gas and Geothermal Resources (DOGGR), Well Finder, <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32073/33.94064/15>. Accessed August 31, 2020.

47 California Division of Gas and Geothermal Resources (DOGGR), Well Finder, <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32073/33.94064/15>. Accessed August 31, 2020.

A site-specific geotechnical study would be performed by a licensed engineer that would outline structural design elements to ensure structural integrity is maintained and account for site specific soil conditions. In addition, the design and construction of the proposed Project would conform to California Building Code requirements related to site specific soil conditions, as approved by the City of Inglewood Building Safety Division.

With adherence to existing regulations, impacts related to geological failure—including lateral spreading, off-site landslides, liquefaction, or collapse—would be less than significant. No further evaluation is required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact.

Significant impacts could occur if the proposed Project were located on expansive soil that could create substantial risks to life or property.

Expansive soils include clay minerals characterized by their ability to undergo significant volume change (shrink or swell) due to variation in moisture content. Sandy soils are generally not expansive, while clayey soils generally are expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials.

Soil materials in the area tend to include: (1) artificial fill, consisting primarily of silty sand and sand with silt and gravel; (2) alluvial deposits consisting of sand, gravel, and cobbles; and (3) alluvial deposits consisting of silty sand, sand, silty clay and sandy clay. Typically, sandy soils have a low expansion potential while clayey soils can have a high expansion potential. The predominance of granular content in the soils in the area including gravels, sands, and cobbles indicate a generally low potential for expansive soils.

A site-specific geotechnical study would be performed by a licensed engineer that would outline structural design elements to ensure structural integrity is maintained and account for site specific soil conditions. In addition, the design and construction of the proposed Project would conform to California Building Code requirements related to site specific soil conditions, as approved by the City of Inglewood Building Safety Division.

The proposed Project would incorporate standard construction practices to maintain the integrity of the Project's proposed structures. Additionally, the proposed Project's design features and construction would

comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant. No further study is required.

- e. **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact.

The proposed Project would result in significant impacts if it were located on soils incapable of supporting septic tanks or other alternative systems in the event that the proposed Project were not connected to existing sewer systems.

The proposed Project is located in a highly urbanized area where wastewater infrastructure is currently in place. The proposed Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the proposed Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

No impacts would occur, and no further evaluation of this topic area is required.

- f. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Potentially Significant Impact.

A significant impact would occur if grading or excavation activities associated with the proposed Project were to disturb paleontological resources or geologic features that presently exist within the proposed Project's location.

The area under consideration for the proposed Project has been previously graded and is not known to contain unique paleontological resource or site or any unique geologic feature. Construction of the proposed Project would require extensive excavation and the construction of foundations and columns, as well as other ground-disturbing activities which may disturb previously undisturbed soil. There is potential for the discovery of unique paleontological resources which were previously undiscovered as previously undisturbed soil may be impacted.

Due to the extensive ground disturbing activities and the potential for unearthing unique paleontological resources, this topic will be further evaluated in the EIR.

2.8 Greenhouse Gas Emissions

Would the proposed Project:

- a. **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact.

A significant impact would occur if construction or operation of the proposed Project were to generate quantities of greenhouse gas (GHG) emissions that would interfere with State, regional, and local efforts to meet emissions reductions targets in accordance with State regulations. The term “GHG emissions” refers to a group of emissions that are believed to affect global climate conditions.

As a transportation-related project pertaining to travel to and from downtown Inglewood, the Forum, the LASED (including the NFL stadium), and the IBEC, the proposed Project could result in short-term emissions of GHGs during construction. These emissions would generally be associated with the operation of construction equipment that would be utilized to build the elevated guideway, its associated stations, and the MSF and TPSS facilities, as well as with the disposal of construction waste and demolition debris.

The potential exists for GHG emissions to occur as a result of ongoing operations at both the MSF and TPSSs upon the proposed Project’s implementation. However, the fact that the proposed Project is an APM that would likely serve to reduce vehicle trips in the Project area could result in a net decrease in GHG emissions. Nonetheless, the proposed Project’s construction and operational emissions will be quantified and evaluated in an EIR.

- b. **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Potentially Significant Impact.

A significant impact would occur if GHG emissions generated by construction or operation of the proposed Project were to be of disproportionate magnitude relative to the growth induced by the proposed Project and consequently conflict with applicable State, regional, and local efforts to meet GHG emissions reduction targets.

Given that the proposed Project would have the potential to emit GHG emissions from both construction and ongoing operations at both the MSF and TPSSs, the proposed Project has the potential to conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. These

plans, policies, and regulations and the proposed Project's consistency with them will be evaluated in an EIR.

2.9 Hazards and Hazardous Materials

Would the Project:

- a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less than Significant Impact.

A significant impact could occur if a project were to create a significant hazard through the routine transfer, use, or disposal of hazardous materials.

Construction

During construction activities, excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered. In addition, common construction materials, such as fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions, would be utilized. The potential encounter and usage of contaminants and hazardous materials would require special handling, transport, and disposal. Hazardous materials used during construction would typically be packaged in consumer quantities with handling instructions from the manufacturers. Manufacturer instructions will be followed during required usage of hazardous materials to minimize the risk of exposure to workers and the environment.

In addition, the construction of the MSF and TPSSs will necessitate the demolition of existing structures. Demolition activities have the potential to release hazardous materials, such as asbestos containing materials (ACM), lead-based paint (LBP), and other potentially hazardous building materials in some form such as polychlorinated biphenyl, mercury, or chlorofluorocarbons found in fluorescent lighting and electrical switches. Potential exposure to hazardous materials during demolition will be limited only to the duration of demolition activities. Prior to demolition, existing buildings are required to be inspected for the presence of hazardous materials, including asbestos containing materials , lead based paint , polychlorinated biphenyl (PCB) materials and mercury.

The identification, removal, and disposal of ACM is regulated under 8 CCR 1529 and 5208. The identification, removal, and disposal of LBP is regulated under 8 CCR 1532.1. A State-certified professional would be required to conduct all work related to the identification, removal, and disposal of both ACM and LBP. If either ACM or LBP are found, a site-specific hazard control plan must be prepared and

submitted to the appropriate agency detailing removal methods and specific instructions for protective clothing and equipment for abatement personnel. A State-certified LBP and an asbestos removal contractor would be retained to conduct the appropriate abatement measures and be retained for the removal of the hazardous material in compliance with all federal, state, and local laws and regulations. Once all abatement measures have been implemented and the hazardous material has been removed, a written documentation will be submitted to the City.

The identification, removal, and disposal of PCBs is regulated by the EPA under the Toxic Substances Control Act⁴⁸ and 22 CCR 66263.44. Electrical transformers and older fluorescent light ballasts, along with other suspect material will need to be tested and verified for PCB content prior to demolition. If PCBs are detected above action levels, a material must be disposed of at a licensed facility permitted to accept the materials. The identification, removal, and disposal of PCBs must follow all federal, state, and local laws and regulations. Upon completion of abatement measures, the contractor will submit written documentation to the City.

All hazardous material identification, removal, and disposal activities will be carried out in accordance with all federal, state, and local laws and regulations in combination with enforcement mechanisms by agencies including SCAQMD and Cal/OSHA. Compliance with applicable laws and regulations will minimize the potential for exposure of individuals and the environment to hazards during the construction, demolition, and disposal process.

The transport of hazardous material is regulated by US Department of Transportation, Caltrans and the California Highway Patrol. The enforcement agencies have established driver-training requirements, load labeling requirements, and container specifications designed to minimize the exposure of hazardous materials. Manchester Boulevard and Prairie Avenue are major roadways along the elevated guideway alignment that are designated truck routes.⁴⁹ These routes are permitted for use by any vehicle exceeding a maximum gross weight of 3 tons and includes the routine transport of hazardous materials by such trucks. While hazardous materials, with some exceptions, can be transported on all City roadways, Section 31303 of the California Vehicle Code and US Department of Transportation regulations require that hazardous materials be transported by routes with the least overall travel time, ensuring that freeways and major boulevards are primarily used for the transport of hazardous materials. Prior to the commencement of construction, haul routes will be reviewed and approved of by the City.

48 Title 40, Chapter 1, Subchapter R, Part 761

49 IMC, ch. 3, Motor Vehicles and Traffic, art. 3, Truck Route Regulations, sec. 3-85, Truck Routes Established (1985).

Additionally, the NPDES General Construction Permit described above in **Section 2.6: Geology and Soils**, would include the submittal of a SWPPP, identifying various BMPs and other measures, including proper material storage, prevention, and containment of accidental spills of hazardous materials and wastes, to ensure hazardous materials are contained. All materials will also be stored, handled, transported, and disposed of in accordance with all applicable local, State, and federal regulations. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant.

Operation

The types and amounts of hazardous materials that would be used in connection with operation of the proposed Project, including along the elevated guideway alignment and at the stations, but particularly at the MSF, would be typical of those used in an industrial setting (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicle fleet operations, coolants, absorbents, oil and fuel products, and machining wastes). All potentially hazardous materials would be used and stored in accordance with applicable federal, State, and local regulations, and the proposed Project would comply with planning and emergency response regulations pertaining to the presence of such materials. The potential for a significant hazardous impact to occur during operation of the proposed Project is considered low. Impacts would be less than significant, and no further evaluation is required.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Potentially Significant Impact.

A significant impact would occur if a project were to have a reasonably foreseeable chance to result in a substantial release of hazardous materials into the environment through accident or upset conditions.

Construction activities would involve the use of materials—including fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions—that would require special handling, transport, and disposal. These materials would be transported to and from the Project area for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials. In addition, demolition may expose nearby environment public or the environment to hazardous debris and materials.

Contaminated sites have been known to exist within the area, some immediately adjacent to the proposed Project. This includes prior contamination at the City's Civic Center site: arsenic-contaminated soil that has recently been remediated. In addition, there are known locations of underground storage tanks at the existing 510 E. Manchester Boulevard that could have subsurface contamination associated with them, and thus, will be removed. As such, there may be the need for further investigation and remediation during demolition of this site prior to start of construction.

This topic will be further evaluated in the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact.

A project would have a significant impact to hazards and hazardous materials if (a) the Project were to involve a risk of accidental explosion or release of hazardous substances (including but not limited to oil pesticides, chemicals, or radiation); or (b) the Project were to involve the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The proposed Project is located within 0.25 miles of several existing schools: Kelso Elementary School (809 East Kelso Street), ICEF Inglewood Middle Charter Academy (304 E. Spruce Avenue), ICEF Inglewood Elementary Charter Academy (434 S. Grevillea Avenue), Dolores Huerta Elementary School (4125 W. 105th Street), Crozier Middle School (120 W. Regent Street), and Inglewood High School (231 W. Grevillea Avenue).

Construction

As discussed in **Threshold 2.8-a** above, construction of the proposed Project could involve the use of hazardous materials that are typically necessary for construction of mechanical infrastructure and industrial warehouses (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed Project would involve routine transport, use, and disposal of

these types of hazardous materials throughout the duration of construction activities. Construction activities are temporary in nature, and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities. However, transportation of hazardous materials will be within a quarter mile of the schools mentioned above and this topic will be further analyzed in the EIR.

Operation

Operation of the proposed Project would require a modest amount of hazardous materials typical of mechanical infrastructure and an industrial warehouse, including the necessary chemicals and devices associated with mechanical activities. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported and/or stored on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions, and handled in compliance with applicable standards and regulations. Compliance with manufacturers' instructions and all applicable standards and regulations will minimize the potential for hazardous material emissions during operation of the proposed Project. However, the elevated guideway and stations will be located in close proximity to school sites and this topic will be further analyzed in the EIR.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less than Significant Impact.

Significant impacts would occur if the proposed Project were located on a site that is included on a list of hazardous materials sites.

California Government Code Section 65962.5 requires various State agencies, including but not limited to the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.⁵⁰ The State of California maintains the Hazardous Waste and Substances Site List, also

50 These lists include but are not limited to the EnviroStor (<http://www.envirostor.dtsc.ca.gov/public/>) and GeoTracker (<http://geotracker.waterboards.ca.gov/>) lists maintained by the Department of Toxic Substances Control and State Water Resources Control Board, respectively.

known as the Cortese List, as a planning document that assists Lead Agencies with CEQA compliance as it relates to hazardous materials and sites.

Section 65962.5(a)(1) requires that DTSC “shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC).” The hazardous waste facilities, identified in HSC Section 25187.5, are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC Section 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

No portions of the of the proposed Project are currently on the active Cortese list of sites compiled pursuant to Government Code Section 65962.5. Any site that was within the area of the proposed Project sites that were previously on the Cortese list has been sufficiently remediated to meet DTSC, SWRCB, and other agency requirements, and no longer pose a significant hazard to the public and the environment. Therefore, impacts would be less than significant, and no further evaluation is required.

- e. **For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?**

Less Than Significant Impact.

A significant impact would occur if the proposed Project were located in an airport land use plan or within 2 miles of a public airport and would result in a safety hazard as a result of that location.

The proposed Project is not subject to the Los Angeles County Airport Land Use Plan, which was adopted in December 1991 and revised in December 2004. Los Angeles International Airport (LAX) is located more than 2 miles southwest of the proposed Project, and the Hawthorne Municipal Airport is located approximately 2.75 miles southeast of the proposed Project. The proposed Project is not located near a private airstrip.

Airport operation hazards include incompatible land uses or features such as power transmission lines, wildlife hazards, and tall structures that can interfere with aircraft operations. The proposed Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations. Therefore, impacts would be less than significant.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to impair the implementation of an adopted emergency response or emergency evacuation plan.

The proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the elevated guideway. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.⁵¹

The closure of lanes would be temporary and be confined only to the construction phase of the proposed Project. However, the construction duration of the proposed Project will be approximately five years which can pose a significant strain on existing emergency access routes and services provided. If the proposed Project is approved, a traffic management plan will be prepared with inputs from all applicable local agencies including fire services, police services and the City. A final traffic management plan will be submitted to the City for approval with incorporations of nearby detours and alternative routes for emergency services during each phase of construction to ensure that interference with area traffic and emergency access is minimized. The plan will require that emergency access be maintained throughout the proposed Project's construction. Due to the length of construction duration, the size of the project footprint, and the potential impact on existing emergency services, this topic will be further evaluated in the EIR.

g. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to significant risks associated with wildland fires.

The City is highly developed and entirely urbanized and is without an urban/wildland interface. The proposed Project is not within a Moderate, High, or Very High Fire Hazard Severity Zone as designated by

⁵¹ City of Inglewood, *General Plan* (adopted July 1995).

CAL FIRE. As such, the proposed Project would not increase or create the potential for wildland fires to occur near the proposed Project. No impacts would occur, and no further evaluation is required in an EIR.

2.10 Hydrology and Water Quality

Would the proposed Project:

- a. **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less than Significant Impact.

A significant impact would occur if Project discharges (either urban or stormwater runoff) to surface water or groundwater were to violate the conditions of any of the guiding federal, State, regional, or local requirements.

Construction

During construction, the proposed Project could disturb areas that require development outside of the transportation rights-of-way, including excavation, site preparation, and infrastructure improvements. Removing existing pavement, importing/exporting soil, grading, and stockpiling could potentially result in soils being exposed, loosened, and transported by stormwater to downstream receiving waters. Additional pollutants, including oil and grease, metals, and pH-altering materials, may also be introduced to the receiving water(s) during the construction phase. However, to reduce the potential for the above impacts during the construction phase, the proposed Project will comply with the SWRCB Construction General Permit (CGP). Under the CGP, the proposed Project will prepare an approved SWPPP and implement construction BMPs. The CGP will be enforced through the City's construction, grading, and excavation permitting process.

Therefore, impacts related to water quality standards and waste discharge requirements during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project's elevated guideway is located within existing transportation rights-of-way. The proposed Project component would be constructed on impervious surfaces. The proposed Project's structures would also be constructed in compliance with the applicable City's and County's Municipal Separate Storm Sewer System (MS4) Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed MSF site has nearly fully impervious surfaces with the exception of a few landscape areas. The MSF site would be constructed in full compliance with the City's and County's MS4 Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

The proposed Project is located over the West Coast Basin, which is a confined aquifer, and is located approximately 220 ft below the ground surface. Urban and stormwater runoff infiltrated on site is unlikely to reach this groundwater aquifer. As a result, even if infiltration BMPs are incorporated into the proposed Project as required LID measures, such BMPs would extend to such a depth as to enter the basin. Therefore, infiltrated runoff would be unlikely to cause adverse impact to the local groundwater quality. Any potential impacts would be reduced to acceptable levels with implementation of infiltration BMPs.

Therefore, impacts related to surface water and groundwater quality standards and waste discharge requirements during both the construction and operations phases would be less than significant, and no further analysis is required.

- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?**

Less than Significant Impact.

A significant impact would occur if the proposed Project were to substantially deplete groundwater or interfere with groundwater recharge.

Construction

The proposed Project's water supply needs during the construction phase will be provided by the City of Inglewood's municipal system (MS4). There would be no impact on groundwater supplies during the construction phase of the proposed Project. Because the underlying water basin is a confined aquifer, and the water table is located approximately 50 to 200 feet below ground surface, dewatering is not anticipated during the construction phase.

Therefore, impacts related to groundwater supply depletion during the construction phase would be less than significant, and no further analysis is required.

Operation

The proposed Project could result in increased demand of potable and nonpotable water from proposed Project operation and addition of commercial sites. The proposed Project's water supply during the operation phase will be provided by the City of Inglewood, which depends on a combination of extracted groundwater from City-owned wells and potable and nonpotable water purchased from WBMWD.

However, according to the City of Inglewood's 2015 Urban Water Management Plan Update (UWMP), the City cannot meet increased water demand through an increase in groundwater extraction due to limitations in water rights. Therefore, projected demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other nongroundwater sources.

Impacts related to groundwater supply depletion during the operation phase would be less than significant, and no further analysis is required.

- c. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**
- i. Result in substantial erosion or siltation on or off site;*
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
 - iv. Impede or redirect flood flows?*

Less than Significant Impact.

A significant impact could occur if the proposed Project were to substantially alter the drainage pattern of an existing stream or river such that substantial erosion or siltation would result.

Construction

No existing surface streams or rivers pass within the proposed Project's extent. The nearest open channel is Centinela Creek, approximately 1.3 miles downstream of the proposed Project. In the existing condition, stormwater runoff is collected in curbs, gutters, and inlets, and conveyed through the storm drain network. No topographic changes are proposed as part of the proposed Project. If the construction phase of the proposed Project results in increased runoff or any modifications to existing drainage patterns, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed.

Activities during construction may expose and/or loosen soils, potentially resulting in erosion and topsoil loss. The average slopes of the proposed Project extents within the Ballona Creek and Dominguez Channel

Watersheds were 0.5 and 0.9 percent, respectively. Because the slopes in the proposed Project extents are relatively flat, the majority of soil disturbance is expected to be related to importing and exporting of soil, grading, and stockpiling. All potential impacts related to these activities are expected to be reduced to acceptable levels under the CGP-required SWPPP. The SWPPP will identify any potential sources of sedimentation during construction and detail required BMPs to reduce or eliminate erosion and/or any potential alterations to drainage patterns. BMPs may include silt fencing, fiber rolls, sand bag barriers, gravel bag berms, and/or stabilized construction site entrances/exits. A Qualified SWPPP Practitioner will ensure compliance with the SWPPP by conducting regular monitoring and inspections of construction activities.

Any storm drain upgrades required to address increases in peak flow or runoff volumes would be made as part of the proposed Project's drainage design. BMPs as required by the SWPPP and the MS4 Permit would preclude any additional sources of polluted runoff during both construction and operations.

Therefore, impacts related to the creation or contribution of runoff water exceeding the capacity of existing or planned stormwater drainage systems, or providing substantial additional sources of polluted runoff, during both the construction and operation phases would be less than significant, and no further evaluation is required.

No streams or rivers run within the proposed Project's location. The proposed Project does not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) would be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. Any accumulated sediment observed during inspection of temporary BMPs or permanent stormwater network devices would be removed to prevent flooding. The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.⁵²

Impacts related to altering the existing drainage pattern of the proposed Project's alignment structure and support facilities that would result in erosion or siltation during the construction phase would be less than significant, and no further analysis is required.

Operation

No topographic changes or altered drainage patterns are currently proposed as part of the proposed Project, and any increases in runoff would be handled through compliance with MS4 Permit requirements.

52 County of Los Angeles, Department of Public Works, *Flood Zone Determination Website*, <http://dpw.lacounty.gov/floodzone/>.

Surface drainage will continue to be collected via the storm drain network to be ultimately conveyed to Ballona Creek and Dominguez Channel. Should the proposed Project result in increased runoff or peak flows, the existing stormwater facilities will be analyzed in the context of the proposed additional flow and upgraded if needed. In the proposed condition, stormwater runoff would not encounter unprotected soils within landscaped areas.

The proposed Project will not modify the existing drainage patterns and would address any increases in runoff through compliance with the MS4 Permits and upgrades to existing stormwater infrastructure, if needed.

Impacts related to altering the existing drainage pattern of the area of the proposed Project that would result in erosion or siltation during the operation phase would be less than significant, and no further analysis is required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact.

A significant impact would occur if the proposed Project were located within an area susceptible to flooding because of the failure of a levee or dam. A significant impact could occur if the proposed Project were located in an area subject to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity.

Construction and Operation

The proposed Project is located within FEMA unshaded Zone X, which is defined as an area outside the 0.2 percent annual chance floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Any increase in peak flow or runoff volumes in the proposed condition would be addressed through compliance with the MS4 Permit and drainage system upgrade as part of the proposed Project.

The proposed Project is not located in any established tsunami inundation area, liquefaction zone, or landslide zone. The proposed Project is at least 1.3 miles away from any open water feature and, therefore, would not be subjected to seiche events. As stated above, the proposed Project proposed is relatively flat within both the Ballona Creek and Dominguez Channel Watersheds, and it is not adjacent to any exposed or steep grades.

Therefore, the proposed Project would have no impact related to exposing people or structures to loss,

injury, or death involving flooding during either the construction or operational phases. No further evaluation of this topic area is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact.

Construction

Regular construction activities have the ability to result in the degradation of water quality, most noticeably from erosion and sedimentation. Loose sediment itself may degrade water quality and has the capacity to carry such pollutants as heavy metals, nutrients, pathogens oil and grease, and fuels. Additionally, construction may expose the proposed Project's location and stormwater to trash, solvents, paint, etc. The CGP requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges and prohibits the discharge of nonstormwater from construction sites because these nonstormwater discharges are likely to carry pollutants to receiving waters. The BMPs detailed in the SWPPP will minimize potential for impacts from erosion and sedimentation during construction. The SWPPP will also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or ground waters.

Impacts related to otherwise substantially degrading water quality during the construction phase would be less than significant, and no further analysis is required.

Operation

The Project will address proposed changes in land use, which often results in changes in pollutant contributions, through an analysis of the anticipated pollutant concentrations and loads under both the existing and proposed condition. Any projected increase in pollutant concentrations or loads will be addressed through compliance with the MS4 Permit, as well as site-specific BMPs to address any increases in pollutant concentrations or loads.

Impacts related to substantially degrading water quality during the operation phase would be less than significant, and no further evaluation is required.

2.11 Land Use and Planning

Would the proposed Project:

a. Physically divide an established community?

Potentially Significant Impact.

The proposed Project would have a significant impact if it served to physically divide an established community.

The proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses. The Market Street portion of the alignment is typical of a small city's downtown. Market Street is characterized by storefronts, on-street parking, wide sidewalks, and street trees. North Market Street also includes multifamily land uses. Along Manchester Boulevard, between Market Street and Prairie Avenue, are various commercial uses with storefronts, a large supermarket, with limited residential areas on the eastern end of this road segment. Prairie Avenue between Manchester and Hardy Street is dominated on the east side by the constituent components of LASED, the Forum, and the under-construction NFL stadium. The west side is primarily multifamily residential and commercial.

Because the proposed Project is an elevated, linear guideway that will run along existing City streets, it has the potential to physically divide existing communities. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact.

Potentially significant impacts would occur if the proposed Project were to conflict with applicable land use plans, policies, or regulations of any agency with jurisdiction over the proposed Project, where those plans, policies or regulations are adopted for the purpose of avoiding or mitigating an environmental effect.

The City of Inglewood, along with the rest of the Greater Los Angeles Area, is covered by SCAG's 2016 RTP/SCS and upcoming 2020—2045 RTP/SCS. This document provides a framework for member agencies to fund and implement regional transportation infrastructure improvements that benefit the region as a whole, including transit projects such as the one described herein.

The northern portion of the proposed Project is within the City's 2016 Transit Oriented Development (TOD) Plan area of The New Downtown Inglewood, which supports the community's vision by creating a pedestrian-friendly, mixed-used Historic Downtown.⁵³ The purpose of the TOD Plan and Design Guidelines is to explain and implement the City's vision for transforming the quality of the environment within Downtown. It includes zoning districts and the purpose of each, as well as the use restrictions in each zoning district and other legal issues.

Along Market Street, from Florence Boulevard to Regent Street, both sides of the street are zoned for TOD Mixed-Use 1 (MU-1). The MU-1 zone provides larger-scale transit-oriented development at a higher density. Along Market Street, from Regent Street to Manchester Boulevard, both sides of the street are zoned for Historic Core (HC). The HC zone provides for a mix of uses, including ground-floor retail and restaurants, services, offices, and residential uses in the Historic Downtown in a pattern and size consistent with the existing historic urban fabric. Along Manchester Boulevard, from Market Street to Hillcrest Boulevard, both sides of the street are zoned HC. Along Manchester Boulevard, from Hillcrest Boulevard to Spruce Avenue, the south side of the street is zoned for HC and the north side is zoned for General Commercial.

The entirety of the proposed Project's location is within the City's Zoning Code and Zoning Map.⁵⁴ Along Manchester Boulevard, from Spruce Avenue to South Prairie Avenue, both sides of the street are zoned for General Commercial (C-2). Along South Prairie Avenue, from Manchester Boulevard to Hardy Street, the west side of the street is zoned for C-2. Also, on South Prairie Avenue, from Manchester Boulevard to Pincay Drive, the east side of the street is zoned for Commercial Recreation. Along South Prairie Avenue, from Pincay Drive to Hardy Street, the east side of the street is zoned for the Hollywood Park Specific Plan (HPSP). The HPSP was developed to ensure there was a complete, comprehensive code to regulate the unique development of the area, as permitted by Sections 65450-65457 of the California Government Code.⁵⁵

Because the Project proposes land uses that differ from those currently designated and zoned for existing parcels, impacts would be potentially significant. This topic area will be further analyzed in an EIR.

53 City of Inglewood, *Transit Oriented Development Plan 2016*, "Part II: The New Downtown Inglewood," Chapter 3: Downtown Zoning, accessed July 2020, <http://inglewood.arroyogroup.com/reports-and-documents/>.

54 City of Inglewood, *Zoning Code and Map*, accessed July 2020, <https://www.cityofinglewood.org/192/Zoning-Code>.

55 City of Inglewood, *Hollywood Park Specific Plan*, accessed July 2020, <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>.

2.12 Mineral Resources

Would the Project:

- a. **Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?**

No Impact.

Significant impacts would occur if the proposed Project's implementation would result in the loss of availability of a known mineral resource.

The proposed Project is located within a Mineral Resources Zone 3 (MRZ-3), which is an area where significant mineral deposits cannot be evaluated based on current and available data.⁵⁶ The State of California has not classified or designated mineral resource zones within the area, and the Bureau of Land Management mineral potential maps also indicate no prospective valuable deposits.⁵⁷

In addition, the proposed Project is located entirely within a highly developed urban area characterized by commercial, industrial, and residential land uses. No records exist with respect to the presence of valuable mineral resources within the proposed Project's area or the immediate surrounding area, and no mining is currently taking place in the City.⁵⁸

No impacts would occur, and no further evaluation of this topic area is required.

- b. **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact.

Significant impacts would occur if the proposed Project were to result in the loss of availability of a locally important mineral resource recovery site.

The proposed Project is located within MRZ-3 and, as such, information is not available to determine whether valuable mineral resources are deposited on site.

56 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California: Part II—Los Angeles County* (1994), Plate 1B, available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Text.pdf.

57 CDC, CGS, *Mineral Lands Classification*, data portal, accessed July 2020, <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

58 CDC, Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate*, Plate 1B.

As mentioned above, the proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses and no mining operations are currently being conducted in the City. There are no records of valuable mineral resources within the proposed Project's footprint or the immediate surrounding area.⁵⁹

No impacts would occur, and no further evaluation of this topic area is required.

2.13 Noise and Vibration

Would the proposed Project:

- a. **Generation of a substantial temporary or permanent increase in ambient noise levels the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

Section 5, Article 2 (Noise Regulations) of the IMC governs noise measurement and acceptable levels in the City.⁶⁰ For construction of the type that would be associated with the proposed Project, construction activities would not be permitted between 8 PM and 7 AM.

Construction of the proposed Project would require the use of heavy equipment for demolition and site clearing; grading, excavation, and foundation preparation; the installation of utilities; paving; and building. During each construction phase, a range of equipment would be operated on site. Noise levels would vary based on the amount and type of equipment being used, and the location of each activity. While only temporary, noise associated with the proposed Project's construction activities may have potential impacts on nearby residences, churches, and an elementary school immediately to the proposed Project.

Operation of the proposed Project would have the potential to increase noise levels near the proposed Project due to noise emitted by the APM trains as well as on-site operational activities at the MSF and TPSS sites. However, overall noise levels in the City could decrease as a result of a decrease in vehicle trips owing to the presence of the proposed Project.

59 LA County DRP, *General Plan 2035*, "General Plan Update Program—Interactive Map (GP-NET)."

60 City of Inglewood, Municipal Code, Section 5, Article 2 (Noise Regulations).

Impacts are potentially significant. Further analyses of the proposed Project's construction and operational noise sources will be addressed in an EIR.

b. Generation of excessive ground-borne vibration or ground-borne noise levels?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in exposure of people to or generation of excessive ground-borne vibration.

Ground-borne vibration and ground-borne noise could occur during construction of the proposed Project, especially during paving, demolition, earth movement activities, pile driving, and other activities associated with the construction of an elevated guideway. Demolition, grading, pile driving, paving, and other activities typical of construction activities would occur upon proposed Project implementation. As discussed above, the proposed Project's construction would be expected to generate an increase in ambient noise levels in the proposed Project's vicinity on a temporary basis. Operation of the proposed Project could involve vibration, especially near the MSF and TPSS facilities. Therefore, analysis of potential impacts of ground-borne noise and vibration impacts will be further addressed in an EIR.

c. For a project within an airport land use plan or, where such a plan has not been adopted within 2 miles of a public airport or public use airport, would the Project expose people residing or working the Project area to excessive noise levels?

Less than Significant Impact.

A significant impact would occur if the proposed Project were to expose people residing or working in the proposed Project area to excessive noise levels from a public airport or public use airport.

The Federal Aviation Administration (FAA) requires airports to prepare noise contour maps to assess the effects of aircraft noise to surrounding land uses. These maps can be used as an indicator of potential impacts. The closest airports to the proposed Project are the Hawthorne Municipal Airport (HHR), approximately 1.5 miles to the south, and Los Angeles International Airport (LAX), approximately 2 miles to the west of the proposed Project. Noise contours for the Hawthorne Municipal Airport remain confined within the runway of the airports and not within the proposed Project immediate area.⁶¹

61 LA County DRP, Hawthorne Airport: Airport Influence Area (May 13, 2003), http://planning.lacounty.gov/assets/upl/project/aluc_airport-hawthorne.pdf.

The proposed Project is partially located within the Planning Boundary/Airport Influence Area for the LAX Airport, as designated within the Los Angeles County ALUP.⁶² The proposed Project falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. Portions of the proposed Project are within the 65 dBA CNEL noise contour. This includes a portion of the proposed Project located within street rights-of-way on E. Manchester Boulevard and Prairie Avenue. The proposed Project is not considered a noise sensitive use in and of itself; therefore, noise associated with LAX would not create any impacts. Further, according to the Los Angeles World Airports' Noise Contour Map for the first quarter of 2018, the proposed Project is not located within noise contours associated with LAX as determined by studies by Los Angeles World Airports.⁶³

Therefore, the proposed Project would not expose people to excessive noise levels associated with airport uses. As such, impacts would be less than significant, and no further study is required.

2.14 Population, Employment and Housing

Would the Project:

- a. **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Potentially Significant Impact.

A significant impact would occur if any aspect of the proposed Project were to lead to population growth in the Project area, either directly or indirectly.

The proposed Project will include the development and construction of a 1.6 mile long elevated guideway, connecting the future Metro Crenshaw/LAX Line with the Forum, the LASED (including the NFL stadium), and the proposed IBEC. The proposed Project would create additional employment opportunities for the local community and may lead to an increase in long-term population. The proposed Project would also provide additional connections to new entertainment centers listed above and the rest of the Greater Los Angeles Area. Because of this, the proposed Project may contribute to population growth either directly or indirectly.

This topic will be further evaluated in an EIR.

62 Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, adopted December 1991, <http://planning.lacounty.gov/view/alup/>

63 Los Angeles World Airports, "Quarterly Noise Reports and Contour Maps," <https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/quarterly-noise-reports-and-contour-maps>.

- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact.

A significant impact would occur if the proposed Project were to displace substantial numbers of existing housing.

The proposed Project would be constructed entirely within the existing public rights-of-way along City streets except for the MSF and the TPSSs. These features would be built on sites that are either currently vacant or being used for commercial or industrial purposes. As such, no housing would be displaced because of the proposed Project's implementation, and no impacts would occur. As noted above, portions of the proposed Project would be constructed and operated in areas that are proximate to residential uses. The proposed Project's elevated guideway and stations would be constructed almost entirely within existing public rights-of-way along existing City streets. The potential sites for the MSF and TPSS facilities are either vacant or are currently occupied by nonresidential uses. The EIR will address whether the proposed Project may have an indirect effect on these uses as a result of noise or vibration.

2.15 Public Services

Would the proposed Project:

- a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

- i. Fire protection?***

Less than Significant Impact.

The proposed Project would have a significant impact on fire protection if it were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Services include fire suppression; hazardous materials protection; emergency medical treatment, including basic and advanced life support transportation; earthquake and fire safety planning; fire inspections; and building plan reviews.

The City is served by Battalion 20 within Division 6 of LACFD. Battalion 20 operates six stations in total; four of these serve the City (Fire Stations 170, 171, 172, and 173). Fire Station 171 is located approximately 0.25 miles west of the proposed Project at 141 W. Regent Street; Station 172 is approximately 0.7 miles

north at 810 Centinela Avenue; Station 173 is approximately 1 mile east at 9001 S. Crenshaw Boulevard; and Station 170 is approximately 1.1 miles southeast at 10701 S. Crenshaw Boulevard. The stations are staffed in three rotating shifts (A, B, and C). A three-platoon schedule is based on 24-hour shifts that start at 8 AM. Standard company staffing is generally a minimum of 25 personnel per shift. An assistant deputy chief oversees each of the three divisions.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues, these people would likely be in the proposed Project's vicinity due to events at LASED or proposed IBEC. The reduction in vehicle traffic that would directly result from the proposed Project's implementation could potentially reduce the amount of fire services required in the area. Therefore, implementation of the proposed Project would not represent an increase in the need for these services.

Impacts would be less than significant, and no further analysis is required.

ii. Police protection?

Less than Significant Impact.

The proposed Project would have a significant impact on police protection services if it were to require expanded police services in the area as a result of the proposed Project's implementation.

Law enforcement services in the City are provided by the Inglewood Police Department (IPD). IPD operates one police station that houses most of the department's offices, located adjacent to Inglewood City Hall at One Manchester Boulevard. The Office of the Chief of Police, the Patrol Bureau, the Detective Bureau, the Records Division, the Custody Division, and the pistol range are all located at the police station. The Communications Division is located in the basement of the station, known as the Emergency Operations Center. The offices for the Traffic Division, the Training Section, and the Personnel Section are located on the second floor of the City Hall Building. IPD has 186 sworn officers and approximately 92 civilian personnel. The department comprises three major offices: Administrative Services, Criminal Investigative Services, and Patrol Services.

Although the proposed Project would help accommodate large numbers of persons attending events at adjacent sports and entertainment venues associated with LASED and proposed IBEC, these people would likely be in the proposed Project's vicinity regardless of the proposed Project's implementation. The proposed Project would provide an alternative mode of transit for persons attending such events but would not result in greater attendance than would otherwise be expected to occur. Because the proposed Project would divert some attendees who would otherwise travel by private vehicle, the proposed Project

will reduce vehicle traffic. The reduction in surface vehicle traffic could potentially reduce the amount of police services required in the area. Therefore, the implementation of the proposed Project would not increase the need for police services.

Impacts would be less than significant, and no further study is required.

iii. Schools?

No Impact.

Significant impacts would occur if the Project were to necessitate the construction or expansion of schools in the proposed Project's area.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for school facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of schools would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

iv. Parks?

No Impact.

Significant impacts would occur if the proposed Project were to result in a need for new or expanded parks facilities.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for parks and recreational facilities. Because the proposed Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of parks or recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

v. Other public services?

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased need in public services other than those described above.

The proposed Project would not result in an increase in the number of residents; thus, there would be no increase in demand for other public services such as libraries. Because the Project will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of library facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation is required.

2.16 Recreation

Would the proposed Project:

- a. **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact.

Significant impacts would occur if the proposed Project were to result in an increased use of existing recreational facilities such that these facilities would need to be expanded or new ones constructed.

The proposed Project would primarily serve special events at the existing, under-construction, and proposed sports and entertainment venues associated with LASED. As such, most of ridership would use the proposed Project for events at those facilities and would not visit existing neighborhood or regional parks. In addition, weekday commuter ridership on nonevent days would not increase the use of neighborhood and regional parks.

No impacts would occur, and no further evaluation of this topic area is required.

- b. **Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact.

Significant impacts would occur if the proposed Project were to include recreational facilities or required the expansion or construction of existing residential facilities.

The proposed Project does not include recreational facilities. Because it will primarily serve to accommodate persons attending one-day events at adjacent sports and entertainment venues, the construction or expansion of recreational facilities would not be required because of the proposed Project's implementation.

No impacts would occur, and no further evaluation of this topic area is required.

2.17 Transportation and Circulation

Would the proposed Project:

- a. **Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in conflicts with an adopted plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system.

The proposed Project would not result in a significant net increase in development that could result in an increase in daily and peak-hour traffic within and near the proposed Project. Along the elevated guideway, South Prairie Avenue and East Manchester Boulevard are designated as north–south and east–west Major Arterial routes, respectively, and Market Street (North and South) is designated as a north–south Minor Arterial.⁶⁴ In addition, construction of the proposed Project has the potential to affect the transportation system through the hauling of excavated materials and debris; the transport of construction equipment; the delivery of construction materials; and travel by construction workers to and from the proposed Project.

As part of the regional transit network, the proposed Project would divert passengers that might otherwise travel by car. The proposed Project would reduce vehicle trips in the area because it would be utilized not only for events at LASED, but also for regular workdays, its impacts with regard to existing transportation plans will be further evaluated in an EIR.

- b. **Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

Less Than Significant Impact.

A significant impact could occur if the proposed Project were to inconsistent CEQA Guidelines section 15064.3, subdivision (b).

CEQA Guidelines 15064.4 describe specific considerations for evaluating a project’s transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For

⁶⁴ City of Inglewood, *General Plan*, “Circulation Element” (1992), 17.

the purposes of this section, “vehicle miles traveled” refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the Project on transit and nonmotorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.

For transportation projects, the Guidelines state that such projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

Implementation of the proposed Project would serve to reduce vehicle trips in the area because the proposed system would be an alternative to private vehicles both for workday commuters as well as those attending events at LASERD.

Although the proposed Project will have a less than significant impact, this topic will be discussed in the EIR to illustrate the reductions in VMT and compliance with CEQA Guidelines section 15064.3, subdivision (b).

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to substantially increase hazards due to certain design features or incompatible uses.

The roadways adjacent to the proposed Project are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the proposed Project would serve to decrease vehicle trips in the area because it represents an alternative transportation option both for workday trips and special events at LASERD and the proposed IBEC.

Given that the proposed Project will be implemented within the rights-of-way of existing City streets, its use as a mode of transportation is compatible with current uses in the proposed Project area. However, supporting infrastructure associated with the proposed Project, such as columns supporting the elevated guideway and stations, have the potential to interfere with line of sight on existing roads. Therefore, impacts are potentially significant and will be further evaluated in an EIR.

d. Result in inadequate emergency access?**Potentially Significant Impact.**

Significant impacts could occur if the proposed Project's implementation were to result in inadequate emergency access in the proposed Project area.

Due to the proposed Project being a linear feature located largely within public rights-of-way, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the guideway alignment. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of traffic flow of the affected roadway. The proposed Project would also generate construction traffic, particularly by haul trucks, that may affect the capacity of adjacent streets and highways. These changes could impact emergency access. Therefore, impacts related to emergency access are potentially significant, and this topic will be further evaluated in an EIR.

2.18 Tribal Cultural Resources

Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?**Potentially Significant Impact.**

A significant impact would occur if the proposed Project were to disturb historic resources that presently exist within the area of the proposed Project.

As discussed above under **Section 2.5: Cultural Resources**, Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

The construction associated with the proposed Project has the potential to affect previously undiscovered historic resources. In accordance with AB 52, the City sent notification letters on July 31, 2018, notifying

the four following tribes: Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as a relevant party. The Gabrieleno Band of Mission Indians- Kizh Nation (Tribe) was the only Tribe that requested consultation for the proposed Project. Members of the Tribe provided an overview of the Tribe experience with other projects in the Los Angeles basin including work where artifacts had been unearthed as part of ground disturbing activities. The Tribe also noted that many of these discoveries were the result of many of the transit routes following historic roads and routes in the LA Basin.

As a result of the consultation with the Tribe, it is determined the proposed Project may have a potentially significant impact on tribal sites and places. The topic will be further studied in the EIR.

- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (d) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact.

PaleoWest Archaeology contacted the NAHC for a review of the Sacred Lands File on June 15, 2018, to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the proposed Project area. The NAHC indicated that the SLF did not yield any results on potential tribes that may be affected. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources. As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project.

As mentioned previously, tribal outreach and consultation were completed on July 31, 2018, when the City sent out notification letters notifying the four tribes and one relevant party. The Gabrieleno Band of Mission Indians- Kizh Nation (Tribe) was the only Tribe that requested consultation for the proposed Project. As a result of the consultation, it was determined the proposed Project may unearth tribal artifacts and resources. The topic would be further assessed in the EIR and mitigation measures will be incorporated, as necessary.

2.19 Utilities and Service Systems

Would the proposed Project:

- a. **Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact.

The proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the Proposed Project's elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to accommodate the guideway columns and foundations.

Potential utility constraints include an existing 36-inch (West Basin Water District) recycled water line identified at the Market/Manchester Alignment street centerline and several utilities within 15 feet of the alignment along Prairie Avenue. In addition, a 60-inch City of Los Angeles Department of Water and Power (LADWP) main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from centerline.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Nongravity flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings including electrical and storm drain lines are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. Utilities tie-ins and crossings are present along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace; in these areas, guideway columns on this alignment will be sited and engineered to avoid relocation of gravity flow utilities including sewer and storm drains. The Proposed Project along the Market/Manchester alignment will be designed so that utilities are avoided wherever possible, including significant utilities beneath Prairie Avenue. Although some minor utility relocation may be necessary, there appears to be sufficient room for such relocation, such that the presence of existing utilities does not appear pose a major impediment.

Impact on existing utilities will be addressed in the EIR.

- b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

Less than Significant Impact.

A significant impact could occur if a project were to increase water consumption to such a degree that new water sources would need to be identified.

Water supply to the City of Inglewood is provided through WBMWD and the West Coast Groundwater Basin via City wells.⁶⁵ The City's UWMP concludes that Inglewood has sufficient existing water supplies so that a nonwater-intensive project, such as the one proposed, would not result in a strain on existing water supplies. Because water supplies in the proposed Project area are more than sufficient, impacts would be less than significant, and no further study is required.

- c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?**

Less than Significant Impact.

A significant impact would occur if a project were to increase water consumption or wastewater generation to such a degree that the capacity of the existing facilities would be exceeded.

Water is provided to the proposed Project via WBMWD as well as City-owned wells. Wastewater generated by the proposed Project would be treated at the JWPCP.

Development of the proposed Project would not significantly increase the demand for water and wastewater treatment services within the City. The APM trains are electrified systems; the operation of the trains would not require significant water resources because none of its constituent components is water dependent. In addition, activities at the MSF and TPSS sites would not require additional water demands such that existing facilities would need expansion or new facilities constructed. The routine maintenance and storage of parts of the APM trains at the MSF would not require significant amounts of water except for train washing. Activities that would take place at the MSF includes service activities to the APM train cars, vehicle storage, loading platforms, and a paint booth. Although water and wastewater

65 City of Inglewood, *Final Draft 2015 Urban Water Management Plan*,
<https://www.cityofinglewood.org/DocumentCenter/View/1061/2015-Urban-Water-Management-Plan-PDF?bidId=>

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.

Impacts would be less than significant, and no further study is required.

Because construction of the proposed Project may necessitate excavation in areas with existing stormwater drainage infrastructure, potential significant impacts that may result from the need to relocate stormwater drainage and other utilities will be further evaluated in an EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

Less than Significant Impact.

A significant impact would occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Solid waste services in the City are provided by Consolidated Disposal Service (CDS); trash collected in the City is taken to 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.⁶⁶ Solid waste generated in the City is ultimately disposed of at various landfill facilities located throughout Los Angeles County.

The proposed Project would generate additional solid waste from construction debris, activities, and site preparation, as well as during operation of the proposed Project. Solid waste generated during construction and operation of the proposed Project would have to be separated and recycled. As described in Los Angeles 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.⁶⁷ The proposed Project would not drastically change the amount of solid waste disposal projected by the County due to the fact that the operations phase would generate minimal waste. Impacts would be less than significant, and no further study is required.

66 City of Inglewood, "Waste Collection FAQs," accessed July 2020, <https://www.cityofinglewood.org/FAQ.aspx?TID=30>.

67 County of Los Angeles, *Remaining Disposal Capacity Report*, <https://dpw.lacounty.gov/epd/swims/reports/pages/swims-rpt39.aspx>

- e. **Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

Less than Significant Impact.

A significant impact would occur if a project were to generate solid waste that was not disposed of in accordance with applicable regulations.

Assembly Bill (AB) 939 requires every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.⁶⁸ In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.⁶⁹

The proposed Project would generate solid waste during both construction and operation that is typical of the development of a mechanical transportation system and industrial uses. This includes typical construction waste such as wood, concrete, and asphalt, as well as operational waste such as that collected from passengers and employees.

The proposed Project would fully comply with all federal, State, and local statutes and regulations regarding proper disposal. Impacts would therefore be less than significant, and no further evaluation is required.

2.20 Wildfires

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

- a. **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to impair the implementation of an adopted emergency response or emergency evacuation plan.

68 CalRecycle, "Assembly Bill 939," accessed July 2020, <http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm>.

69 CalRecycle, "Ordinances, Resolutions, and Policies," accessed July 2020, <http://www.calrecycle.ca.gov/LGCentral/Library/LocalDocs/Policy.htm>.

The City of Inglewood is located in a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be in the Non-Very High Fire Hazard Safety Zone (non-VHFHSZ).⁷⁰ The City is responsible for fire protection in the area, which is implemented in part by enforcement of the Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As described above in **Section 2.8: Hazards and Hazardous Materials**, the proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the elevated guideway alignment. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.⁷¹

However, the closure of lanes would be temporary and such closures would only be associated with the construction phase of the proposed Project. A Traffic Management Plan will be prepared to ensure that interference with area traffic is minimized. This would include ensuring that routes to the emergency room at the adjacent Centinela Hospital Medical Center would be maintained. The plan will require that emergency access be maintained throughout the proposed Project's construction. Therefore, the proposed Project's impacts on emergency response or evacuation plans would be less than significant.

- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

The City of Inglewood is a fully developed urban area that is not associated with wildland fires. As mentioned previously, the proposed Project is located in an area considered to be non-VHFHSZ.⁷² The City

70 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. Los Angeles County.

71 City of Inglewood, *General Plan* (adopted July 1995).

72 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. Los Angeles County.

is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As described in **Section 2.7: Geology and Soils**, the proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project. The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.⁷³

According to the CGS,⁷⁴ the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

Therefore, the Project's impacts on exacerbation of wildfire risks, and thereby exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant due to slope, prevailing winds, and other factors.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

As discussed above in **Section 2.19: Utilities and Service Systems**, the proposed Project will require utility systems improvements, upgrades and possible relocations to accommodate and serve the various Project components. The design and construction of the proposed Project's elevated guideway structures, stations and support facilities will avoid existing utility and other infrastructure to the degree possible. In addition to surface improvements, some utility infrastructure that cannot be avoided may need to be relocated to

73 Google Maps accessed July 2020, <https://www.google.com/maps>.

74 CDC, CGS, *Earthquake Zones of Required Investigation*.

accommodate the guideway columns and foundations. As mentioned above, the City of Inglewood is a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be non-VHFHSZ.⁷⁵ The City is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department. With adherence to Fire Code requirements contained within the Building Code and implementation of fire protection services provided by the City of Inglewood Fire Department, any potential infrastructure-induced fire risk or ongoing environmental impacts would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact.

Significant impacts would occur if the proposed Project were to expose people or structures to impacts associated with downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

The City of Inglewood is a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the proposed Project is located in an incorporated city that is considered to be non-VHFHSZ.⁷⁶ The City is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department.

As discussed above in **Section 2.7: Geology and Soils**, the proposed Project is located on level terrain. Based on the topographic setting and a review of previous geotechnical evaluations in the proposed Project's vicinity, no historical landslides are known to have occurred that could potentially impact the proposed Project.

According to the CGS,⁷⁷ the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due

75 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program*. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

76 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program*. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

77 California Department of Forestry and Fire Protection, 2011. *Fire and Resource Assessment Program*. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County.

to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

No streams or rivers run within the proposed Project's location. The proposed Project does not propose any changes to existing drainage patterns. During construction, BMPs (required and monitored under the SWPPP) would be used to reduce the volume and velocity of stormwater runoff, thereby mitigating the potential for flooding due to construction. Any accumulated sediment observed during inspection of temporary BMPs or permanent stormwater network devices would be removed to prevent flooding. The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.⁷⁸ No topographic changes or altered drainage patterns are currently proposed as part of the proposed Project, and any increases in runoff would be handled through compliance with MS4 Permit requirements during operation.

As such, no impacts associated with downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would occur, and no further analysis is required.

2.21 Mandatory Findings of Significance

Would the Project:

- a. **Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in degradation of the environment; serve to substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of rare or endangered plants or animals; or eliminate important examples of the major periods of California history or prehistory.

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. It is made up of paved and active streets with various landscaping. The existing level of development on the site and in the surrounding area is not compatible with supporting

78 County of Los Angeles, Department of Public Works, Flood Zone Determination Website, <http://dpw.lacounty.gov/floodzone/>.

wildlife and natural plant communities. No native vegetation exists on the site, although street trees are present along the alignment. However, any street trees removed as a result of Project implementation will be replaced per the requirements of the IMC and described above under **Section 2.4: Biological Resources**.

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the proposed Project's location.⁷⁹ The proposed Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, as discussed above under **Section 2.5: Cultural Resources**, the proposed Project does have the potential to affect historic resources in portions of the proposed Project's location of vicinity. As a result, impacts under this topic area are potentially significant and will be further evaluated in an EIR.

- b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact.

Significant impacts would occur if the proposed Project were to result in individually limited but cumulatively considerable impacts. Independent, isolated impacts of the proposed Project may be considered cumulatively significant if they are greater when considered with impacts of related projects in the Project vicinity.

The proposed Project would largely serve to reduce transportation-related impacts in the area. However, as detailed in the sections above, several topic areas have potentially significant impacts. Because of this, the proposed Project's related impacts have the potential to be cumulatively considerable. Therefore, this topic will be further evaluated in an EIR.

- c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant Impact.

79 CDFW, "NCCP Plan Summaries."

Significant impacts would occur if the proposed Project were to cause environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Although the proposed Project could result in potentially significant impacts regarding several topic areas to be addressed in an EIR, the fact that the proposed Project would serve to reduce vehicle congestion and emissions and would be built almost exclusively on existing paved surfaces in a highly urbanized area would indicate that substantial adverse effects on human beings would not occur. However, construction activities could create impacts to sensitive populations due to air quality issues, including dust, as well as noise issues. Therefore, impacts are considered to be potentially significant, and this topic will be further addressed in an EIR.

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5.0 TERMS, DEFINITIONS, AND ACRONYMS

AAQS	ambient air quality standards
AB 939	California Integrated Waste Management Act of 1989
AE	Applied Earthworks
af	acre feet
afp	acre feet per year
amsl	above mean sea level
AQMP	Air Quality Management Plan
BACM/BACT	Best Available Control Measures/Best Available Control Technology
Basin	South Coast Air Basin
BMPs	best management practices
CAA	Clean Air Act
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
City	City of Monterey Park
CO	carbon monoxide
CO ₂	carbon dioxide

County	County of Los Angeles
CRHR	California Register of Historical Resources
CWC	California Water Code
DOF	Department of Finance
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HQTA	High Quality Transit Area
HVAC	heating, ventilation, and air conditioning
I (I-)	Interstate freeway
ICU	Intersection Capacity Utilization
Ips	inches per second
ISO	Services Organization
ITE	Institute of Transportation Engineers
LACSD	Sanitation Districts of Los Angeles County
LBWRP	Long Beach Water Reclamation Plant
LCWRP	Los Coyotes Water Reclamation Plant
LDR	Low Density Residential
LOS	level of service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MCE	maximum considered earthquake
Metro	Los Angeles County Metropolitan Transportation Authority

MPFD	Monterey Park Fire Department
MPMC	Monterey Park Municipal Code
MPO	Metropolitan Planning Organization
MPPD	Monterey Park Police Department
MRF	Materials Recovery Facility
MRZ-1	Mineral Resource Zone 1
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO	nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	nitrogen dioxide
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Office of Safety and Health Administration
OSHA	Office of Safety and Health Administration
Pb	lead
PGAM	peak ground acceleration
PM _{2.5}	fine particulate matter
PM ₁₀	inhalable particles, with diameters that are generally 10 micrometers and smaller
PO	Professional Office
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code

R-1	Single Family Residential
R-3	High Density Residential
RFP	reasonable further analysis
RHNA	Regional Housing Needs Allocation
RMS	root-mean-square
ROGs	reactive organic gases
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities System
SEMS	Standardized Emergency Management System
SGMA	Sustainable Groundwater Management Act
SMARA	Significant Mineral Aggregate Resource Area
SO ₂	sulfur dioxide
SO ₄	sulfates
SO _x	sulfur oxides
SRA	source receptor areas
SRA 11	South San Gabriel Valley
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxics air contaminants
TAZ	Transportation Analysis Zone
TIA	Traffic Impact Analysis
USEPA	United States Environmental Protection Agency

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compounds