

Inglewood Transit Connector Project

EIR Errata

SCH NO. 2018071034

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1.0 INTRODUCTION

This Errata addresses minor revisions and additions to the Final EIR for the proposed Inglewood Transit Connector (ITC) Project (proposed Project) related to the responses to the comments from the Inglewood Unified School District (IUSD) on the Draft EIR. Specifically, minor revisions were made to the response to Comment 3-2 from the IUSD. The revision to this response clarifies the noise monitoring protocol during construction to be implemented to avoid noise impacts to Kelso School. Corresponding revisions were also made to the response to Mitigation Monitoring and Reporting Program (MMRP) in Section 4.0 of the Final EIR and the Construction Commitment Program (CCP) in Appendix D of the Final EIR.

The revisions and additions to the Final EIR, MMRP, and CCP included in this EIR Errata would not result in any new or substantially more significant impacts and are indicative of the City of Inglewood's (City's) commitment to implementing measures to avoid or lessen potential impacts to the greatest extent feasible.

2.0 REVISIONS AND ADDITIONS TO THE FINAL EIR

The following revision has been made to Response to Comment 3-2 on page 3.0-11 of the Final EIR:

In order to ensure that acceptable noise levels are maintained at Kelso School ~~during the school day~~, real time noise monitoring will be conducted at Kelso School during the school day. A noise monitor will be located at the southeast corner of Kelso School on Prairie Avenue. This noise monitor will update the 1-hour Leq noise level every minute during the school day. Any time the ~~Leq~~ 1-hour Leq noise level increases by 3 dBA over the ambient noise level during the school day, an alert message will be sent to the construction manager(s) and contact(s) for the contractor(s) working in the vicinity of the school to allow for adjustments to be made to the work in progress to avoid noise levels reaching or exceeding an increase of 5 dBA 1-hour Leq over ambient noise levels. A contact will also be provided to the Inglewood Unified School District and administration at Kelso School to ~~discuss~~ resolve any District or Kelso School concerns with construction activities and their resulting noise levels ~~at any time~~ during the school day.

The following addition has been made to Project Design Feature (PDF) HAZ-1 in the Mitigation Monitoring Program on Page 4.0-41 of the Final EIR:

PDF HAZ-1 Hazardous Materials Program

The following practices will be followed during construction to address the potential for encountering hazardous materials during construction of the Project.

- Building Demolition Plan – Prior to any demolition occurring, conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of asbestos containing materials (ACMs) and lead-based paint (LBP). Remediation shall be implemented in accordance with the recommendations of these evaluations to ensure that no ACMs or LBP remain present and to ensure ACMs and LBP are removed to levels established for public safety.
- Hazardous Materials Contingency Plan – Prior to construction, prepare a plan addressing the potential for discovery of unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This Plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any materials encountered during construction are removed to levels established for public safety.
- Soil Management Plan – After final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction are prepared, prepare a Soil Management Plan to establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials.

- Health and Safety Plan – Prior to construction, prepare a Health and Safety Plan to address the potential for exposure to any constituents of concern that may be encountered during construction.
- Utility Relocation Work – All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to normal school utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.

The following addition has been made to Project Design Feature (PDF) NOISE-1 on Page 4.0-43 of the Final EIR:

PDF-NOISE-1 Construction Noise Control Plan (CCP)

A Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City’s Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below FTA’s General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the Plan:

- Install temporary noise barriers that reduce sound at receptors;
- For any idling that is expected to take longer than five minutes, the engine shall be shut off;
- All equipment shall be equipped with optimal muffler systems;
- Use solar, battery powered, or hybrid equipment whenever practical;
- Locate staging areas as far away from sensitive receptors as feasible;
- Locate stationary noise sources as far away from sensitive receptors as feasible;
- Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required;
 - If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Pole power shall be utilized to the maximum extent feasible in lieu of generators.

- Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of “quiet” pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.
- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.
- On site-signage reminding workers to minimize noise generation.
- When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors.
- For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions.
- Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical.
- Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels.
- Unless deemed infeasible for a particular construction activity, the Contractor shall utilize rubber tire earth moving equipment in lieu of track mounted earth moving equipment.
- Construction material deliveries shall take place within designated construction staging areas as far from residential sites as practical to minimize noise impacts.
- Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible.
- Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise.
- Coordinate with the Inglewood Unified School District administrators to avoid disruptive noise during school hours, including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project's construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project's construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District.

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

- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:
 - Halting/staggering concurrent construction activities in certain locations;
 - Reducing the speed or intensity of the heavy-duty construction equipment being operated simultaneously;
 - Operating equipment at the lowest possible power levels;
 - Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts.
 - In order to ensure that acceptable noise levels are maintained at Kelso School, real time noise monitoring will be conducted at Kelso School during the school day. A noise monitor will be located at the southeast corner of Kelso School on Prairie Avenue. This noise monitor will update the 1-hour Leq noise level every minute during the school day. Any time the 1-hour Leq noise level increases by 3 dBA over the ambient noise level during the school day, an alert message will be sent to the construction manager(s) and contact(s) for the contractor(s) working in the vicinity of the school to allow for adjustments to be made to the work in progress to avoid noise levels reaching or exceeding an increase of 5 dBA 1-hour Leq over ambient noise levels. A contact will also be provided to the Inglewood Unified School District and administration at Kelso School to resolve any District or Kelso School concerns with construction activities and their resulting noise levels during the school day.

3.0 ADDITION TO THE CONSTRUCTION COMMITMENT PROGRAM

Provided below is an addition to the Construction Commitment Program (CCP). Changes are identified below by the corresponding CCP section and subsection, if applicable, and the page number. Additions are double underlined and deletions are shown in ~~strikethrough~~ format. It should also be noted that in response to comments received on the Recirculated Draft EIR and community and stakeholder outreach, modifications to the Construction Commitment Program (CCP), provided in Appendix D of the Final EIR were made. These changes are summarized in the relevant responses to comments, as applicable.

The following revision has been made to the Noise and Vibration Control Program on pages 11 through 13 of the CCP, included as Appendix D of the Final EIR:

11.0 NOISE AND VIBRATION CONTROL PROGRAM

11.1 Construction Noise Control Plan

A Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below the Federal Transit Administration's (FTA's) General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the plan:

- Install temporary noise barriers that reduce sound at receptors;
- For any idling that is expected to take longer than five minutes, the engine shall be shut off;
- All equipment shall be equipped with optimal muffler systems;
- Use solar, battery powered, or hybrid equipment whenever practical;
- Locate staging areas as far away from sensitive receptors as feasible;
- Locate stationary noise sources as far away from sensitive receptors as feasible;
- Enclose stationary noise sources, such as diesel- or gasoline-powered generators, with acoustical barriers where necessary and required;
 - If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Pole power shall be utilized to the maximum extent feasible in lieu of generators.
- Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is

unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of “quiet” pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.

- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.
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- When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors.
- For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions.
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- Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels.
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- Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible.
- Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise.
- Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project’s construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project’s construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District.

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- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:
 - Halting/staggering concurrent construction activities in certain locations;
 - Reducing the speed or intensity of the of heavy-duty construction equipment being operated simultaneously.
 - Operate equipment at the lowest possible power levels.
 - Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts.

In order to ensure that acceptable noise levels are maintained at Kelso School, real-time noise monitoring will be conducted at Kelso School during the school day. A noise monitor will be located at the southeast corner of Kelso School on Prairie Avenue. This noise monitor will update the 1-hour Leq noise level every minute during the school day. Any time the 1-hour Leq noise level increases by 3 dBA over the ambient noise level during the school day, an alert message will be sent to the construction manager(s) and contact(s) for the contractor(s) working in the vicinity of the school to allow for adjustments to be made to the work-in-progress to avoid noise levels reaching or exceeding an increase of 5 dBA 1-hour Leq over ambient noise levels. A contact will also be provided to the Inglewood Unified School District and administration at Kelso School to resolve any District or Kelso School concerns with construction activities and their resulting noise levels during the school day.



APPENDIX A

Mitigation Monitoring and Reporting Program

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

This is the Mitigation Monitoring and Reporting Program (MMRP) for the Inglewood Transit Connector (ITC, or Project). The intent of the MMRP is to ensure the successful implementation of the mitigation measures identified in the Final Environmental Impact Report (Final EIR) for the Project.

4.2 MITIGATION MEASURES

The mitigation measures from the Final EIR are assigned the same title as in the Final EIR. The MMRP describes the actions to be taken to implement each mitigation measure, the timing of these actions, the entities responsible for implementing and monitoring the actions, and, where appropriate, the entities responsible for ensuring that reporting responsibilities are carried out. The mitigation measures identify the Project as the “Proposed Project”; this same terminology is used here in order to ensure that the measures in this MMRP are consistent with those identified in the Final EIR.

In some instances, mitigation measures require a monitor or community liaison to be retained or designated. In those instances, the person or entity designated to perform this task shall be identified to the City, and the City will review that person or entity’s qualifications to confirm that the designated party has the requisite expertise or qualifications.

The MMRP also includes a table identifying “Project Design Features” (PDFs). This information is included for convenience and comprehensiveness. These PDFs are not “mitigation measures” as defined by CEQA. PDFs consist of elements or features that have been incorporated into the Project that may reduce the environmental effects of the Project. These PDFs are included in a separate table in order to ensure that these features are implemented.

4.3 MMRP COMPONENTS

The components of the attached tables, which contain applicable mitigation measures and project design features, are addressed briefly, below:

- **Impact:** This column summarizes the impact stated in the Draft EIR, as revised in the Final EIR.

- **Mitigation Measure:** All mitigation measures identified in the Draft EIR, as revised in the Final EIR, are presented and titled accordingly.
- **Implementing Party:** The column entitled “Implementing Party” identifies the entity that will undertake the required action. The Implementing Party is most often the Contractor/Operator, who will be responsible for the design, construction or operation of each site, phase, or component of the Project. The Contractor/Operator responsible for undertaking a required action may include the owner or operator of the Project component, as appropriate. In some instances, the required action will or should be undertaken by another party. This column therefore provides clarity regarding the entity that is primarily responsible for carrying out the action.
- **Monitoring Party:** This column identifies the specific party responsible for monitoring. The City of Inglewood (the City) is primarily responsible for monitoring that mitigation measures are successfully implemented. Within the City, the Public Works Department would have responsibility for monitoring some aspect of the overall project. The City of Inglewood proposed the formation of a joint powers authority (JPA) with the Los Angeles County Metropolitan Transportation Authority (Metro) to implement and operate the ITC Project. In March 2021, Metro’s Board approved and voted to form the JPA. Upon formation, the JPA would assume responsibility for oversight of the Project. Therefore, although the JPA does not yet exist, it has been added as a Monitoring Party where the JPA would have that role once the JPA is constituted. Other entities, such as the DBFOM Contractor, or other agencies, such as the Los Angeles Regional Water Quality Control Board, may also be responsible for monitoring the implementation of mitigation measures.

The department within the City who is identified as a monitoring party includes the: (1) the Public Works Department, which helps to plan, design, inspect, and administer contracts for capital infrastructure construction and facility improvements projects (Engineering Division); manage the City’s municipal solid waste services (Environmental Services Division); and assures that City transportation improvements and systems are functional and safe (Transportation & Traffic Division).

- **Timing:** Implementation of the action must occur prior to or during some part of project approval, project design or construction, or during ongoing project operations. The timing for each measure is identified in this column.
- **Notes:** Certain measures identify reporting responsibility. In those instances, the MMRP identifies the party that must prepare a report so that the monitoring party can confirm that the required action(s) have been implemented. This column also notes where the mitigation measure will be enforced in part by another agency or provides additional information that provide clarity concerning how the measure will be carried out.
- **Acronyms:** The MMRP uses various acronyms to refer to various City Departments or other agencies or entities. In some instances, the full name of the department or agency is used. The following agency or department acronyms are used throughout the MMRP:

Name of Department or Agency	Acronym
<i>City of Inglewood, Public Works Department</i>	
Engineering Division	DPW-Engineering Division
Environmental Services Division	DPW-Environmental Services Division
Transportation & Traffic Division	DPW-Transportation & Traffic Division
<i>South Coast Air Quality Management District</i>	<i>SCAQMD</i>
<i>State of California, Department of Transportation</i>	<i>Caltrans</i>
Other acronyms:	
ATS	Automated Transit System
CCP	Construction Commitment Plan
JPA	Joint Powers Authority
PDF	Project Design Feature

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
4.2 Air Quality					
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	MM AQ-1: PDF AQ-1 shall be implemented during construction, as described in Project Design Features table below.	Contractor/ Operator	JPA/DPW	See PDF AQ-1 in Project Design Features table below.	See PDF AQ-1 in Project Design Features table below.
<hr/>					
Impact AQ-2: 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.					
<hr/>					
Impact AQ-3: Expose sensitive receptors to substantial pollutant concentrations.					
<hr/>					
4.3 Biology Resources					
Impact BIO-1: Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	<p>BIO-1 Conservation of Faunal Resources: Nesting Birds/Raptors: The City shall require demolition and construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> • Prior to initiating any demolition and/or construction activities, a nesting bird survey shall be conducted to determine the presence of any nesting birds within 500 feet of demolition and/or construction activities. In addition, nesting bird surveys shall be conducted at least every six (6) months until the completion of construction activities, as specified below. <p>Nesting bird survey shall include:</p>	Contractor/ Operator	JPA/DPW	Prior to tree removal activities that would occur between January 1 through September 1 for raptors and March 1 to September 15 for nesting birds, preconstruction surveys would be conducted by a qualified biologist no earlier than 30 days prior to the commencement of	Measure applies for tree removal activities occurring between January 1 through September 1 for raptors and March 1 to September 15 for nesting birds. Biologist retained by Contractor/Operator subject to review and approval by City to confirm that biologist is qualified to perform survey.

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<ul style="list-style-type: none"> - Prior to any demolition and/or construction, and a least every six (6) months during and prior to the raptor nesting season until the completion of construction activities, January 1 to September 1, a qualified biologist shall conduct a site survey for active nests no more than 30 days prior to any scheduled clearing, demolition, grading, or construction activities. The survey shall be conducted within all trees, manmade structures, and any other potential raptor nesting habitat. - Prior to any vegetation disturbance between March 1 and September 15, and a least every six (6) months until the completion of construction activities, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the construction or demolitions areas and within 300 feet of all disturbance areas. The surveys shall be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to the initiation of ground or vegetation disturbance. If no breeding/nesting birds are observed, site preparation, demolition and construction activities may begin. If breeding activities and/or an active bird nest 			<p>construction activities. If active nests are found during preconstruction surveys, the qualified biologist shall utilize the appropriate buffer (300 feet for nesting birds and 500 feet for raptors) to avoid the nest and the City shall be notified. The requirement to establish a buffer applies if active nests or raptors are found during construction.</p>	<p>Biologist to prepare report of pre-construction survey, and to submit report to ECDD-Planning Division. Biologist shall notify ECDD-Planning Division if active nests are found.</p>

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>is located, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and/or the young shall no longer be impacted. If the qualified biologist determines that a narrower buffer between the demolition and/or construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird’s habituation to them; terrain, vegetation, and birds’ lines of sight between the demolition and/or construction activities and the nest and foraging areas) to the City and, upon request, the CDFW. Based on the submitted information, the City, acting as the lead agency (and CDFW, if CDFW requests) shall determine whether to allow a narrower buffer.</p> <ul style="list-style-type: none"> <li data-bbox="617 1214 1066 1404">– During the year prior to demolition and/or construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the construction footprint of the proposed Project between March 1 				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>and September 30 and at least every six (6) months until the completion of construction activities. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any manmade structures, or other bat habitat areas that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by demolition and/or construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost shall be inspected a week prior to disturbance to determine the presence or absence of roosting bats.</p> <ul style="list-style-type: none"> <li data-bbox="569 927 1056 1081">• The biologist shall submit weekly reports to the City's Parks, Recreation and Library Services Director, or designated representative, regarding the results of the nesting bird surveys. 				

4.4 Cultural Resources

<p>Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	<p>See MM TCR-1 to MM TCR-4.</p>	<p>See MM TCR-1 to MM TCR-4</p>	<p>JPA and see MM TCR-1 to MM TCR-4.</p>	<p>See MM TCR-1 to MM TCR-4.</p>	<p>See MM TCR-1 to MM TCR-4.</p>
<p>Impact CUL-3: Disturb any human remains, including those interred outside of</p>	<p>See MM TCR-1, MM TCR-3, MM TCR-5.</p>	<p>See MM TCR-1, MM TCR-3, MM</p>	<p>JPA and see MM TCR-1, MM TCR-3,</p>	<p>See MM TCR-1, MM TCR-3, MM TCR-5.</p>	<p>See MM TCR-1, MM TCR-3, MM TCR-5.</p>

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
formal cemeteries.		TCR-5.	MM TCR-5.		

4.6 Geology

Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo 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.

MM GEO-1: The proposed Project shall be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines, including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults), dated January 2013; and Memo to Designers 20-10 (Fault Rupture), dated January 2013, where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet) of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not in an APEFZ) that is Holocene or younger in age.

Stations and elevated structures for the ATS Guideway shall be located to avoid or accommodate the fault rupture hazard where present with refinement of station and ATS Guideway placement worked into final design as needed based on project specific geologic surveys, recommendations and criteria. As noted in Caltrans Memorandum to Designers (MTD) 20-8, bridge type structures, such as the ATS Guideway, must be designed for the displacement demand resulting from a static fault offset, the dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur at the site. Caltrans MTD 20-8 provides a method for obtaining the displacements at columns and abutments at fault crossings; all the

Contractor/
Operator

JPA/DPW

ATS system facilities designed in accordance with applicable Caltrans guidelines shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>requirements must also be followed. Adequate bearing seats must be provided so the superstructure can slide at the abutment, bent, or hinge seats without falling.</p>				
	<p>MM GEO-2: During site investigation prior to the start of construction, the location of the anticipated trend of the Townsite Fault shall be further defined via a phased investigation process to identify and locate active fault traces in the Project area to support adjustments to the proposed Project’s design.</p> <p>The investigation shall include a supplemental fault investigation conducted along the trace of the Townsite fault to further refine the location of the feature and assess the activity level where it crosses the proposed ATS alignment and any stations.</p> <p>The investigation shall include the following surface and subsurface methods:</p> <ul style="list-style-type: none"> • Aerial photograph analysis; • Geophysical surveys (e.g., seismic reflection and/or seismic refraction) to refine the identified geophysical anomaly associated with the Townsite fault and inform subsequent targeted fault hazard exploration as necessary; • Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite fault where it crosses the proposed ITC alignment; and • Exploratory drilling and sampling (e.g., 	Contractor/ Operator	JPA/DPW	<p>A supplemental fault investigation will be prepared prior to the issuance of any permit by the City for ground-disturbing activity for each site or phase of the Project, as applicable.</p> <p>ATS system facilities designed in accordance with applicable Caltrans guidelines shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.</p>	Necessary column placements and ATS facility design would be adjusted on an as-needed basis based on supplemental fault investigation results.

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>hollow stem auger and CPT borings), as necessary, if definitive information regarding the trace of the Townsite fault cannot be adequately delineated across the proposed ITC alignment within the limits of fault trenching.</p> <p>Based on the results of these investigations, column placements and facility designs would be adjusted to accommodate geologic conditions identified. Further, the facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). Stations/structures shall be located to avoid the fault rupture hazard where present.</p> <p>Columns and foundations for the guideway and stations, as well as any other ATS facilities shall be located to avoid the fault rupture hazard where present. The design fault offset where evaluating features crossing the ATS guideway alignment shall be determined as the larger of the:</p> <ul style="list-style-type: none"> • Deterministically derived average displacement. • Probabilistically derived displacement consistent with a 5 percent in 50-years probability of exceedance. <p>Probabilistic procedures shall follow those outlined in Abrahamson [2008] and Petersen et al., [2011] of the <i>Fault Rupture Hazard Evaluation (Appendix K.1)</i>. These procedures allow for evaluation of offset based on the</p>				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>results of field investigation. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 49¹ shall be followed.</p>				
	<p>MM GEO-3: The proposed ATS system facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). The response spectra provided in <i>the Development of Seismic Design Criteria in Support of Draft EIR - Seismic Design Criteria (Appendix K.2)</i> shall be considered applicable for both aerial guideway and ancillary structures within each segment of the alignment under the guideway and each station.</p> <p>Probabilistic procedures also shall follow those outlined Caltrans memo to Designers 20-10 -Fault Rupture, dated January 2013.</p>	Contractor/ Operator	JPA/DPW	ATS system facilities designed in accordance with applicable Caltrans guidelines shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS	
<p>Impact GEO-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>MM GEO-4: A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) shall be retained by the Contractor/Operator and approved by the City prior to the approval of grading permits. The qualified paleontologist shall:</p> <p>a) Prepare, design, and implement a</p>	Contractor/ Operator	JPA/DPW	a) A monitoring and mitigation plan shall be prepared and designed prior to issuance of any permits for ground-	a) ECDD-Building Safety Division to review and approve designated paleontologist to confirm that designee has

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

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>monitoring and mitigation program for the Project consistent with Society of Vertebrate Paleontology Guidelines. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project area, data recovery (including halting or diverting construction so that fossil remains can be salvaged in a timely manner), fossil treatment, procurement, and reporting. The Plan monitoring and mitigation program shall be prepared and approved by the City prior to the issuance of the first grading permit. If the qualified paleontologist determines that the Project-related grading and excavation activity would not affect Older Quaternary Alluvium, then no further mitigation is required.</p> <p>b) Conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and would present the Plan as outlined in (a). In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. The training session shall provide instruction on the recognition of the types of paleontological resources</p>			<p>disturbing activity by the City for each site or phase of the Project, as applicable.</p> <p>b) The monitoring and mitigation plan shall be implemented for the duration of Project construction.</p> <p>Paleontological resources sensitivity training shall be conducted prior to the start of ground disturbing activities; additional training shall be conducted for new construction personnel during construction, as needed.</p> <p>c) Paleontological resources monitoring shall be conducted during grading,</p>	<p>appropriate qualifications. MMP to be submitted and approved by ECDD-Building Safety Division to confirm that requirements of Mitigation Measure GEO-4(a) have been met</p> <p>b) Paleontologist to retain documentation that construction personnel have attended training; documentation to be made available to ECDD-Building Safety Division upon request</p>

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>that could be encountered within the Project area and the procedures to be followed if they are found. Documentation shall be retained by the qualified paleontologist demonstrating that the appropriate construction personnel attended the training.</p>			<p>pursuant to the monitoring and mitigation program and as directed by qualified paleontologist.</p>	
	<p>c) Direct the performance of paleontological resources monitoring by a qualified paleontological monitor (meeting the standards of the SVP, 2010). Paleontological resources monitoring shall be conducted pursuant to the monitoring and mitigation program developed under (a). Monitoring activities may be altered or ceased if determined adequate by the qualified paleontologist. Monitors shall have the authority to and shall temporarily halt or divert work away from exposed fossils or potential fossils and establish a 50-foot radius temporarily halting work around the find. Monitors shall prepare daily logs detailing the types of ground disturbing activities and soils observed, and any discoveries.</p>			<p>Qualified paleontologist shall maintain daily logs on an on-going basis for the duration of ground disturbing activities.</p> <p>Should construction activities be ceased due to discovery of fossils, the City shall be notified.</p>	
	<p>d) If fossils are encountered, determine their significance, and, if significant, supervise their collection for curation. Any fossils collected during Project-related excavations, and determined to be significant by the qualified paleontologist, shall be prepared to the point of identification and curated into an accredited repository with retrievable</p>			<p>d) If fossils are encountered during ground disturbing activities, their significance shall be determined and, if required, delivered to an</p>	<p>e) Final monitoring report submitted to the City within 90 days of completion of excavation and ground-disturbing</p>

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>storage.</p> <p>e) Prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the paleontological monitoring. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report which would be submitted to the appropriate repository and the City. The final monitoring report shall be submitted to the City within 90 days of completion of excavation and other ground disturbing activities that could affect Older Quaternary Alluvium.</p>			<p>accredited repository.</p> <p>e) A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities.</p>	<p>activities</p>

4.13 Tribal

<p>Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in</p>	<p>MM TCR-1: Retention of a Tribal Cultural Resources Monitor/Consultant. Prior to the commencement of any ground disturbing activity at the Project area, the contractor shall retain a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. In addition, a Native American Monitor shall be designated by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). If no Native American Monitor is designated within a reasonable period of time (not to exceed 30 days), the activity can commence without the</p>	Contractor/ Operator	JPA/DPW	<p>Archaeological and Native American monitors shall be retained prior to issuance of permits for any ground disturbing activity. Monitoring shall occur for the duration of ground disturbing activities, as required.</p> <p>In the event of the discovery of any archaeological materials during construction, work shall immediately</p>	<p>Preservation in place is considered infeasible if approved geotechnical, grading and/or structural plans, and/or building code requirements preclude preservation in place.</p>
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<p>Public Resources Code section 5020.1(k); or</p>	<p>designated Monitor. A copy of the executed contract shall be submitted to the City's ECDD-Building Safety Division prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project area are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project area have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic</p>	<p>cease and the City shall be notified of the discovery. Construction shall resume once the qualified archaeologist has made a determination on the significance of the discovered resource(s). If historical resources or unique archaeological resources are discovered, avoidance and preservation measures would be implemented.</p> <p>A Cultural Resources Treatment Plan shall be required during construction if data recovery through excavation is the only feasible mitigation available.</p> <p>During construction, if the resources are identified as Native American, the qualified archaeologist and Contractor/Operator shall consult with</p>
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Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>purposes. If human remains and/or grave goods are discovered or recognized at the Project area, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project area while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA. Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a</p>			<p>appropriate Native American representatives.</p> <p>A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities that require monitoring.</p>	

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>MM TCR-4 and MM TCR-5 will supplement MM TCR-1.</p>				
	<p>MM TCR-2: Monitoring and Mitigation Plan. Prepare, design, and implement a monitoring and mitigation program for the Project. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project area, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. The Plan shall be prepared and approved by a qualified archaeologist prior to the issuance of the first grading permit.</p>	Contractor/ Operator	JPA/DPW	A Monitoring and Mitigation Plan will be prepared and designed prior to the issuance of any permit by the City for ground-disturbing activity for each site or phase of the Project, as applicable. The approved Monitoring and Mitigation Plan shall be implemented for the duration of Project construction.	Qualified archaeologist retained by Contractor/Operator shall be subject to review/ approval by ECDD-Building Safety Division to confirm designee’s qualifications ECDD-Building Safety Division to review Monitoring and Mitigation Plan to confirm that the plan meets the requirements of this mitigation measure.
	<p>MM TCR-3: Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction-worker archaeological resources sensitivity training at the Project</p>	Contractor/ Operator	JPA/DPW	A Cultural Resources Sensitivity Training shall be conducted prior to the start of ground disturbing activities; additional	

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

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>of the qualified archaeologist. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the quantity and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist and the Native American monitor.</p> <ol style="list-style-type: none"> <li data-bbox="548 630 1066 1149">1. In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s). <li data-bbox="548 1166 1066 1421">2. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, 				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement.</p> <p>3. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the project applicant, and appropriate Native American representatives (if the find is of Native American origin). The Cultural Resources Treatment Plan shall provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource through laboratory processing and analysis of the artifacts. The Treatment Plan will further make recommendations for the ultimate curation of any archaeological materials, which shall be curated at a public, non-profit curation facility, university, or museum with a research interest in the materials, if such an institution agrees to accept them. If resources are determined to be Native American in origin, they will first be offered to the Tribe for permanent curation, repatriation, or reburial, as directed by the Tribe. If no institution or Tribe accepts the archaeological material, then the material shall be donated to a local school</p>				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>or historical society in the area for educational purposes.</p> <p>4. If the resource is identified as a Native American, the qualified archaeologist and the City shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p> <p>5. Prepare a final monitoring and mitigation report for submittal to the City, and the South Central Coastal Information Center (SCCIC), in order to document the results of the archaeological and Native American monitoring. If there are significant discoveries, artifact and feature analysis and final disposition shall be included with the final report, which will be submitted to the SCCIC and the applicant. The final monitoring report shall be submitted to the applicant within 90 days of completion of excavation and other ground disturbing activities that require monitoring.</p>				
	<p>MM TCR-5: Inadvertent Discoveries Related to Human Remains.</p> <p>In the event of the unanticipated discovery of human remains during excavation or other ground disturbance related to the proposed Project, all work shall immediately cease within 150 feet of the discovery and the</p>	Contractor/ Operator	JPA/DPW		

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>County Coroner shall be contacted in accordance with PRC Section 5097.98² and Health and Safety Code Section 7050.5.³ Additionally, the contractor shall notify the City, and the tribal cultural resources monitor and archaeological monitor.</p> <p>The City, as the Project sponsor, and the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural and tribal standards or practices, and that further ground-disturbing activities take into account the possibility of multiple burials.</p> <p>No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the qualified archaeologist and/or tribal cultural resources monitor) shall occur until the coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by the qualified archaeologist and/or cultural</p>				

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- 2 NAGPRA, Title 43. Public Lands: Interior, Subtitle A. Office of the Secretary of the Interior, Part 10. Native American Graves Protection and Reparation Regulations, § 5097.98 – Notification of discovery of Native American human remains, descendants; disposition of human remains and associated grave goods.
 - 3 California / Health and Safety Code - HSC / CHAPTER 2. General Provisions [7050.5. - 7055.] / Section 7050.5.

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>resources monitor), and consultation and treatment could occur as prescribed by law. As required by law, the coroner would determine within two working days of being notified if the remains are subject to his or her authority.</p> <p>If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. In accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641), the NAHC would make an MLD determination.</p> <p>If the Tribe is designated MLD, the following standards shall apply and the following requirements and treatment measures shall be implemented.</p> <p>To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain</p>				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>human remains can also be considered as associated funerary objects.</p> <p>Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. As stated by the Tribe as part of the Project's AB 52 consultation:</p> <p><i>The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully.</i></p> <p>If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. The Tribe shall approve additional types of documentation for data recovery purposes. Cremations must either be removed in bulk or by means as necessary to ensure completely recovery of all material. If</p>				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. Scientific study or the utilization of any invasive diagnostics on human remains of Native American origin.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if feasible. These items shall be retained and reburied within six months of recovery if feasible. The site of reburial/repatriation shall be on the Project area, but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>If the Tribe is not designated MLD, each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony shall be preserved in place where feasible and to consult with the tribal cultural resources monitor and/or the MLD about appropriate treatment if removal is required. If remains are removed, they shall be removed to a secure container on site, if possible, with consultation with of the qualified archaeologist and/or tribal cultural</p>				

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	<p>resources monitor. These items shall be retained and reburied within six months of recovery or as directed by the qualified archaeologist and/or tribal cultural resources monitor. The site of reburial/repatriation shall be within the proposed Project footprint, or at a location agreed upon between the MLD and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>				
4.14 Utilities					
<p>Impact U-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p>MM UT-1: Prior to the award of the DBFOM contract, and start of any demolition or construction activities, the City or DBFOM shall be responsible identifying the locations of existing utilities potentially affected by the proposed Project. This shall include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within 20 feet of the proposed Project’s guideway and station foundations.</p> <p>Based on the information from the field investigations, the DBFOM contractor shall be responsible for confirming the location of existing utilities and coordinating with the appropriate utility owners/operators to determine specific set back requirements for each utility line and the need for any</p>	<p>City, Contractor/ Operator</p>	<p>JPA/DPW- Engineering Division</p>	<p>Existing utilities potentially affected by the Project to be identified by the City prior to award of contract and issuance of any construction permit.</p>	

Impact	Mitigation Measures	Implementing Party	Monitoring Party	Timing	Notes
	stabilization for protection in place or relocation measures.				
	<p>MM UT-2: Prior to the award of the DBFOM contract, and start of construction, the City shall contact Southern California Edison (SCE) and request an updated system Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the proposed Project’s recommended full redundancy design. Should SCE determine that additional system upgrades are required, such upgrades shall be the responsibility of the DBFOM contractor and/or the City to complete (including design and any additional environmental clearance), subject to the review and approval of SCE and the City, as applicable.</p>	City, Contractor/ Operator	JPA/DPW- Engineering Division/SC E	An updated system Distribution Study shall be prepared and approved by the City and SCE prior to award of contract and issuance of any construction permit.	ECDD-Planning Division to confirm that reports have been submitted and approved by SCE.

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
4.1 Aesthetics				
<p>PDF AES-1 Construction (CCP)</p> <p>Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • Temporary lighting will be limited to the amount necessary to safely perform the required work and will be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses. • Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties. • Construction night lighting shall be shielded to prevent a direct view of the light sources from residential properties with a property boundary that is within 150 feet of the construction site. • Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety. <p>To minimize the visual effects of construction the following measures shall be implemented:</p> <ul style="list-style-type: none"> • Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as 	Contractor/ Operator	JPA/DPW	Ongoing during construction. Adjacent residences within 500 feet of the Project shall be notified prior to the issuance of any grading or ground-disturbing activity for any phase of the Project.	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>soon as the area is stabilized.</p> <ul style="list-style-type: none"> • Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods. • When not in use or being staged, heavy equipment shall be located as far as practicable from residential areas, businesses and pedestrian pathways. 				
<p>PDF AES-2 Tree Replacement (CCP)</p> <p>A Tree Removal and Replacement Plan will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> • Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Guidelines. • Removal of existing healthy and flourishing trees will be avoided where feasible. • New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City’s Public Works Department. • New permanent replacement palm trees shall be a minimum of 20 feet in height. • The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction. 	<p>Project Task Force, Contractor/ Operator</p>	<p>JPA/DPW- Environmental Services Division</p>	<p>Prior to the issuance of a grading permit or ground-disturbing activity, a tree permit shall be obtained. All replacement trees shall be maintained for a minimum of 3 years during operation and shall be inspected after 1 year. Contractor must replace trees within six months of restoration and completion of Project portions.</p>	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor will conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City’s determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced. 				
<p>PDF AES-3 Lighting (Design Guidelines)</p> <p><u>Station Design</u></p> <ul style="list-style-type: none"> Station canopies will have indirect accent lighting. Lighting will clearly highlight pedestrian paths including those to stairs, escalators, and elevators. Accent and functional lighting will be strategically placed to minimize spillover. Accent and functional lighting controls will be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting. 	Contractor/ Operator	JPA/DPW- Engineering Division	Lighting design features shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p><u>Guideway And Support Structure Design</u></p> <ul style="list-style-type: none"> • Where provided, guideway indirect accent lighting will complement station lighting design. • Light fixtures will be concealed or minimally visible. • Accent and functional lighting will be strategically placed to minimize spillover. • Code required lighting along the guideway will be designed to minimize visibility from the ground level. • Street lighting will be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment 				
<p><u>Maintenance And Storage Facility</u></p> <ul style="list-style-type: none"> • Where provided, functional lighting will be placed to minimize spillover • Building entrances will be well lit. • Lighting will clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators • Public uses on the ground plane of the MSF Site including any covered parking areas will be well lit with particular attention paid to the comfort and safety of the public. 				
<p><u>Elevated Passenger Walkway</u></p> <ul style="list-style-type: none"> • Where provided, functional lighting will be placed to minimize spillover. • Overall lighting design will not interfere with roadway traffic below. • Accent lighting will complement station lighting design. • Accent and general lighting controls will be programmable and sensor controlled to allow for daytime, nighttime, and event settings. 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>PDF AES-4 Tree Placement (Design Guidelines)</p> <ul style="list-style-type: none"> • An arborist report surveying the condition and extents of all existing trees in the Project area will be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project. • Existing flourishing trees (as identified in the arborist report) will remain, where feasible. • An Approved Plant Palette based on the City’s approved street tree list will be used as a basis for all sections of new trees. • The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City’s current landscape guidelines. • Protected species in the Inglewood Municipal Code, Tree Preservation will remain. • City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage. • Trees will be planted on both sides of the roadway where feasible. • Trees will be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm. • On Market Street, trees will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible. • On Manchester Boulevard, trees will be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway. • On Prairie Avenue, trees on the east side will continue the 	<p>Contractor/ Operator</p>	<p>JPA/ DPW- Engineering Division</p>	<p>Tree placement locations shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.</p>	<p>The arborist shall be certified by the International Society for Arboriculture (ISA).</p>

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side will be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible.</p>				
<p>PDF AES-5 Signage (Design Guidelines)</p> <ul style="list-style-type: none"> Physical Non-Digital Signage incorporated into the Project will have a distinct visual graphic identity that is consistent across all physical design elements of the project All signage will be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ). Existing signage along the entire ITC alignment, which are affected, will be replaced, along with its infrastructure, and will meet its originally intended design intent and function. Signage replaced that originated on private property will be approved by the City of Inglewood and the sign/property owner. 	Contractor/ Operator	JPA/ DPW- Engineering Division/AHJ	Signage shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.	
4.2 Air Quality				
<p>PDF AQ-1 Construction Air Quality Program (CCP)</p> <p>At a minimum, use equipment that meets the U.S. Environmental Protection Agency (USEPA)’s Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project’s construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. The City shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.</p>	Contractor/ Operator	JPA/DPW	Construction equipment requirements for equipment operating at the Project Site, as well as the construction protocols shall be included in applicable bid documents prior to seeking bids for construction. A comprehensive inventory of all off-road construction equipment for activities being permitted shall be made available to SCAQMD prior to issuance of any permits for construction activities by the City of	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>Such equipment will be outfitted with Best Available Control Technology devices including a California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB’s regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and Southern California Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, which will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit’s certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.</p> <p>If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an Alternative Compliance Plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities.</p> <ul style="list-style-type: none"> The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not 			<p>Inglewood for each site or phase, as applicable.</p> <p>Construction equipment features for equipment operating at the Project Site, as well as the construction protocols shall be implemented during any ground disturbing activities and construction activities on an on-going basis. Periodic reporting and provision of written construction documents by the Contractor and compliance inspections by the City would be required on an ongoing basis during construction.</p>	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.</p> <ul style="list-style-type: none"> • The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor’s control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply. • Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor’s control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply. • Construction-related diesel equipment or vehicle will be used on the Project for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure. 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of the Project area, which may be used in reviewing the acceptability of the Contractor’s good faith efforts and due diligence. Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., nondiesel). Pole power shall be utilized to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB’s 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances exist as described above and the Contractor submits the Plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>emission standards. The City shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.</p> <ul style="list-style-type: none"> • Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters. • A publicly visible sign shall be posted with the Community Affairs Liaison’s contact information to contact regarding dust complaints. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. • Dust shall be controlled per local ordinances. The Contractor shall be responsible for excessive dust or construction debris that results in impacts to adjacent residences or private vehicles, including taking responsibility for clean-up and addressing complaints brought to the project. • All trucks carrying fill materials, debris, or similar materials shall secure and cover loads to prevent dust or debris while travelling on public right of ways. • All trucks removing materials from the site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control . • Material stockpiles and construction area surfaces shall be covered and/or watered as needed to prevent dust at designated construction areas. • All roadways, driveways, sidewalks, etc., being installed as part of the Project should be completed as soon as practicable; in addition, building pads should be laid as soon as practicable after grading. • To the extent feasible, allow construction employees to 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>commute during off-peak hours.</p> <ul style="list-style-type: none"> • Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips. • Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. • Contractors shall maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer’s specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer’s specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited. • Require in all applicable bid documents, purchase orders, and contracts of the requirement to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB’s policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Project area. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project entry gates and throughout the Project alignment, where appropriate, stating that idling longer than five minutes is not permitted. 				
4.4 Cultural Resources				
PDF CUL-1 Historic Resources (Design Guidelines)	Contractor/	JPA/ DPW-Engineering	Guideway and support column design, elevation, and distance	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building’s height, scale, number of street-facing facades, width of primary façade, front setback, project elements overhanging the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource’s street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features shall be incorporated into the final Project design:</p> <ul style="list-style-type: none"> • The guideway’s elevation and distance from the façade of the historical resource will be sufficient for the guideway to visually clear the top of the historical resources’ street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway. • At the former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) will be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon. • The dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of the historical resources’ street-facing façade(s) when viewed from the optimal viewpoints will be minimized. For five of the identified historical resources—Holy Faith Episcopal Church, former United Bank of California (now Broadway Federal Bank), former Fox Theatre, Professional Building, and Inglewood Park Cemetery—the final Project design is 	Operator	Division	from known resources shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>expected to completely avoid visual obstructions from support columns.</p> <ul style="list-style-type: none"> For five of the historical resources—the former Bank of Inglewood, former J.C. Penney, Bank of America, the Forum, and Lighthouse McCormick Mortuary Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. A small portion of the resources’ primary façades will be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades will remain readily discernable. 				

4.5 Energy

<p>PDF ENERGY-1 (Design Guidelines)</p> <ul style="list-style-type: none"> <u>Energy Efficiency</u> - Where California Energy Efficiency Standards apply, the project should be more energy efficient than allowed. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies should be used. Advanced commissioning of building systems should be conducted to ensure systems are operating as designed. To achieve energy use reduction, passive strategies taking advantage of the favorable local climate should be considered where feasible. The use of solar canopies as shade structures in addition to roof-mounted solar is another energy saving strategy. <u>Water Efficiency</u> - In order to reduce excessive water consumption, the project should identify and implement appropriate opportunities to reduce or eliminate potable water use indoors and in landscape areas. <u>Material Conservation And Resource Efficiency</u> - In order to reduce the environmental impact from the use of 	<p>Contractor/ Operator</p>	<p>JPA/ DPW- Engineering Division</p>	<p>Energy efficient design features shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS.</p>	
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Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>construction materials, the project should minimize the use of virgin materials. This can be accomplished by increasing the use of materials that are reused, recycled, rapidly renewable, locally sourced, and durable. In order to determine the best approach to reducing the overall environmental impact from use of materials, a life cycle assessment (LCA) could be used.</p> <ul style="list-style-type: none"> • <u>Environmental Quality</u> - In order to protect and enhance the health and comfort of occupants, the project should provide a high quality, sustainable indoor environment that is designed to maximize natural daylighting and views of the outdoors where feasible. Indoor spaces should use high efficiency air filtration and should create a comfortable indoor acoustical environment. Materials and systems should be selected that will provide for a healthy indoor environment. 				

4.8 Hazards and Hazardous Materials

<p>PDF HAZ-1 Hazardous Materials Program (CCP)</p> <p>The following practices will be followed during construction to address the potential for encountering hazardous materials during construction of the Project.</p> <ul style="list-style-type: none"> • <u>Building Demolition Plan</u> – Prior to any demolition occurring, conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of asbestos containing materials (ACMs) and lead-based paint (LBP). Remediation shall be implemented in accordance with the recommendations of these evaluations to ensure that no ACMs or LBP remain present and to ensure ACMs and LBP are removed to levels established for public safety. • <u>Hazardous Materials Contingency Plan</u> – Prior to construction, prepare a plan addressing the potential for discovery of unidentified underground storage tanks (USTs), 	<p>Contractor/ Operator</p>	<p>JPA/DPW</p>	<p>A Building Demolition Plan, Hazardous Materials Contingency Plan, Soil Management Plan, and Health and Safety Plan shall be prepared and submitted prior to issuance of any permits by the City of Inglewood for ground disturbing activities for each site or phase of the Project, as applicable.</p> <p>Implementation of the plans shall be on-going for the duration of construction.</p> <p>If unidentified or suspected</p>	<p>ECDD-Building Safety to confirm that Contractor/Operator has submitted SMP, and that appropriate regulatory agency has approved it</p>
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Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This Plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any materials encountered during construction are removed to levels established for public safety.</p> <ul style="list-style-type: none"> • <u>Soil Management Plan</u> – After final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction are prepared, prepare a Soil Management Plan to establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. • <u>Health and Safety Plan</u> – Prior to construction, prepare a Health and Safety Plan to address the potential for exposure to the constituents of concern identified in the limited Phase II ESA. • <u>Utility Relocation Work</u> – All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to normal school utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District. 			<p>contaminated soils or groundwater is encountered, any further ground disturbing activities shall be conducted according to a site- specific health and safety plan and the City shall be notified of this contamination.</p> <p>If contaminated soils or groundwater is encountered, ground disturbing activities shall not recommence until remediation is completed and a “no further action” letter is obtained or direction is otherwise given from the appropriate regulatory agency that construction can recommence.</p>	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
4.10 Noise				
<p>PDF-NOISE-1 Construction Noise Control Plan (CCP)</p> <p>A Construction Noise Control Plan shall be developed in coordination with an acoustical/vibration consultant approved by the City and approved by the City’s Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below Federal Transit Administration (FTA)’s General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the plan:</p> <ul style="list-style-type: none"> – Install temporary noise barriers that reduce sound at receptors; – For any idling that is expected to take longer than five minutes, the engine shall be shut off; – All equipment shall be equipped with optimal muffler systems; – Use solar, battery powered, or hybrid equipment whenever practical; – Locate staging areas as far away from sensitive receptors as feasible; – Locate stationary noise sources as far away from sensitive receptors as feasible; – Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required; – If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. 	<p>Contractor/ Operator, Community Affairs Liaison</p>	<p>JPA/DPW- Engineering Division</p>	<p>A Construction Noise Control Plan shall be prepared or updated and approved prior to the issuance of any permits for construction activities by the City for each site or phase of the Project, as applicable. The approved Construction Noise Control Plan shall be implemented for the duration of Project construction.</p>	<p>Acoustical consultant retained by Contractor/Operator subject to review and approval by DPW-Engineering Division to confirm that designee has requisite expertise. The City will designate a Community Affairs Liaison to be responsible for responding within 24 hours to any local complaint or question about construction activities. A website will be established with project construction information and contact information for the Community Affairs Liaison. A toll-free phone line (available 24 hours a day) and website will be made a part of all construction notices and shall be</p>

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> – Pole power shall be utilized to the maximum extent feasible in lieu of generators. – Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of “quiet” pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered. – Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles. – On site-signage reminding workers to minimize noise generation. – When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors. – For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions. – Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical. – Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels. 				<p>posted in prominent public facing locations around the Project area and in adjacent public spaces.</p>

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> – Unless deemed infeasible for a particular construction activity, the Contractor shall utilize rubber tire earth moving equipment in lieu of track mounted earth moving equipment. – Construction material deliveries shall take place within designated construction staging areas as far from residential sites as practical to minimize noise impacts. – Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible. – Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise. – Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours, including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project's construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project's construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District. 				

In order to ensure that construction noise levels will be below the

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>established standards, the following shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> – A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request. – In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels: <ul style="list-style-type: none"> – Halting/staggering concurrent construction activities in certain locations; – Reducing the speed or intensity of the of heavy-duty construction equipment being operated simultaneously. – Operate equipment at the lowest possible power levels. – Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts. <p>In order to ensure that acceptable noise levels are maintained at Kelso School, real time noise monitoring will be conducted at Kelso School during the school day. A noise monitor will be located at the southeast corner of Kelso</p>				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>School on Prairie Avenue. This noise monitor will update the 1-hour Leq noise level every minute during the school day. Any time the 1-hour Leq noise level increases by 3 dBA over the ambient noise level during the school day, an alert message will be sent to the construction manager(s) and contact(s) for the contractor(s) working in the vicinity of the school to allow for adjustments to be made to the work in progress to avoid noise levels reaching or exceeding an increase of 5 dBA 1-hour Leq over ambient noise levels. A contact will also be provided to the Inglewood Unified School District and administration at Kelso School to resolve any District or Kelso School concerns with construction activities and their resulting noise levels during the school day.</p>				
<p>PDF NOISE-2 Construction Vibration Reduction Plan (CCP)</p> <p>Prior to the issuance of any demolition or construction permit for each phase of the Project, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City’s Director of Public Works. The Plan shall include but not be limited to the following elements to ensure impacts from ground borne vibration are less than significant:</p> <ul style="list-style-type: none"> • A Pre-Demolition and Construction Plan that includes but is not limited to: <ul style="list-style-type: none"> – Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated. 	<p>Contractor/ Operator</p>	<p>JPA/DPW- Engineering Division</p>	<p>A Construction Vibration Reduction Plan shall be prepared or updated and approved prior to the issuance of any permits for construction activities by the City for each site or phase of the Project, as applicable. The approved Construction Vibration Reduction Plan shall be implemented for the duration of Project construction.</p>	<p>The City will designate a Community Affairs Liaison to be responsible for responding within 24 hours to any local complaint or question about construction activities. A website will be established with project construction information and contact information for the Community Affairs Liaison. A toll-free phone line (available 24 hours a day) and website</p>

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> – Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities. – Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the Project. – Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and the locations of these sensors shall take into account proposed demolition and construction activities to ensure that adequate measurements can be taken illustrating vibration levels during the course of the Project, and if/when levels exceed the established threshold. – A line and grade pre-construction survey at the affected buildings shall be conducted. • A Vibration Plan During Demolition and Construction that includes the following: <ul style="list-style-type: none"> – Regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors. – The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its 				<p>will be made a part of all construction notices and shall be posted in prominent public facing locations around the Project area and in adjacent public spaces.</p>

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>conditions, and a warning level that is 0.05 inch/second (PPV) less than the regulatory level. The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels.</p> <ul style="list-style-type: none"> – In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques. – In the event the regulatory level (PPV) is triggered, halt the construction activities in the vicinity of the trigger area and visually inspect the building for any damage. Results of the inspection must be logged. Identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart. – In the event work occurs in the proximity of identified historic uses, the system shall be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA threshold of significance 0.12 inch/second for a building given its conditions, and a warning level that is 0.012 inch/second (PPV) less than the regulatory level. – Collect vibration data from receptors and report vibration levels to the Joint Powers Authority and/or the City on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels. <ul style="list-style-type: none"> • Post-Construction Reporting and Repairs: <ul style="list-style-type: none"> – Provide a report to the Joint Powers Authority and/or 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>the City regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the Project and/or show how the Project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report.</p> <ul style="list-style-type: none"> – Perform repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the Project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. • To minimize the risk of potential structural and building damage: <ul style="list-style-type: none"> – Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively. – Limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors. 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<ul style="list-style-type: none"> – In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion. • To minimize the risk of related to human annoyance: <ul style="list-style-type: none"> – Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors. – Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors. – Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors. – Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors. – Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors. – Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors. – Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors. 				
<p>PDF NOISE-3 Operational (CCP)</p> <p>The exterior noise level generated by the ATS train, inclusive of all contributing noise sources, shall not exceed the levels specified in Section 2.2.1, Exterior Airborne Noise, ASCE 21-05 (American Society of Civil Engineers, Automated People Mover Standards - Part 2 Section 2.2.1, Exterior Airborne Noise, ASCE 21-05.).29F</p> <p>The design of any barriers along the guideway designed to reduce noise shall be subject to the limits noted in Table 4.10-9.</p>	Operator	JPA/DPW-Engineering Division		

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
4.12 Transportation				
<p>PDF TRANS-1 Transit Access and Circulation Program (CCP)</p> <p>The Project Task Force (as identified in the Construction Commitment Program) will be responsible for the following:</p> <ul style="list-style-type: none"> • Ensuring that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City. • Coordinating with Metro and any other transit service providers to: <ul style="list-style-type: none"> – Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location. – Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination. 	Project Task Force	JPA/DPW-Transportation & Traffic Division, Project Task Force		. The Plan shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable. Access to bus transit stops and maintenance of bus circulation would be ongoing during construction.
<p>PDF TRANS-2 Construction Staging & Traffic Control Program (CCP)</p> <p>A Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and will address the following topics:</p> <ul style="list-style-type: none"> • Coordination with other public infrastructure projects within the City’s boundaries • Detour routes, including analysis of impacts to pedestrian, business, bicycle, transit, and traffic flow • Coordination of closures and restricted access during the construction period with special attention during periods of 	Project Task Force	JPA/DPW-Transportation & Traffic Division		The Program shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable. Notification of street closures would be posted online 45 to 60 days prior to closures.

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center.</p> <ul style="list-style-type: none"> • Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times • Monitoring and coordination of construction materials deliveries • Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media. <p>The Traffic Control Program will be developed as needed based on the following principles:</p> <ul style="list-style-type: none"> • Minimize traffic impacts on residential streets. • Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City. • Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley. • Maintain access for all public safety vehicles (such as police, 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>fire, and emergency response).</p> <ul style="list-style-type: none"> • Maintain bicycle and pedestrian access within the Project area or approved detours at all times. • Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times. • Sidewalk closures should be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary. • Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety. • Establish and maintain wayfinding signage. • Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures. • Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures. • All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures. • Entry and exit to the Market Street/Florence Avenue construction site shall be limited to right turns to/from Florence Avenue for large trucks, construction equipment, and material deliveries. An entrance off Locust Street between Florence Avenue and Regent Street will also be required to serve the contractor’s offices and staging area. If required for phasing, the Locust Street entrance may also be 				

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>used for large trucks, construction equipment, and material deliveries as approved by the City.</p>				
<p>PDF TRANS-3 Preliminary Haul and Overload Routes (CCP)</p> <ul style="list-style-type: none"> Haul routes and overload/oversized vehicle routes are subject to review and approval by the City. To the extent possible, truck deliveries and hauling of bulk materials such as aggregate, bulk cement, dirt, etc. to the Project area, and hauling of material from the Project area, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. Truck deliveries and hauling of dirt, aggregate, bulk cement, and all other materials and equipment, shall be on designated routes only (freeways and nonresidential streets). 	<p>Contractor/ Operator</p>	<p>JPA/DPW- Transportation & Traffic Division</p>	<p>Haul routes shall be designated prior to start of construction activities for each site or phase of the Project, as applicable.</p>	
<p>PDF TRANS-4 Pedestrian Access Program (CCP)</p> <p>A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and will adhere to the following principles:</p> <ul style="list-style-type: none"> Pedestrian access to buildings shall be maintained at all times. Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish, and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City. Establish and maintain pedestrian wayfinding signage. Maintain sidewalk access for pedestrians, including providing 	<p>Project Task Force</p>	<p>JPA/DPW- Transportation & Traffic Division</p>	<p>The Program shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable.</p>	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City.</p> <ul style="list-style-type: none"> • Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Federal Americans with Disabilities Act and similar California laws. • Protect pedestrians from construction-related debris, dust, and noise; such protection may include the use of dedicated pedestrian barriers. • Coordinate with the Inglewood Unified School District and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternate routes to school, working closely with IUSD and the City, and disseminate this information to schools and stakeholders affected by construction. 				
<p>PDF TRANS-5 Parking Management Plan (CCP)</p> <p>A Parking Management Plan (as defined in the Construction Commitment Program) will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> • Parking, staging, or queuing of Project-related vehicles, including workers’ personal or project-assigned vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. • Replace loss of metered parking spaces by making available 	<p>Project Task Force</p>	<p>JPA/DPW-Transportation & Traffic Division</p>	<p>The Plan shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable.</p>	

Project Design Features	Implementing Party	Monitoring Party	Timing	Notes
<p>an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate.</p> <ul style="list-style-type: none"> • Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage. 				



APPENDIX D

ITC Construction Commitment Program

Construction Commitment Program

February 2022

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INGLEWOOD TRANSIT CONNECTOR PROJECT CONSTRUCTION COMMITMENT PROGRAM

1.0 INTRODUCTION

The Inglewood Transit Connector (ITC) Project includes this Construction Commitment Program to proactively address the potential effects of the construction of the Project on the community. This Program addresses:

- Business and community support plans
- Construction staging and traffic control requirements
- Maintaining access to parking, businesses, residences, and pedestrian facilities
- Noise and vibration measures
- Air quality measures
- Other vital measures during construction
- Tree removal and replacement

A Project Task Force will be established for the ITC Project. The Project Task Force will include representation from the following entities:

- City of Inglewood (City)
- The ITC Joint Powers Authority (JPA) – that will be responsible for the oversight of the DBFOM Contractor during the design, construction and subsequent operations and maintenance of the ITC Project.

The DBFOM Contractor (responsible for the design, build/construct, finance, operations, and maintenance of the ITC Project)

2.0 BUSINESS AND COMMUNITY SUPPORT PROGRAM

The Project Task Force will be responsible for developing a Business and Community Support Program for the purpose of assisting those businesses financially affected by the construction that addresses the following:

- Advertising support for local businesses in local or regional newspapers and social media.
- Notice of plans to all affected property owners of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.
- Notice of plans to all affected property owners if utilities would be disrupted for short periods of time and ensuring major utility shut-offs are scheduled during low-use periods of the day.

- Methods by which business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effects.
- Access plans that ensure that all businesses, service providers, and residents are provided with adequate access during construction. Where there is a significant limited English population, signage shall be provided in various languages (as appropriate).
- Funding for temporary signage during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

3.0 BUSINESS ASSISTANCE FUND PROGRAM

The City is committed to providing financial assistance to small “mom and pop” businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project area. The City will create a \$5 million dollar Business Assistance Fund (BAF) to provide financial assistance through grants to eligible businesses for eligible expenses as established by the BAF Program Administrator. Similar to the LA Metro BIF model, businesses may file multiple requests for financial assistance through the BIF; but in no event will the amount paid exceed the lesser total amount of \$50,000, or 60% of annual business revenue losses per business. The financial assistance is expected to cover eligible fixed operating expenses such as utilities, insurance, rent or mortgage (excluding the principal amount portion of the mortgage payment), fixed payroll, and certain other documented business-related expenses as determined by the BAF Program Administrator. The City will develop Administrative Guidelines to establish program eligibility requirements targeted to businesses that are directly impacted by the ITC Project construction, are located within the eligible geographic area in proximity to the ITC Project, and that meet the definition of small “mom and pop” businesses. Anticipated requirements to participate in the program, include:

- Businesses must be in continuous operation for at least two years within the eligible geographic area.
- Businesses must provide financial records (e.g., gross receipts, payroll taxes, bank statements or other financial information as requested) to demonstrate the business revenue losses or increased expenses are directly attributable to the ITC construction activities during the period of disruption.
- Businesses must be financially solvent and have a good faith plan and commitment to remain in business within the eligible geographical area; and
- Businesses must be in good standing with all local, state and federal taxing and licensing authorities.

4.0 COMMUNITY AFFAIRS LIAISON

The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaint or question about construction activities. A website will be established with project construction information and contact information for the Community Affairs Liaison. A toll-free phone line (available 24 hours a day) and website will be made a part of all construction notices and shall be posted in prominent public facing locations around the Project area and in adjacent public spaces.

The Community Affairs Liaison shall receive all public complaints, investigate the cause of the complaint and develop/implement feasible measures to address and resolve the cause of the complaint.

5.0 TRANSIT ACCESS AND CIRCULATION PROGRAM

The Project Task Force will be responsible for the following:

- Ensuring that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City.
- Coordinating with Metro and any other transit service providers to:
 - Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location.
 - Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination.

6.0 CONSTRUCTION STAGING & TRAFFIC CONTROL PROGRAM

The Construction Staging and Traffic Control Program will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and will address the following topics:

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

The Traffic Control Program will be developed based on the following principles:

- Minimize traffic impacts on residential streets.
- Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City.

- Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley.
- Maintain access for all public safety vehicles (such as police, fire, and emergency response).
- Maintain bicycle and pedestrian access within the Project area or approved detours at all times.
- Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- Sidewalk closures should be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary.
- Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.
- Establish and maintain wayfinding signage.
- Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures.
- Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures.
- All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures.
- Entry and exit to the Market Street/Florence Avenue construction site shall be limited to right turns to/from Florence Avenue for large trucks, construction equipment, and material deliveries. An entrance off Locust Street between Florence Avenue and Regent Street will also be required to serve the contractor's offices and staging area. If required for phasing, the Locust Street entrance may also be used for large trucks, construction equipment, and material deliveries as approved by the City.

6.1 Preliminary Haul And Overload Routes

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

6.2 Pedestrian Access Program

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

- Pedestrian access to buildings shall be maintained at all times.

- Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.
- Establish and maintain pedestrian wayfinding signage.
- Maintain sidewalk access for pedestrians, including providing temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City.
- Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Federal Americans with Disabilities Act and similar California laws.
- Protect pedestrians from construction-related debris, dust and noise; such protection may include the use of dedicated pedestrian barriers.
- Coordinate with the Inglewood Unified School District (IUSD) and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternative routes to schools, working closely with IUSD and the City and disseminate this information to schools and stakeholders affected by construction.

7.0 PARKING MANAGEMENT PLAN

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

- Parking, staging, or queuing of Project-related vehicles, including workers' personal or project-assigned vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed.
- Replace loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate.
- Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage.

8.0 AIR QUALITY PROGRAM

- At a minimum, use equipment that meets the U.S. Environmental Protection Agency (USEPA)'s Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the

City shall include this requirement in applicable bid documents, purchase orders, and contracts. The City shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.

- Such equipment will be outfitted with Best Available Control Technology devices including a California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and Southern California Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.
- If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an Alternative Compliance Plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities:
 - The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.
 - The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.
 - The Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply.

- Construction-related diesel equipment or vehicle will be used on the Project for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure.
- Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City will, from time-to-time, conduct independent audit of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of the Project area, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.
- Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., nondiesel). Pole power shall be utilized to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances exist as described above and the Contractor submits the Plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection.
- Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters.
- A publicly visible sign shall be posted with the Community Affairs Liaison's contact information to contact regarding dust complaints. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- Dust shall be controlled per local ordinances. The Contractor shall be responsible for excessive dust or construction debris that results in impacts to adjacent residences or private vehicles, including taking responsibility for clean-up and addressing complaints brought to the project.
- All trucks carrying fill materials, debris, or similar materials shall secure and cover loads to prevent dust or debris while travelling on public right of ways.
- All trucks removing materials from the site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control.

- Material stockpiles and construction area surfaces shall be covered and/or watered as needed to prevent dust at designated construction areas.
- All roadways, driveways, sidewalks, etc., being installed as part of the Project should be completed as soon as practicable; in addition, building pads should be laid as soon as practicable after grading.
- To the extent feasible, allow construction employees to commute during off-peak hours.
- Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.
- Every effort shall be made to utilize grid-based electric power at any construction site, where feasible.
- Contractors shall maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited.
- Require in all applicable bid documents, purchase orders, and contracts of the requirement to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB's policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Project area. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project entry gates and throughout the Project alignment, where appropriate, stating that idling longer than five minutes is not permitted.

9.0 VISUAL RESOURCES PROGRAM

Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:

- Temporary lighting will be limited to the amount necessary to safely perform the required work and will be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses.
- Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.
- Construction night lighting shall be shielded to prevent a direct view of the light sources from residential properties with a property boundary that is within 150 feet of the construction site.
- Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety.

To minimize the visual effects of construction the following measures shall be implemented:

- Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.
- Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.
- When not in use or being staged, heavy equipment shall be located as far as practicable from residential areas, businesses and pedestrian pathways.

10.0 HAZARDOUS MATERIALS PROGRAM

The following practices will be followed during construction to address the potential for encountering hazardous materials during construction of the Project.

- **Building Demolition Plan** – Prior to any demolition occurring, conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of asbestos containing materials (ACMs) and lead-based paint (LBP). Remediation shall be implemented in accordance with the recommendations of these evaluations to ensure that no ACMs or LBP remain present and to ensure ACMs and LBP are removed to levels established for public safety.
- **Hazardous Materials Contingency Plan** – Prior to construction, prepare a plan addressing the potential for discovery of unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This Plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any materials encountered during construction are removed to levels established for public safety.
- **Soil Management Plan** – After final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction are prepared, prepare a Soil Management Plan to establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials.
- **Health and Safety Plan** – Prior to construction, prepare a Health and Safety Plan to address the potential for exposure to the constituents of concern identified in the limited Phase II ESA.
- **Utility Relocation Work** – All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to normal school utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.

11.0 NOISE AND VIBRATION CONTROL PROGRAM

11.1 Construction Noise Control Plan

A Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below the Federal Transit Administration's (FTA's) General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the plan:

- Install temporary noise barriers that reduce sound at receptors;
- For any idling that is expected to take longer than five minutes, the engine shall be shut off;
- All equipment shall be equipped with optimal muffler systems;
- Use solar, battery powered, or hybrid equipment whenever practical;
- Locate staging areas as far away from sensitive receptors as feasible;
- Locate stationary noise sources as far away from sensitive receptors as feasible;
- Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required;
 - If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Pole power shall be utilized to the maximum extent feasible in lieu of generators.
- Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered.
- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.
- On site-signage reminding workers to minimize noise generation.
- When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors.
- For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions.
- Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical.

- Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels.
- Unless deemed infeasible for a particular construction activity, the Contractor shall utilize rubber tire earth moving equipment in lieu of track mounted earth moving equipment.
- Construction material deliveries shall take place within designated construction staging areas as far from residential sites as practical to minimize noise impacts.
- Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible.
- Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise.
- Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project's construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project's construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District.

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

- A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request.
- In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels:
 - Halting/staggering concurrent construction activities in certain locations;
 - Reducing the speed or intensity of the of heavy-duty construction equipment being operated simultaneously.
 - Operate equipment at the lowest possible power levels.
 - Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts.

In order to ensure that acceptable noise levels are maintained at Kelso School, real time noise monitoring will be conducted at Kelso School during the school day. A noise monitor will be located at the southeast corner of Kelso School on Prairie Avenue. This noise monitor will update the 1-hour Leq noise level every minute during the school day. Any time the 1-hour Leq noise level increases by 3 dBA over the ambient noise level during the school day, an alert message will be sent to the construction manager(s) and contact(s) for the contractor(s) working in the vicinity of the school to allow for adjustments to be made to the work in progress to avoid noise levels reaching or exceeding an increase of 5 dBA 1-hour Leq over ambient noise levels. A contact will also be provided to the Inglewood Unified School District and administration at Kelso School to resolve any District or Kelso School concerns with construction activities and their resulting noise levels during the school day.

11.2 Construction Vibration Reduction Plan

Prior to the issuance of any demolition or construction permit for each phase of the Project, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works. The Plan shall include but not be limited to the following elements to ensure impacts from ground borne vibration are less than significant:

- A Pre-Demolition and Construction Plan that includes but is not limited to:
 - Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated.
 - Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities.
 - Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the Project.
 - Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and the locations of these sensors shall take into account proposed demolition and construction activities to ensure that adequate measurements can be taken illustrating vibration levels during the course of the Project, and if/when levels exceed the established threshold.
 - A line and grade pre-construction survey at the affected buildings shall be conducted.
- A Vibration Plan During Demolition and Construction that includes the following:
 - Regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.

- The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its conditions, and a warning level that is 0.05 inch/second (PPV) less than the regulatory level. The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels.
- In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques.
- In the event the regulatory level (PPV) is triggered, halt the construction activities in the vicinity of the trigger area and visually inspect the building for any damage. Results of the inspection must be logged. Identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart.
- In the event work occurs in the proximity of identified historic uses, the system shall be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA threshold of significance 0.12 inch/second for a building given its conditions, and a warning level that is 0.012 inch/second (PPV) less than the regulatory level.
- Collect vibration data from receptors and report vibration levels to the Joint Powers Authority and/or the City on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels.
- Post-Construction Reporting and Repairs:
 - Provide a report to the Joint Powers Authority and/or City regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the Project and/or show how the Project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report.
 - Perform repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the Project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.

- To minimize the risk of potential structural and building damage:
 - Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively.
 - Limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors.
 - In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion.
- To minimize the risk of related to human annoyance:
 - Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors.
 - Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors.
 - Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors.
 - Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors.
 - Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors.
 - Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors.
 - Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors.

12.0 TREE REMOVAL AND REPLACEMENT PLAN

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

- Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the ITC Design Standards and Guidelines.
- Removal of existing healthy and flourishing trees will be avoided where feasible.
- New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department.
- New permanent replacement palm trees shall be a minimum of 20 feet in height.
- The Contractor shall permanently replace trees within 12 (12) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction.
- If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.

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