# Inglewood Transit Connector Project


## Final Environmental Impact Report

*February 2022*

State Clearinghouse No. 2018071034

Lead Agency: City of Inglewood, Economic and Community Development, Planning Division
One West Manchester Boulevard, 4th Floor, Inglewood CA 90301

Meridian Consultants

# Final

# Environmental Impact Report

# for the

# Inglewood Transit Connector Project

## SCH NO. 2018071034

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# TABLE OF CONTENTS



*A disc containing both the Final and Recirculated Draft EIR is attached on the inside back cover.*

# 1.0 INTRODUCTION AND LIST OF COMMENTERS

## 1.1 PURPOSE OF THIS DOCUMENT

This document includes all agency and public comments received on the Recirculated Draft Environmental Impact Report [Draft EIR, State Clearinghouse (SCH) #2018071034] for the Inglewood Transit Connector (ITC) Project (proposed Project). Written comments were received by the City of Inglewood during the public comment period from November 12, 2021 through December 27, 2021. This document includes written responses to each comment received on the Recirculated Draft EIR. The responses correct, clarify, and amplify text in the Recirculated Draft EIR, as appropriate. These changes do not alter the conclusions of the Recirculated Draft EIR. This Final EIR document has been prepared in accordance with the California Environmental Quality Act (CEQA) and together with the Recirculated Draft EIR (and Appendices) constitutes the EIR for the proposed Project that will be used by the decision makers during project hearings.

## 1.2 SUMMARY OF THE PROPOSED PROJECT

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

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

The ATS technology may be a self-propelled technology, including rubber-tire ATS systems, monorails, large steel-wheel ATS systems, also known as automated light rail transit (ALRT), or a cable propelled ATS system. The system will be fully automated (i.e., driverless) to operate at the headways to meet the projected peak ridership needs. The vehicles are smaller than traditional heavy rail technology and can maneuver the tight curves required for the site-specific conditions. This type of technology is oftentimes also referred to as automated guideway transit, automated people mover or monorail; regardless of the terminology used in the industry, it is a form of light rail technology without an overhead catenary.

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

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

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

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

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

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

as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

The proposed Project also includes two power distribution system (PDS) substations. These PDS substations will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations will be located on the MSF site, where the Southern California Edison (SCE) service connection will be provided. The second PDS substation will be located on the Prairie Avenue/Manchester Boulevard Station site or the Prairie Avenue/Hardy Street station site.

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

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up and drop-off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 S. Market Street.
- Approximately 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

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

## 1.3 PROJECT ACTIONS

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

- Although the Proposed Project is exempt from CEQA under Public Resources Code section 21080, subdivision (b)(12), if the City approves the Project, the City would voluntary certify the Final EIR for the Inglewood Transit Connector Project and adopt of the Mitigation Monitoring and Reporting Plan, CEQA Findings of Fact, and, if there are significant and unavoidable environmental impacts, adopt a Statement of Overriding Considerations;
- Approval of the proposed General Plan Amendment, consisting of changes to the City General Plan Land Use Element, Circulation Element, and Safety Element;
- Approval of an amendment to Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code to:
  - Add the Transportation Corridor Overlay (T-C-O) Zone; and
  - Amend the Medical Enterprise Overlay Zone to exclude properties within the Project alignment.
- Approval of amendments to the Forum Development Agreement to reflect the acquisition of frontage along Prairie (including loss of Forum parking);
- Approval of a Special Use Permit required for demolition of a gas station, Design Review for the new supermarket, and any other discretionary approval required for a new supermarket at 500 and 510 East Manchester Boulevard;
- Approval of amendments and clarifications to the Hollywood Park Specific Plan and associated Development Agreement;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Approvals of lot line adjustment(s), parcel map(s), and tract map(s) as needed;
- Approval of agreements and/or resolutions necessary to acquire the property necessary for construction and operation of the Project, in fee simple or through easements, licenses, air rights, leases, or other means of access, including through eminent domain;
- Approval of the ITC Design Guidelines;
- Approval of a contract or contracts for the design, finance, construction, and operation of the proposed Project; and
- Approvals for federal, State, or local financing plans or grants.

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

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

## 1.4 ORGANIZATION OF THE FINAL EIR

**Section 1.0: Introduction and List of Commenters**. This section summarizes the Project under consideration and describes the contents of the Final EIR. This chapter also contains a list of all of the agencies or persons who submitted comments on the Recirculated Draft EIR during the public review period, presented in order by federal, State, and local agency; tribal entity; organization; individual; and date received.

**Section 2.0: Revisions to the Recirculated Draft EIR**. This section describes changes and refinements made to the proposed Project since publication of the Recirculated Draft EIR. These refinements, clarifications, amplifications, and corrections, which are described in the beginning of the section, would not change the environmental analysis and conclusions presented in the Recirculated Draft EIR for the reasons discussed in this section. This section also summarizes text changes made to the Recirculated Draft EIR in response to comments. Changes to the text of the Recirculated Draft EIR are shown by either ~~strikethrough~~ where text has been deleted, or <u>double underline</u> where new text has been inserted.

**Section 3.0: Comments and Responses**. This section contains the comment letters received on the Recirculated Draft EIR, followed by responses to individual comments.

This section includes copies of the comment letters received by the City of Inglewood (City) on the Recirculated Draft EIR. Each letter is numbered and identified for reference and the individual comments in each letter are also identified by number. Each comment letter is followed by written responses to each of the comments in that letter.

Some comments that were submitted to the City do not pertain to substantial environmental issues or do not address the adequacy of the analysis contained in the Recirculated Draft EIR. Responses to such comments, though not required, are included to provide additional information. When a comment does

not directly pertain to environmental issues analyzed in the Recirculated Draft EIR, does not ask a question about the adequacy of the analysis contained in the Recirculated Draft EIR, expresses an opinion related to the merits of the proposed Project, or does not question an element of or conclusion of the Recirculated Draft EIR, the response notes the comment and may provide additional information where appropriate. Many comments express opinions about the merits or specific aspects of the proposed Project and these are included in the Final EIR for consideration by the decision makers.

**Section 4.0: Mitigation Monitoring and Reporting Program**. This section contains the Mitigation Monitoring and Reporting Program (MMRP) to guide the City in its implementation and monitoring of measures adopted in the EIR, and to comply with the requirements of Public Resources Code section 21081.6, subdivision (a).

## 1.5 PUBLIC PARTICIPATION AND REVIEW

The City of Inglewood has complied with all noticing and public review requirements of CEQA. This compliance included notification of all responsible and trustee agencies and interested groups, organizations, and individuals that the Recirculated Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Recirculated Draft EIR:

- In 2017, the City partnered with Metro to address the City's critical mobility issues by analyzing viable transit connection options from the Metro K Line to the LASED, which includes SoFi Stadium. With the City's input, Metro conducted a study[1] to explore how best to extend the Metro Rail system via a high-capacity transit connection to the LASED.
- In early 2018, the City also initiated stakeholder outreach to understand the City's need for a comprehensive long-range mobility plan, potential project goals and objectives, potential project benefits and impacts, and stakeholder concerns.
- In July 2018, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City as the Lead Agency prepared a Notice of Preparation (Original NOP) and an Initial Study (Original IS) (SCH 2018071034).
- The Original NOP and IS were circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.
- A scoping meeting was held on July 26, 2018, from 6 PM to 8 PM at the Inglewood Senior Citizens Center, 111 N. Locust Street, Inglewood, CA 90301. The City provided the opportunity for comments to be submitted at the scoping meeting.

1 Los Angeles County Metropolitan Transportation Authority, *City of Champions/Inglewood (NFL) Focused Analysis of Transit Connection* (August 2017).

- As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS after circulation of the July 2018 Notice of Preparation, a Revised NOP and IS were circulated for public review and comment from September 10, 2020 to October 12, 2020. The City submitted both the Original and Revised NOPs and Initial Studies to the Governor's Office of Planning and Research (OPR); applicable trustee or responsible federal, State, regional, and local agencies identified for the proposed Project, including adjacent cities and counties; the County of Los Angeles; relevant Native American tribes; and all interested parties requesting such notice to allow for comment on the IS during the 30-day comment period. In addition, copies of the Original and Revised NOPs and ISs were made available for review at Inglewood City Hall and the Inglewood Public library, as well as on the City's website, to give the public the opportunity to comment during the respective 30-day comment periods.
- The City prepared and released a Draft EIR for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period the City continued further collaboration with key stakeholders on the design of the Project. City also conducted additional technical analysis and due diligence on potential utility conflicts, property impacts, and potential impacts to historical resources, and refined the project to reduce the project footprint where feasible.
- As a result of this ongoing consultation process, the City has further refined the Project and revised the Draft EIR to evaluate these changes to the Project. The City prepared and released a Recirculated Draft EIR for public review in November 2021. The Project remains an approximately 1.6-mile long alignment with 3 stations beginning at the intersection of Market Street and Florence Avenue, continuing along Manchester Avenue and Prairie Avenue, and ending at the intersection of Prairie Avenue and Hardy Street.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with SCH on November 12, 2021. An official 45-day public review period for the Draft EIR was established by SCH, ending on December 27, 2021. A Notice of Availability (NOA) for the Draft EIR was published on November 11, 2021 and sent to appropriate public agencies, including SCH and Los Angeles County Clerk, and all entities who requested to be notified about the Proposed Project and/or EIR. The Recirculated Draft EIR was also published on the City's website.
- A virtual public meeting to provide project information on the Project and Recirculated Draft EIR was held on November 11, 2021, from 6 PM to 7 PM.

## 1.6 PROJECT MODIFICATIONS IN THE FINAL EIR

Project modifications implemented as part of the Final EIR include: (1) revisions to the location of power distribution system (PDS) substations, and (2) revisions to the Construction Commitment Program (CCP), specifically the Business Assistance Fund Program, Construction Staging & Traffic Control Program, Air Quality Program, Visual Resources Program, Hazardous Materials Program, and Noise and Vibration Control Program.

These minor modifications to the Proposed Project do not necessitate further recirculation of the Recirculated Draft EIR. Under section 15088.5 of the CEQA Guidelines,[2] recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The DEIR was so fundamentally and basically inadequate and conclusory in nature thatmeaningful public review and comment were precluded.

Recirculation is not required to address the modifications to the Proposed Project. The modifications, which were made as a result of public and stakeholder feedback on the Proposed Project and the Recirculated Draft EIR, primarily further reduce the Proposed Project's potential impacts and do not increase any of the significant impacts of the Proposed Project identified in the Recirculated Draft EIR or result in any new previously unidentified significant impact. Therefore, recirculation of the Recirculated Draft EIR is not required to address the modifications to the Proposed Project.

## 1.7 LIST OF COMMENTERS

The City of Inglewood received 21 comments in response to the Recirculated Draft EIR. **Table 1: Comment Letters Regarding the Recirculated Draft EIR** displays the numerical designation, entity, author, and date of each comment.

2 CEQA Guidelines, Section 15088.5, subd. (a).

**Table 1-1**
**Comment Letters Regarding the Recirculated Draft EIR**

| Letter No. | Entity | Name of Commenter | Date of Comment |
|---|---|---|---|
| ***Public Agencies*** | | | |
| 1 | California Department of Transportation, District 7 | Miya Edmonson, IGR/CEQA Branch Chief | December 8, 2021 |
| 2 | City of Torrance | David Mach, Senior Business Manager, Transit Planning | December 2, 2021 |
| 3 | Inglewood Unified School District | Dr. Erika F. Torres, County Administrator | December 19, 2021 |
| 4 | Los Angeles County Fire Department | Ronald M. Durbin, Chief, Forestry Division | December 8, 2021 |
| 5 | Los Angeles County Sanitation District Email | Mandy Huffman, Environmental Planner | December 23, 2021 |
| 6 | Los Angeles County Sanitation District Letter | Mandy Huffman, Environmental Planner | December 23, 2021 |
| 7 | West Basin Municipal Water District | Uzi Daniel, Manager of Operations | December 7, 2021 |
| 8 | Los Angeles Metropolitan Transportation Authority | Alison Yoh, Shine Ling | December 27, 2021 |
| ***Public*** | | | |
| 9 | Aero Collective | Andrew Crane | December 2, 2021 |
| 10 | Miracle Theater | Owen Smith | December 1, 2021 |
| 11 | Glaser Weil/TSA | Elisa Paster | December 22, 2021 |

| Letter No. | Entity | Name of Commenter | Date of Comment |
|---|---|---|---|
| 12 | Urban Ropeways Project Manager | Frederic Demoulin | December 27, 2021 |
| 13 | FASTSIGNS | Eric Baines, Owner | December 2, 2021 |
| 14 | Apartment Complex | Arthur Dawson | November 22, 2021 |
| 15 | South Bay Workforce Investment Board | Jan Vogel, Executive Director | December 14, 2021 |
| 16 | Community Fellowship Church | Bishop Robert Douglas, Jr., Director | December 14, 2021 |
| 17 | - | Patricia Patrick | December 1, 2021 |
| 18 | - | Tina McKinnor | December 13, 2021 |
| 19 | Forum Entertainment, LLC. | Geni Lincoln, General Manager & Senior Vice President | December 27, 2021 |
| 20 | Los Angeles Conservancy | Adrian Scott Fine, Senior Director of Advocacy | December 27, 2021 |
| 21 | Hollywood Park Land Company, LLC. | Jason Gannon, Managing Director at SoFi Stadium | February 8, 2022 |

# 2.0 REVISIONS TO THE RECIRCULATED DRAFT EIR

## 2.1 INTRODUCTION

The City of Inglewood (City), acting as the Lead Agency for the planning and environmental review of the proposed Project, has prepared this Final Environmental Impact Report (EIR) pursuant to the requirements of the California Environmental Quality Act (CEQA). In accordance with the CEQA Guidelines Section 15132 (a), this section of the Final EIR provides changes to the Recirculated Draft EIR (RDEIR) that have been made to clarify, correct, or supplement the environmental impact analysis for the proposed Project. Such changes are a result of recognition of inadvertent errors or omissions as well as public and agency comments received in response to the RDEIR. The changes described in this section do not result in any new or increased significant environmental impacts that would result from the proposed Project.

## 2.2 TEXT CHANGES TO THE RECIRCULATED DRAFT EIR

Provided below are corrections and additions to the RDEIR including, where appropriate, the associated technical appendices. Changes are identified below by the corresponding Recirculated Draft EIR 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** were made. These changes are summarized in the relevant responses to comments, as applicable.

### Section 1.0 Executive Summary

The following revision has been made to Page 1.0-11, List Bullets 2, 5, 9 and 10 of the RDEIR:

As part of the Project, the City of Inglewood has developed a Construction Commitment Program to pro-actively address the effects of the construction of the Project on the community. This program, provided in **Appendix D**, includes the following programs and plans:

- Business Community and Support Program
- Business ~~Interruption~~ Assistance Program
- Transit Access and Circulation Program
- Construction Staging and Traffic Control Program
- Pedestrian Access Program
- Parking Management Plan
- Air Quality Program

- Visual Resources Program
- Hazardous Materials Program
- Construction Noise Control Plan
- Construction Vibration Reduction Plan
- Tree Removal and Replacement Plan

The following revision has been made to Page 1.0-13, List Bullet 8 of the RDEIR:

- Power Distribution System (PDS) substations located on the MSF and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station sites to provide traction/propulsion power, auxiliary power, and housekeeping power;

The following revision has been made to Page 1.0-18, Paragraph 2, Line 9 of the RDEIR:

During construction, the proposed Project would generate a demand for 165,115 kWh of electricity and up to 163.7 million gallons of petroleum each year. Electricity for operation of the proposed ATS system would be provided via two power distribution system (PDS) substations. One of the PDS substations would be located on the MSF site. The second PDS substation would be located on the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site. The electricity demand for the proposed Project during normal operation would be 27.1 million kWh (27.1 GWh) per year.[1]

The following revision has been made to PDF AES-1 in **Table 3.0-1** on Page 1.0-37 of the RDEIR:

**PDF AES-1 Construction (CCP)**

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.

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

- 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.
- Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.
- 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.

The following revision has been made to PDF AQ-1 in **Table 3.0-1** on Page 1.0-46 of the RDEIR:

**PDF AQ-1 Construction 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, 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.

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.
- 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.

The following revision has been made to PDF HAZ-1 in **Table 3.0-1** on Page 1.0-63 of the RDEIR:

**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 school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.

The following revision has been made to PDF NOISE-1 in **Table 3.0-1** on Page 1.0-66 of the RDEIR:

**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.

The following revision has been made to PDF NOISE-2 in **Table 3.0-1** on Page 1.0-69 of the RDEIR:

**PDF NOISE-2 Construction Vibration Reduction Plan (CCP)**

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 ~~Chief Building Official~~ 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 the City ~~Chief Building Official~~ 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.

The following revision has been made to PDF TRANS-2 in **Table 3.0-1** on Page 1.0-74 of the RDEIR:

**PDF TRANS-2 Construction Staging and Traffic Control Program**

A Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the CCP), 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 ~~updated~~ developed as needed based on the following principa~~l~~les:

- 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.

The following revision has been made to PDF TRANS-4 in **Table 3.0-1** on Page 1.0-77 of the RDEIR:

**PDF TRANS-4 Pedestrian Access Program**

A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the CCP), 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 passenger 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 ~~for sidewalks being maintained in a temporary condition~~.
- 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.

## Section 2.0 Introduction

The following revision has been made to Page 2.0-8, Paragraph 2, Line 8 of the RDEIR:

The City has also collaborated with the property and business owners along Market Street to refine the ITC ~~Urban~~ Design Guidelines and Standards to enhance harmony of the surrounding context and align with the City's efforts to help revitalize the downtown Market Street area.

## Section 3.0 Project Description

The following revision has been made to Page 3.0-5, Paragraph 5, Line 9 of the RDEIR:

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

The following revision has been made to Page 1.0-13, List Bullet 2, Line 3 of the RDEIR:

- PDS substations located on the MSF and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station sites to provide traction/propulsion power, auxiliary power, and housekeeping power;

The following revision has been made to **Table 3.0-1** on Page 3.0-14 of the RDEIR:

**Table 3.0-1**

**ITC Project Component Locations and Sizes (Conceptual)**

| Project Component | General Location | Approximate Size |
|---|---|---|
| **Guideway** | • Located predominantly within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue<br>• The Prairie/Manchester and Prairie Hardy stations are proposed to be located on private property located west of Prairie Avenue proposed for acquisition as part of the Project. | • Approximately 1.6 miles dual lane, end to end<br>• The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck<br>• The dual-lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations. |
| ***stations*** | | |
| *Market Street/ Florence Avenue Station* | • Located on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75 feet wide (station structure and guideway only; not including vertical circulation)<br>• ~200foot long platform for train berthing<br>• ~420-foot long mezzanine level for back of house and circulation |
| *Prairie Avenue/ Manchester Boulevard Station* | • Located on private property (to be acquired by the City) at the southwest corner of Prairie Avenue/Manchester Boulevard | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75 feet wide (station structure and guideway only; not including vertical circulation)<br>• ~200-foot long platform for train berthing<br>• ~360-foot long mezzanine level for back of house and circulation |
| *Prairie Avenue/ Hardy Street Station* | • Located on private property (to be acquired by the City) at the northwest corner of Prairie Avenue/Hardy Street | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75-foot wide (station structure and guideway only, not including vertical circulation)<br>• ~200-foot long platform for train berthing<br>• ~340-foot long mezzanine level for back of house and circulation |
| **Vertical Circulation Elements** | • Located at each station within the public right-of-way, easements, or private property to be acquired<br>• Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways. | • Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level |
| **Elevated Passenger Walkways** | • Location 1: above Florence Avenue connecting the Market Street/Florence Avenue Station to the Metro K Line Downtown Inglewood Station.<br>• Location 2: above Prairie Avenue from Prairie/Manchester station to the Forum site<br>• Location 3: above Prairie Avenue from Prairie/Hardy | • Height will be up to ~65 feet in height measured from existing grade to top of structure<br>• ~30 feet wide maximum for passenger walkway<br>• ~280 feet long for location 1 and ~160 feet long for locations 2 and 3<br>• Minimum vertical clearance of 10 feet within the walkway interior |

| Project Component | General Location | Approximate Size |
|---|---|---|
| | station to the Hollywood Park site<br>• Specific locations will be determined at time of design and coordinated with stakeholders | |
| **Maintenance and Storage Facility (MSF)** | • Primarily located on private property to be acquired by the City as part of the Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Boulevard | • ~75,000 sf building area<br>• Up to ~75 feet in height measured from existing grade to top of roof<br>• Surface parking area under building containing 50 spaces for employees and visitors |
| **Power Distribution System (PDS) Substation** | • Two PDS substations; one located at the MSF site and the second at ~~the Prairie/Hardy Station site~~ the Prairie Avenue/Hardy Street Station or the Prairie Avenue/Manchester Boulevard Station.<br>• Specific locations within each site will be determined during the design phase | • ~30 feet wide x ~100 feet long<br>• Up to ~20 feet clearance height measured from floor to ceiling<br>• If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation<br>• ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary |
| **Roadway Improvements** | • Market Street, Manchester Boulevard and Prairie Avenue | • New roadway striping, lane re-configurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape |
| **Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction** | • Market Street/Florence Avenue Station site<br>• 150 S. Market Street | Surface level parking at each site:<br>• ~650 spaces at Market Street/Florence Station<br>• ~50 spaces at 150 S. Market Street<br>• ~100 spaces at Prairie/Hardy Station<br>Pick-Up/Drop-Off Area:<br>• Market Street/Florence Avenue Station site on Locust Street south of Florence Avenue, and Regent Street between Locust Street and Market Street<br>• Prairie/Hardy Street Station within the station site |

The following revision has been made to Page 3.0-36, Paragraph 1, Line 3-4 of the RDEIR:

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

The following revision has been made to Page 3.0-75, List Bullets 2, 5, 9 and 10 of the RDEIR:

As part of the Project, the City of Inglewood has developed a Construction Commitment Program to pro-actively address the effects of the construction of the Project on the community. This program, provided in **Appendix D**, includes the following programs and plans:

- Business Community and Support Program
- Business ~~Interruption~~ Assistance Program
- Transit Access and Circulation Program
- Construction Staging and Traffic Control Program
- Pedestrian Access Program
- Parking Management Plan
- Air Quality Program
- Visual Resources Program
- Hazardous Materials Program
- Construction Noise Control Plan
- Construction Vibration Reduction Plan
- Tree Removal and Replacement Plan

The following revision has been made to Page 3.0-81, Lines 10 and 16 of the RDEIR:

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

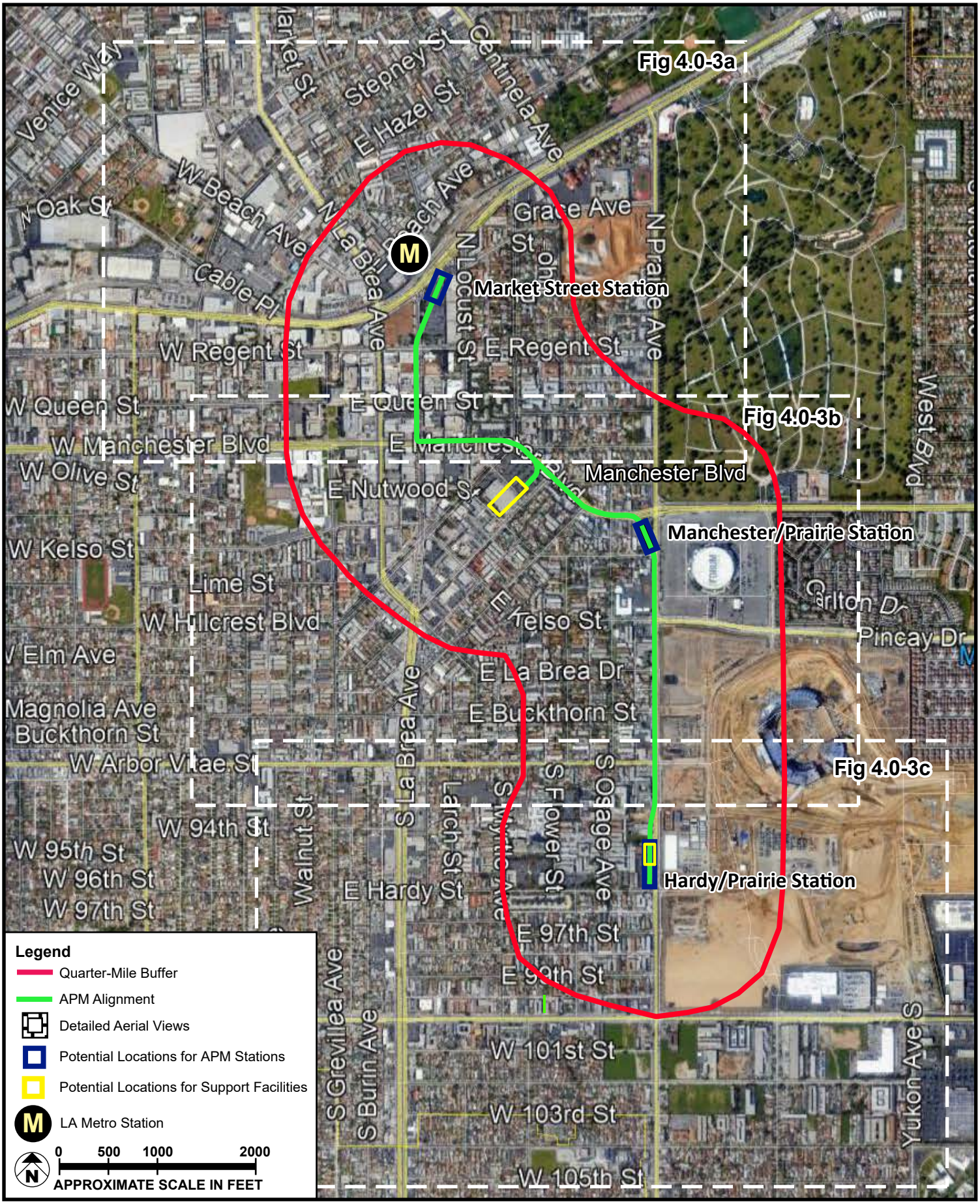
The Prairie Avenue/Hardy Street station and accompanying surface parking lot is proposed on two contiguous private parcels under common ownership located on the southwest corner of the intersection of Prairie Avenue and Hardy Street. Acquisition of these parcels is proposed. As shown in Table 3.0-5 and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

The following revision has been made to Page 3.0-83, List Bullet 4 of the RDEIR:

- Site preparation for installation of the PDS substations, electrical equipment, and subsystems will occur at the MSF site and the Prairie Avenue/Hardy Street Station or the Prairie Avenue/Manchester Boulevard Station Site.

## Section 4.0 Environmental Impact Analysis

The revision has been made to correct the potential location of PDS substations in **Figure 4.0-2: Map of Sensitive Receptors - Index**, **Figure 4.0-3b: Sensitive Receptors within a Quarter-Mile of the Project Area**, and **Figure 4.0-3c: Sensitive Receptors within a Quarter-Mile of the Project Area** on Pages 4.0-31, 4.0-33, and 4.0-34 of the RDEIR.

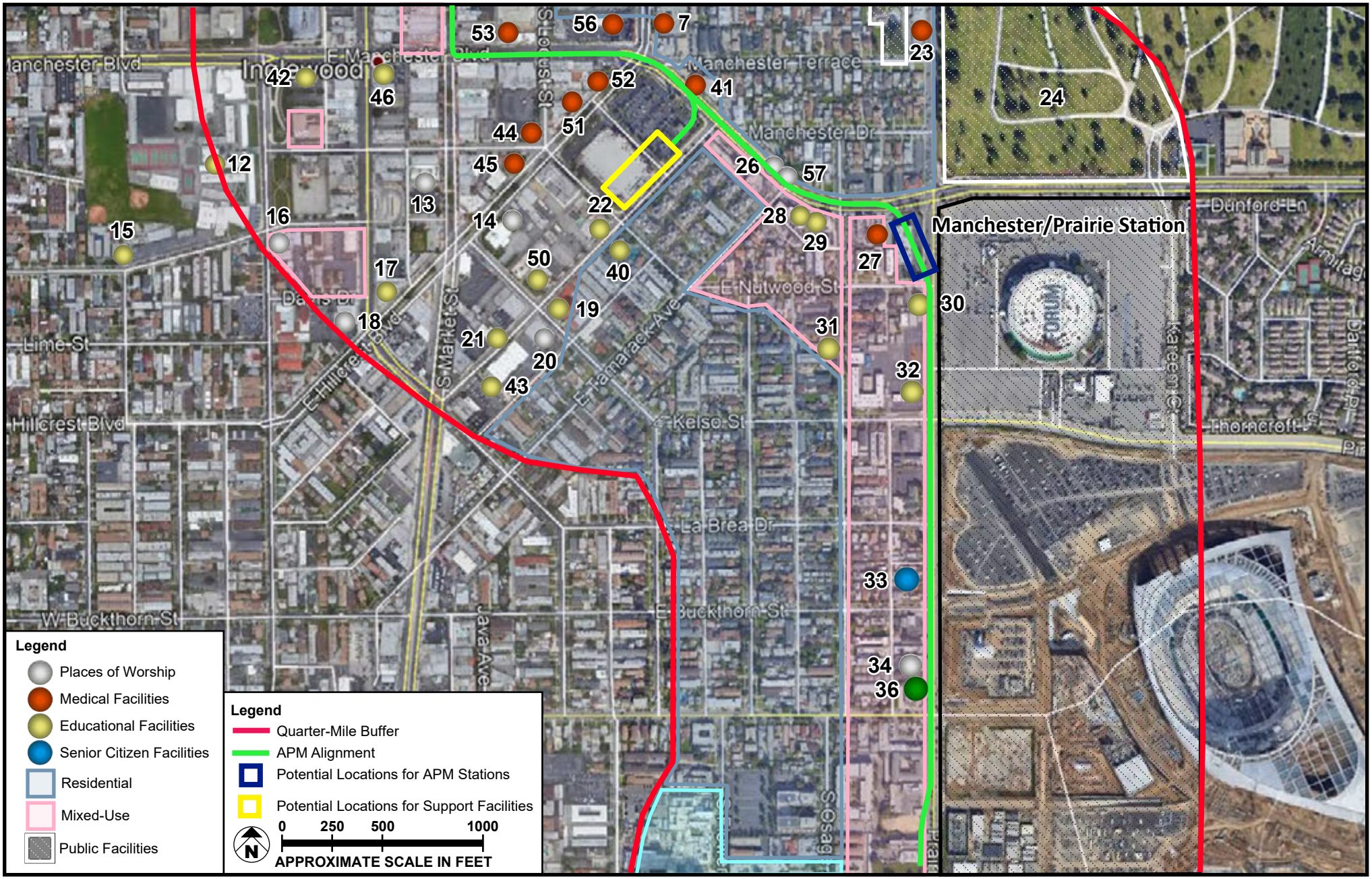



**SOURCE:** Google Earth - 2021; Meridian Consultants LLC - 2021

FIGURE **4.0-2**

# Map of Sensitive Receptors - Index

251-003-20

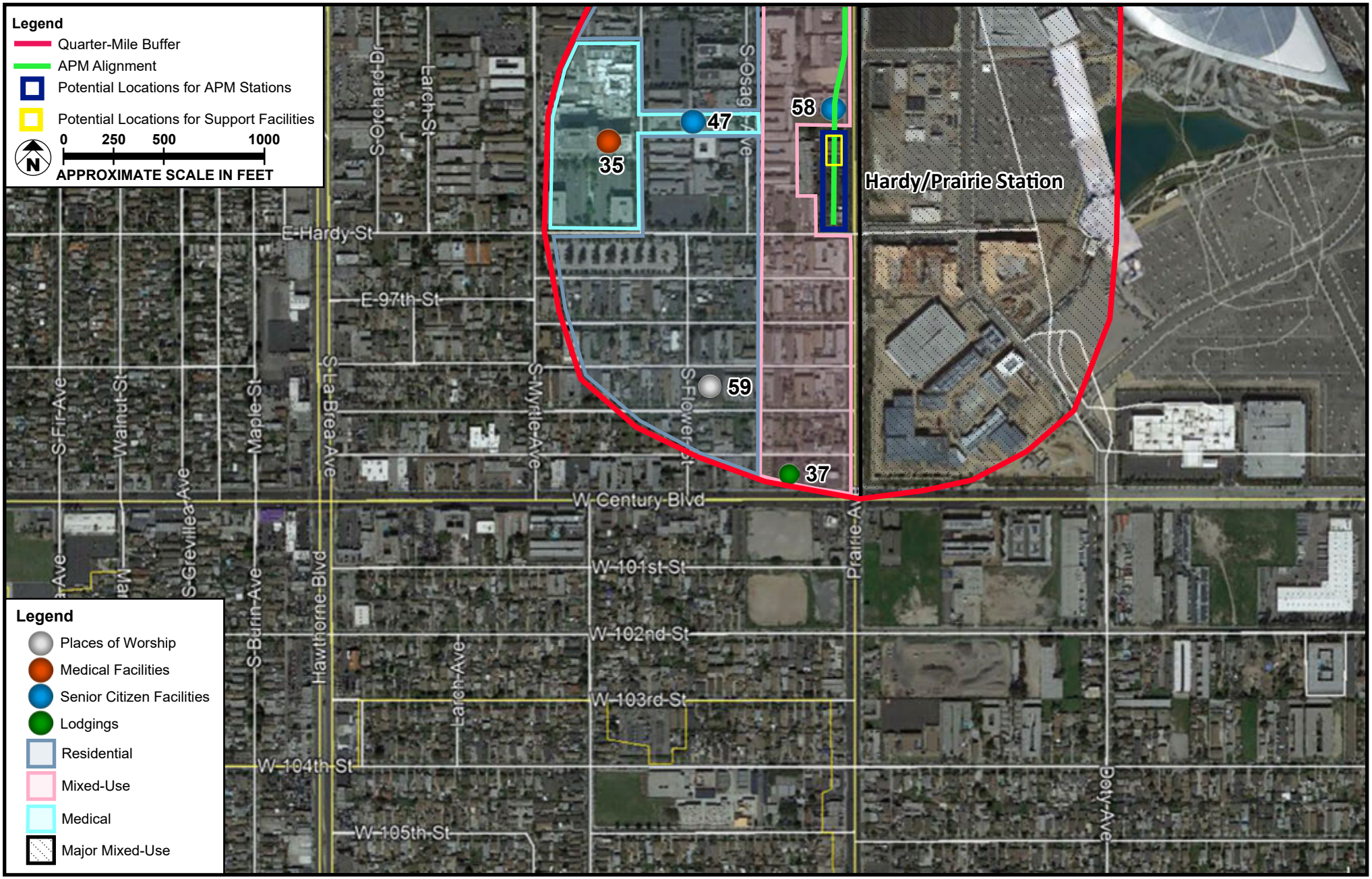



**SOURCE:** Google Earth - 2021; Meridian Consultants - 2021

FIGURE **4.0-3b**

# Sensitive Receptors within a Quarter-Mile of the Project Area

251-003-20




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

FIGURE **4.0-3c**

# Sensitive Receptors within a Quarter-Mile of the Project Area

251-003-20

## Section 4.1 Aesthetics

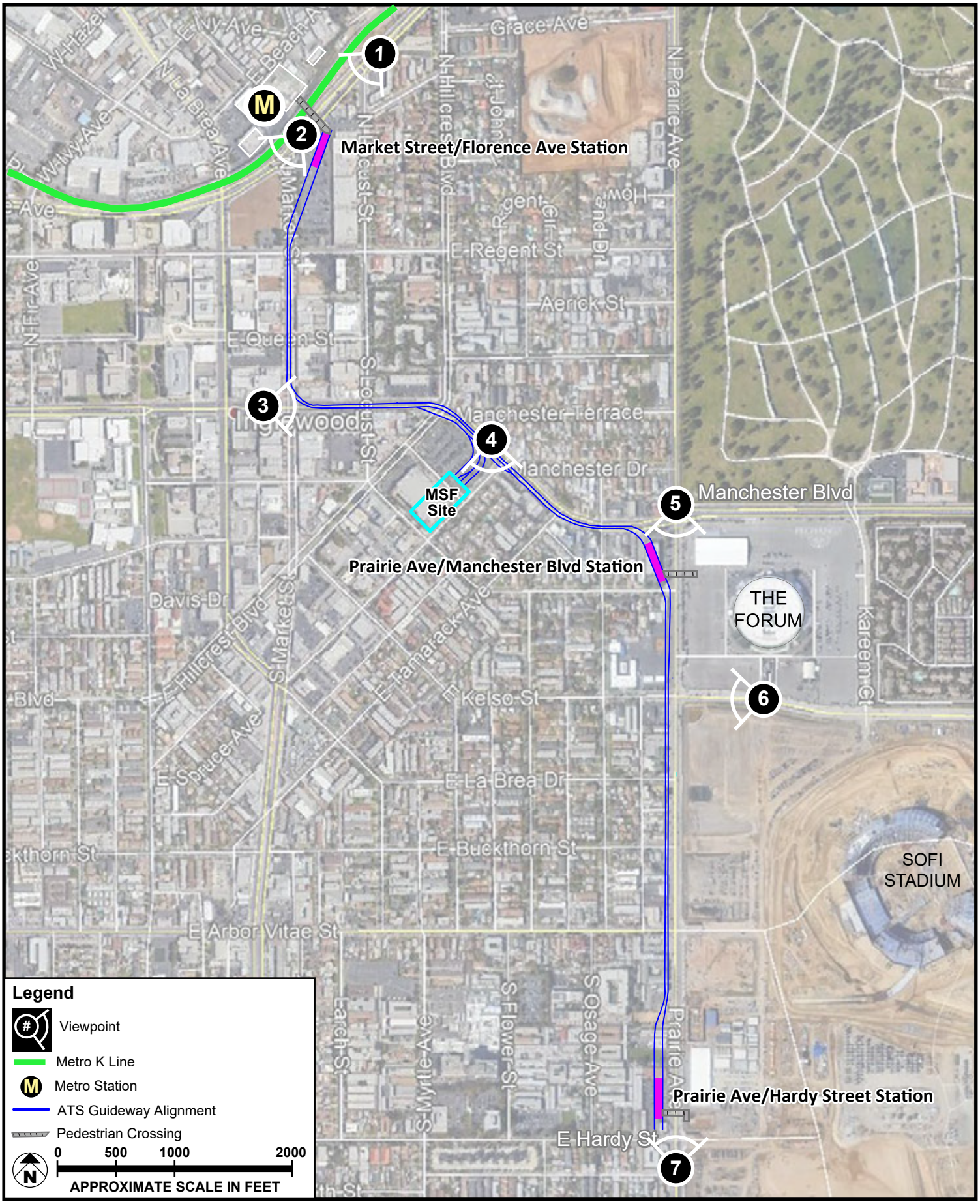
The following revision has been made to PDF AES-1 on Page 4.1-16 of the RDEIR:

**PDF AES-1 Construction (CCP)**

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.
- 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.
- Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.
- 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.

The revision has been made to correct the location of Viewpoint 3 in **Figure 4.1-1: Viewpoint Location Map** on Page 4.1-24 of the RDEIR.




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

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

FIGURE **4.1-1**

# Viewpoint Location Map

251-004-21

The following revision has been made on Page 4.1-20, Paragraph 5, Line 5 of the RDEIR.

After construction, the components of the proposed ATS system that would change the existing visual character along the proposed alignment would include the ATS guideway; stations including vertical circulation elements, elevated passenger walkways, parking and Pick-up/Drop-off sites; the MSF; two PDS substations proposed on the MSF site and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station site; and the new Vons supermarket at the MSF site. The trains moving on the elevated ATS guideway, station structures, and associated signage would be visible from adjacent land uses and the surrounding neighborhoods. The shift of one of the existing travel lanes on Prairie Avenue by no more than thirty (30) feet into the existing setback area would also affect the existing visual character of this portion of Prairie Avenue.

The following revision has been made to **Table 4.1-1** on Page 4.1-32 of the RDEIR:

**Table 4.1-1**
**ITC Project Component Locations and Sizes (Conceptual)**

| Project Component | General Location | Approximate Size |
|---|---|---|
| **Guideway** | • Located predominantly within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue<br>• The Prairie/Manchester and Prairie Hardy stations are proposed to be located on private property located west of Prairie Avenue proposed for acquisition as part of the Project. | • Approximately 1.6 miles dual lane, end to end<br>• The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck<br>• The dual-lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations. |
| ***stations*** | | |
| *Market Street/ Florence Avenue Station* | • Located on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75 feet wide (station structure and guideway only; not including vertical circulation)<br>• ~200foot long platform for train berthing<br>• ~420-foot long mezzanine level for back of house and circulation |
| *Prairie Avenue/ Manchester Boulevard Station* | • Located on private property (to be acquired by the City) at the southwest corner of Prairie Avenue/Manchester Boulevard | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75 feet wide (station structure and guideway only; not including vertical circulation)<br>• ~200-foot long platform for train berthing<br>• ~360-foot long mezzanine level for back of house and circulation |
| *Prairie Avenue/ Hardy Street Station* | • Located on private property (to be acquired by the City) at the northwest corner of Prairie Avenue/Hardy Street | • Up to ~80 feet in height measured from existing grade to top of station canopy<br>• ~75-foot wide (station structure and guideway only, not including vertical circulation)<br>• ~200-foot long platform for train berthing<br>• ~340-foot long mezzanine level for back of house and circulation |

| Project Component | General Location | Approximate Size |
|---|---|---|
| **Vertical Circulation Elements** | • Located at each station within the public right-of-way, easements, or private property to be acquired<br>• Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways. | • Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level |
| **Elevated Passenger Walkways** | • Location 1: above Florence Avenue connecting the Market Street/Florence Avenue Station to the Metro K Line Downtown Inglewood Station.<br>• Location 2: above Prairie Avenue from Prairie/Manchester station to the Forum site<br>• Location 3: above Prairie Avenue from Prairie/Hardy station to the Hollywood Park site<br>• Specific locations will be determined at time of design and coordinated with stakeholders | • Height will be up to ~65 feet in height measured from existing grade to top of structure<br>• ~30 feet wide maximum for passenger walkway<br>• ~280 feet long for location 1 and ~160 feet long for locations 2 and 3<br>• Minimum vertical clearance of 10 feet within the walkway interior |
| **Maintenance and Storage Facility (MSF)** | • Primarily located on private property to be acquired by the City as part of the Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Boulevard | • ~75,000 sf building area<br>• Up to ~75 feet in height measured from existing grade to top of roof<br>• Surface parking area under building containing 50 spaces for employees and visitors |
| **Power Distribution System (PDS) Substation** | • Two PDS substations; one located at the MSF site and the second at ~~the Prairie/Hardy Station site~~ the Prairie Avenue/Hardy Street Station or the Prairie Avenue/Manchester Boulevard Station.<br>• Specific locations within each site will be determined during the design phase | • ~30 feet wide x ~100 feet long<br>• Up to ~20 feet clearance height measured from floor to ceiling<br>• If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation<br>• ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary |
| **Roadway Improvements** | • Market Street, Manchester Boulevard and Prairie Avenue | • New roadway striping, lane re-configurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape |
| **Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction** | • Market Street/Florence Avenue Station site<br>• 150 S. Market Street | Surface level parking at each site:<br>• ~650 spaces at Market Street/Florence Station<br>• ~50 spaces at 150 S. Market Street<br>• ~100 spaces at Prairie/Hardy Station<br>Pick-Up/Drop-Off Area:<br>• Market Street/Florence Avenue Station site on Locust Street south of Florence Avenue, and Regent Street between Locust Street and Market Street<br>• Prairie/Hardy Street Station within the station site |

## Section 4.2 Air Quality

The following revision has been made to **Table 4.2-22** on Page 4.2-85 of the RDEIR to change "Off-site Worker" to "Proposed Residence" consistent with Table 19 in the proposed Project's Air Quality and Health Risk Assessment Technical Report.

**Table 4.2-22**
**Estimated Mitigated Health Impacts from Construction Activities for Morning/Night Scenario (Approximately 7:00 AM to 3:00 PM and 11:00 PM to 7:00 AM)**

| Criteria | Cancer Risk | Chronic/Acute Impact |
|---|---|---|
| **Existing Off-site Residence** | 8.18 | <0.01 |
| Significance Threshold | 10 | 1.0 |
| Threshold Exceeded? | No | No |
| **Off-site School/Daycare** | 0.52 | <0.01 |
| Significance Threshold | 10 | 1.0 |
| Threshold Exceeded? | No | No |
| **Off-site Worker** | 0.09 | <0.01 |
| Significance Threshold | 10 | 1.0 |
| Threshold Exceeded? | No | No |
| **Proposed Residence** ~~**Off-site Worker**~~ | 9.17 | 0.01 |
| Significance Threshold | 10 | 1.0 |
| Threshold Exceeded? | No | No |

*Note: Values in **bold** are in excess of applicable standard.*
*Source: **Appendix G.1.***

The following revision has been made to PDF AQ-1 on Page 4.2-48 of the RDEIR:

**PDF AQ-1 Construction 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, 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.

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.
- 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.

## Section 4.3 Biological Resources

The following revision has been made on Page 4.3-41, Paragraph 1, Lines 5 and 8 of the RDEIR.

The proposed Project would include two power distribution system (PDS) substations. These PDS substations will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations will be located on the MSF site and the second PDS substation will be located on the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site. As discussed above, the MSF site which includes the first PDS substation would be developed within an area included in the Downtown TOD Plan and would be subject to the tree requirements for this plan. The second PDS substation would be located

within the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site which ~~is~~ are not located within a City plan but ~~is~~ are subject to the provisions of the IMC.

The following revision has been made on Page 4.3-49, Paragraph 4, Line 2 of the RDEIR.

As discussed previously, the PDS substations would be located within the MSF site and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site which are analyzed above. The PDS substations would involve the construction of new buildings and structures, some of which would have windows that could pose obstacles to migratory birds. However, as there are no native or nonnative vegetated corridors in the proximity of the proposed Project, the potential impact of these structures on migratory birds is anticipated to be minimal. During operation of the PDS substations, it is possible that migratory or nesting birds would build nests within or near the area. However, operation of the PDS substations would not substantially interfere with these nests once built as the majority of the Project components would remain stationary with exception of the ATS train cars.

The following revision has been made on Page 4.3-59, Paragraph 1, Line 2 of the RDEIR.

The proposed Project would include two PDS substations located at the MSF site and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site which are analyzed above.

## Section 4.4 Cultural Resources

The following revision has been made on Page 4.4-2, Paragraph 2, Line 11 of the RDEIR.

**Figure 4.4-1: Historic Resource Study Area** identifies the Project Area and Expanded Study Area defined for purposes of the historic resource investigation. The Project Area includes all areas and parcels where new construction will occur. This includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated ATS guideway will be constructed; the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the Market Street/Florence Avenue station would be constructed; parcels north of Florence Avenue where a pedestrian bridge from the Market Street/Florence Avenue station to the existing Metro K Line Downtown Inglewood station will land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the MSF and a PDS substation will be built; the parcel at the corner of southwest corner of Manchester Boulevard and Prairie Avenue where a station will be located; parcels at the northwest corner of Prairie Avenue and Hardy Street and of Prairie Avenue and Manchester Boulevard where ~~a~~ stations and a PDS substation will be located; and parcels east of Prairie Avenue between Manchester and Hardy where the travel lanes will be relocated to the east.

## Section 4.5 Energy Resources

The following revision has been made on Page 4.5-2, Paragraph 4, Line 9 of the RDEIR.

After circulation of the December 2020 Draft EIR for public review, the City revised the design of the proposed Project in response to consultation with key stakeholders in the community and comments received on the December 2020 Draft EIR. Specific changes to the proposed Project include raising the height of the ATS guideway along Market Street to preserve existing views of historic buildings, relocating the Prairie Avenue/Pincay Drive Station to the southwest corner of Prairie Avenue and Manchester Boulevard, redesign of the proposed MSF to allow this facility to be located on the proposed site with a new Vons store, and realignment of the guideway and stations on Prairie Avenue to the west side of Prairie Avenue. In addition, the two power distribution system (PDS) substations are now proposed to be located on the MSF and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station sites. As it relates to energy impacts, these changes include updated construction and operational details which resulted in reductions of energy resource consumption compared to the December 2020 Draft EIR.

The following revision has been made on Page 4.5-27, Paragraph 2, Line 9 of the RDEIR.

Propulsion power (i.e., the power to run the train on a guideway) would be provided via two PDS substations located along the guideway alignment. Each PDS substation includes equipment to transform the medium- to high-voltage power feed provided from the power companies to the required 750-volt direct current (VDC) needed to power the vehicles and other ancillary equipment. The proposed Project's operating components would utilize electrical energy for the operation of the related support features, such as the ATS trains, stations, and MSF via electricity from the two PDS substations. For normal operations, the required load flow for power of the proposed Project would be divided between the two PDS substations. One of the PDS substations would be located on the MSF site. The second PDS substation would be located on the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station site. This includes operation of all interior and exterior lighting features included for the proposed Project. Power requirements for each PDS substation are provided in **Table 4.5-7: Proposed Project Normal Operation Load Flow**.

The following revision has been made to **Table 4.5-7** on Page 4.5-27 of the RDEIR.

**Table 4.5-7**
**Proposed Project Normal Operation Load Flow**

| PDS Site | Peak Power (KW) | RMS Power (KW) | Average Power (KW) | RMS Current (A) |
|---|---|---|---|---|
| MSF | 2,008 | 834 | 755 | 1,067 |
| Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station | 2,119 | 777 | 639 | 996 |

*Source: Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition - August 2021. Table 9-2.*

*Notes:*
*KW – kilowatt*
*RMS –The substation load calculation output provides both per second and root mean squared (RMS) KVA loads for each substation.*

The following revision has been made on Page 4.5-27, Paragraph 3, Line 2 of the RDEIR.

As shown, the proposed MSF PDS substation is estimated to have a peak power load flow of 2,008 kW, and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS substation is estimated to have a peak power load flow of 2,119 kW for a total of 4,127 kW.[2] The ATS trains would operate for 18 hours per day which would generate a total electricity demand of 74,286 kWh per day or 27,114,390 kWh (27.1 GWh) per year.[3]

The following revision has been made on Page 4.5-28, Paragraph 2, Lines 1 and 4 of the RDEIR.

In the event the MSF PDS substation is unable to operate, the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS substation is estimated to have a peak power load of 4,152 kW which would generate a total electricity demand of 74,736 kWh per day or 27,278,640 kWh (27.3 GWh) per year. Similarly, in the event the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS substation is unable to operate, the MSF PDS substation is estimated to have a peak power load of 4,353 kW which would generate a total electricity demand of 78,354 kWh per day or 28,599,210 kWh (28.6 GWh) per year.

The following revision has been made on Page 4.5-28, Paragraph 3, Line 7 of the RDEIR.

The electrical demand from the existing land uses to be removed to implement the Project is 6,489,214 kWh per year. As noted previously, the Vons store replacement would use 1,742,391 kWh of electricity per year. As shown in **Table 4.5-8: Annual Electricity Use from Proposed Project Operation**, the electricity demand for the proposed Project during normal operation would result in a net increase of 22,367,567 kWh (22.4 GWh) per year. In the event the MSF PDS substation is unable to operate, the electricity demand would result in a net increase of 22,531,817 kWh (22.5 GWh) per year. In the event the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS substation is unable to operate, the electricity demand would result in a net increase of 23,852,387 kWh (23.9 GWh) per year. Should any of the uses that would be removed to implement the Project relocate within the City, the net

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

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

increase in energy shown in **Table 4.5-8** would be reduced but in no event would the amount of electricity required exceed the total shown for the ATS system.

The following revision has been made to **Table 4.5-8** on Page 4.5-28 of the RDEIR.

**Table 4.5-8**
**Annual Electricity Use from Proposed Project Operation**

| Operation Scenario | Annual Electricity Usage (kWh/yr) | | |
|---|---|---|---|
| | ATS System[a] | Existing[b] | Net Increase |
| Normal Operation | 27,114,390 | 4,746,823 | 22,367,567 |
| Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS Only | 27,278,640 | 4,746,823 | 22,531,817 |
| MSF PDS Only | 28,599,210 | 4,746,823 | 23,852,387 |

*Notes: kWh/yr = kilowatt-hours per year.*
*[a] Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition - August 2021.*
*[b] Existing data accounts for operation of the Vons store replacement.*

## Section 4.6 Geology and Soils

The following revision has been made to **Mitigation Measure (MM) GEO-1** on Page 4.6-22 of the RDEIR.

**MM GEO-1:** **Project Design.** The proposed Project shall be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines, including MTD 20-8, *Analysis of Ordinary Bridges that Cross Faults*, dated January 2013; and MTD 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 Automated Transit System (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. Bridge type structures, such as the ATS guideway, shall be designed to take into account potential displacement from a fault offset, dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur. The design shall be in accordance with the Caltrans MTD 20-8, which defines a method for determining the potential

displacement at columns and abutments at fault crossings and designing the structure so it can slide without falling.

## Section 4.8 Hazards and Hazardous Materials

The following revision has been made to PDF HAZ-1 on Page 4.8-26 of the RDEIR:

**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 school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.

The following revision has been made to PDF TRANS-4 on Page 4.8-29 of the RDEIR:

**PDF TRANS-4 Pedestrian Access Program**

A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the CCP), 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 passenger 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 ~~for sidewalks being maintained in a temporary condition~~.
- 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.

The following revision has been made on Page 4.8-36, List Bullet 3 of the RDEIR.

- **Power Distribution System (PDS) Substations and Backup Power Generators.** The MSF and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station would each operate a PDS substation and power generator. Various chemicals would be used and stored, including but not limited to dielectric fluid, transformer oil, insulating oils, sulfuric acid, and sulfur hexafluoride in order to insulate and cool electrical conductors and operate the PDS substations. Diesel fuel would also be stored for the operation of the power generators.

The following revisions have been made on Page 4.8-41, List Bullets 2 and 3 of the RDEIR.

- Operations of the MSF and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station would be subject to the requirements of programs administered by the LACoFD for storage of

all hazardous materials on site, including diesel fuel for the emergency generators, which would be required to adhere to a facility-specific HMBP.

- The MSF would require the use of equipment, tools, and materials for maintenance activities; these may also require the use of various materials and substances that would be considered hazardous. The PDS substations at the MSF and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station would use and store bulk quantities of hazardous materials—such as fuel, solvents, oil, transmission fluid, paints, and other chemicals—that would have the potential to be released into the environment if not properly handled and stored. The proposed Project would comply with existing regulations governing the storage and handling of such chemicals, and applicable regulations to responding to accidental release of such chemicals.

## Section 4.9 Land Use

The following revision has been made on Page 4.9-24, Paragraph 5, Line 5 of the RDEIR.

Support facilities would include two power distribution system (PDS) substations. These substations would be the service connection point and would provide the necessary power for the proposed Project including traction power, auxiliary power and housekeeping power for the stations and infrastructure. One of the PDS substations would be co-located with the MSF and another would be located at Prairie Avenue/Hardy Street Station or Prairie Avenue/Manchester Boulevard.

The following revision has been made on Page 4.9-26, Paragraph 2, Line 5 of the RDEIR.

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to just northwest of the intersection of Prairie Avenue and Hardy Street. As the guideway turns south, the Manchester Boulevard/Prairie Avenue station would be located on a vacant commercial site located on the southwest corner of Manchester Boulevard and Prairie Avenue at 401 Prairie Avenue that would be acquired as part of the Project. A PDS substation would also be located on this segment at the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station.

The following revisions have been made on Page 4.9-43, Paragraph 2, Line 4 of the RDEIR.

The CCP includes the measures described below to minimize traffic interruptions during construction. Implementation of the Construction Staging and Traffic Control Program will maintain pedestrian and vehicular access throughout construction of the Project. Other measures included in the CCP, including the Business and Community Support Program and Business ~~Interruption~~ Assistance Program, will also minimize the effects of the construction of the Project on the community. While construction of the Project will result in temporary disruptions, construction of the Project will not create a physical division of the community that will result in a significant land use impact

The following revisions have been made on Page 4.9-42, Paragraph 3, Line 3 of the RDEIR.

The requirements set forth in the CCP, including the Transit Access and Circulation Program (CCP, Section 5.0), the Construction Staging & Traffic Control Program (CCP, Section 6.0), and the Business and Community Support Program (CCP, Section 2.0) and Business ~~Interruption~~ Assistance Program (CCP, Section 3.0) (see **Appendix D**) would continue to allow access within the Project area, including access to businesses at all times, and transportation related inconveniences would be reduced to the extent feasible and provide additional support for businesses. Efforts would be made to keep all traffic lanes open for peak directional travel. If all lanes cannot remain open, one lane would be kept open for peak direction and supplemented by detour options. Advanced notice of road closures and detours would be provided to the City and the community.

The following revisions have been made on Page 4.9-43, Paragraph 5, Line 4 of the RDEIR.

While access to some neighborhoods would be disrupted and detoured for short periods of time during construction, through implementation of the CCP access would continue to be available to neighborhoods for both residents and emergency response. In addition, the funding assistance provided as part of the CCP's Business ~~Interruption~~ Assistance Program would avoid indirect impacts on existing businesses from construction of the ITC Project. For these reasons, the proposed Project would not physically divide the existing community during construction and this impact is less than significant.

The following revisions have been made on Page 4.9-68, Line 3 of the RDEIR.

The conclusion of this economic study is that the ITC Project will not negatively impact the factors, including access and parking, visibility and safety, and quality of the public realm that will contribute to the economic viability of downtown Inglewood. This study also included a review of elevated transit systems with similar design features implemented in U.S. cities, which found no evidence that the introduction of these systems alone may lead to economic decline in downtowns. There is a potential for temporary effects on economic conditions in downtown during the approximate 46-month construction period for the Project. As noted under Impact LU-1, the Construction Commitment Program includes a Business and Community Support Program and a Business ~~Interruption~~ Assistance Program to assist all businesses financially affected by construction activities.

## Section 4.10 Noise

The following revisions have been made on Page 4.10-10, List Bullet 4 of the RDEIR.

- Site preparation for installation of the power distribution system (PDS) substations, electrical equipment, and subsystems will occur at the MSF site and Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard Station Site.

The following revision has been made on Page 4.10-44, Paragraph 1, Line 15 and List Bullet 3 of the RDEIR:

Land uses adjacent to and within a quarter mile radius of the proposed Project consisting of the guideway, stations and the MSF, include noise sensitive receptors where people normally sleep such as hotels and single and multifamily residences (identified as Category 2 uses), schools, places of worship, medical offices (identified as Category 3 uses). For the purpose of presenting the results of the potential noise impact analyses in this Recirculated Draft EIR, the land uses nearest to the proposed Project have been organized into groups by geographic proximity as shown in **Figure 4.10-5: Noise Sensitive Receptor Groups**. These receptor groups are used in this Recirculated Draft EIR to provide a representation of the potential noise impacts on noise-sensitive receptors around the proposed Project and represent the areas where baseline noise monitoring was conducted. Although the receptor groups shown do not include all the receiver points evaluated in the noise modeling analyses, these identified groups include all noise-sensitive receptors nearest to the proposed Project and represent the greatest potential for noise impacts. Adjacent commercial and industrial uses that are not noise-sensitive (specifically, receptor groups Site A – Commercial uses along E. Queen Street, Site D – Commercial uses along Prairie Avenue; lodging uses along W. Century Boulevard, Site E – Commercial and lodging uses along the southern portion of W. Century Boulevard, Site J – Commercial uses along E. Manchester Boulevard, and Site K – ~~Commercial~~ Residential uses along E. Regent Street) but considered vibration-sensitive (as discussed in more detail below), are also listed in the prior locations for informational purposes. As such, the areas where noise and vibration monitoring was conducted along the proposed alignment and stations are comprised of the following uses:

## *Market Street Segment*

- **Site 1:** Residential uses on the east side of N. Locust Street including the Holy Faith Episcopal Church, commercial uses on the west side of N. Locust Street;
- **Site A:** Commercial uses along E. Queen Street; and
- **Site K**: ~~Commercial~~ Residential uses along E. Regent Street.

The following revision has been made to PDF NOISE-1 on Page 4.10-61 of the RDEIR:

**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.

The following revision has been made to PDF NOISE-2 on Page 4.10-63 of the RDEIR:

**PDF NOISE-2 Construction Vibration Reduction Plan (CCP)**

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 ~~Chief Building Official~~ 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 the City ~~Chief Building Official~~ 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.

The following revisions have been made on Page 4.10-102, Paragraph 1, Line 2 of the RDEIR.

The proposed Project will include two PDS substations. The identified PDS substation locations are the proposed MSF site and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station. Each PDS substation includes equipment to transform the medium- to high-voltage power feed provided from the power companies to the required 750-volt direct current (VDC) needed to power the vehicles and other ancillary equipment. A description of the PDS substations is provided in **Section 3.0**, *3.5.5: Power Distribution System Substations*.

The following revisions have been made on Page 4.10-102, Paragraph 3, Lines 9 and 12 of the RDEIR.

Noise from transformers and similar equipment at substations is usually a low-frequency (60 Hz) humming sound. Noise from fans and ventilation equipment at substation sites can also contribute to this source. Transformer noise will "transmit" and attenuate at different rates depending on the transformer size, voltage rating, and design. The substation would be the source of noise from what is termed corona discharge. Noise from corona discharge and similar electrical phenomena associated with high voltage transmission lines is heard as a cracking or hissing sound, which commonly varies with the humidity. While distinctive at a short distance, this noise is typically only about 40 to 50 dBA or less and would not be loud enough to cause a significant increase in noise levels at both the proposed MSF site and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station. When taking into account the noise from the transmission line ranging from 40 to 50 dBA, this results in a maximum increase of 0.1 dBA Leq, which is technically considered not perceivable. With the concurrent operation of noise generated from the proposed MSF site and the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station, the noise levels generated by the transformers would be negligible. Additionally, as described previously, implementation of PDF NOISE-1 would require stationary noise source generated from mechanical equipment to be enclosed within a shed or barrier that would further reduce noise levels. Thus, the off-site PDS substations would result in a less than significant noise impact.

The following revision has been made to change the existing land use at monitoring location "Site K" from "Public" to "Residential" in **Tables 4.10-12, 4.0-13, 4.0-15, 4.0-16, 4.0-17, 4.0-18, 4.0-19, 4.0-20, 4.0-21, 4.0-22, 4.0-23, 4.0-24, and 4.10-25** on Pages 4.10-50, 4.10-52, 4.10-69, 4.10-71, 4.10-75, 4.10-77, 4.10-81, 4.10-83, 4.10-87, 4.10-89, 4.10-96, 4.10-100, 4.10-106 of the RDEIR.

**Table 4.10-12**
**Short-term (1-hour) Ambient Noise Measurements (Daytime)**

| Site | Approximate Address | Existing Land Use | Monitored Date | 1-hour Leq (dBA) AM Peak Hour | 1-hour Leq (dBA) PM Peak Hour | Average | Noise Exposure Compatibility Category |
|---|---|---|---|---|---|---|---|
| ***Market Street Segment*** | | | | | | | |
| J | 201 Market Street | Commercial/Mixed Use | December 17, 2018<br>December 19, 2018 | 73.3<br>73.8 | 73.2<br>73.9 | 73.6 | Normally Incompatible |
| K | 205 Market Street | ~~Public~~ Residential | November 26, 2018<br>November 28, 2019 | 67.1<br>69.1 | 68.0<br>64.6 | 67.5 | Clearly/Normally Compatible |
| A | 300 Queen Street | Residential | November 26, 2018<br>November 28, 2018 | 64.2<br>63.5 | 64.1<br>64.6 | 64.1 | Normally Compatible |
| ***Manchester Boulevard Segment*** | | | | | | | |
| L | 3500 Manchester Boulevard | Residential | December 17, 2018<br>December 19, 2018 | 73.9<br>74.5 | 74.2<br>73.4 | 74.0 | Normally Incompatible |
| I | 500 Manchester Boulevard | Residential | December 11, 2018<br>December 13, 2018 | 69.5<br>67.6 | 66.6<br>67.8 | 68.0 | Normally Compatible |
| B | 712 Manchester Boulevard | Educational | December 11, 2018<br>December 13, 2018 | 72.1<br>76.1 | 71.2<br>72.9 | 73.5 | Normally Incompatible |
| ***Prairie Avenue Segment*** | | | | | | | |
| G | 629 Arbor Vitae Street | Residential | December 11, 2018<br>December 13, 2018 | 64.3<br>68.0 | 67.0<br>68.8 | 67.3 | Normally Compatible |
| H | 728 Kelso Street | Educational/Residential | December 17, 2018<br>December 19, 2018 | 68.1<br>65.4 | 69.1 | 67.6 | Normally Compatible/Normally Incompatible |
| M | 3681 Chapman Lane | Residential | December 17, 2018<br>December 19, 2018 | 72.8<br>73.2 | 75.9<br>76.6 | 74.9 | Normally Incompatible |
| F | 636 Hardy Street | Residential | January 21, 2019<br>January 23,2019 | 62.7<br>71.5 | 63.8<br>70.9 | 68.8 | Normally Compatible |

| Site | Approximate Address | Existing Land Use | Monitored Date | 1-hour Leq (dBA) | | Average | Noise Exposure Compatibility Category |
|---|---|---|---|---|---|---|---|
| | | | | AM Peak Hour | PM Peak Hour | | |
| C | 823 Prairie Avenue | Place of Worship/Lodging | December 11, 2018 | 77.3 | 76.1 | 76.7 | Normally/Clearly Incompatible |
| | | | December 13, 2018 | 77.1 | 76.2 | | |
| D | 10023 Prairie Avenue | Lodging | November 27, 2018 | 75.1 | 78.5 | 76.2 | Normally Incompatible |
| | | | December 4, 2018 | 74.4 | 75.4 | | |
| E | 4020 Century Boulevard | Lodging | November 27, 2018 | 72.8 | 71.7 | 72.6 | Normally Incompatible |
| | | | December 4, 2018 | 73.1 | 72.7 | | |

*Source: Refer to **Appendix N.1-2: Short-term (1-hour) Ambient Noise Measurement (Daytime)** for monitoring data sheets.*

*Note: Two sets of measurements were taken on nonsuccessive days for each site. AM Peak hour measurements taking place between 7:00 AM to 10:00 AM. PM peak hour measurements took place between 4:00 PM to 7:00 PM.*

**Table 4.10-13**
**Short-term (15 minute) Ambient Noise Measurements (Nighttime)**

| Site | Approximate Address | Existing Land Use | Monitored Date | 15-minute dBA | Noise Exposure Compatibility Category |
|---|---|---|---|---|---|
| ***Market Street Segment*** | | | | | |
| J | 201 Market Street | Commercial/Mixed Use | August 3, 2020 | 69.1 | Cleary Compatible |
| K | 205 Market Street | ~~Public~~ Residential | August 3, 2020 | 63.4 | Cleary Compatible |
| A | 300 Queen Street | Residential | August 3, 2020 | 57.8 | Cleary Compatible |
| ***Manchester Boulevard Segment*** | | | | | |
| L | 3500 Manchester Boulevard | Residential | August 4, 2020 | 72.8 | Normally Incompatible |
| I | 500 Manchester Boulevard | Residential | August 3, 2020 | 58.5 | Cleary Compatible |
| B | 712 Manchester Boulevard | Educational | August 4, 2020 | 70.5 | Normally Incompatible |
| ***Prairie Avenue Segment*** | | | | | |
| G | 629 Arbor Vitae Street | Residential | August 5, 2020 | 61.5 | Normally Compatible |
| H | 728 Kelso Street | Educational/Residential | August 4, 2020 | 56.6 | Cleary Compatible |
| M | 3681 Chapman Lane | Residential | August 4, 2020 | 67.9 | Normally Compatible |
| F | 636 Hardy Street | Residential | August 5, 2020 | 59.9 | Cleary Compatible |
| C | 823 Prairie Avenue | Place of Worship/Lodging | August 5, 2020 | 70.6 | Normally Incompatible |
| D | 10023 Prairie Avenue | Lodging | August 5, 2020 | 67.0 | Normally Compatible |
| E | 4020 Century Boulevard | Lodging | August 5, 2020 | 66.2 | Normally Compatible |

*Source: Refer to **Appendix N.1-3: Short-term (15-minute) Ambient Noise Measurements (Nighttime)** for monitoring data sheets.*
*Note: Nighttime measurements took place between 8:00 PM to 9:45 PM.*

**Table 4.10-15**
**Phase 1 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 77.6 | 77.7 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 74.2 | 74.2 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 69.1 | 71.4 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 66.1 | 68.2 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 60.9 | 65.8 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 57.9 | 60.9 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 73.1 | 74.2 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 70.1 | 70.9 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 69.1 | 71.4 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 66.1 | 68.2 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 63.9 | 74.0 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 60.9 | 71.0 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 77.6 | 78.1 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 74.6 | 74.7 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 67.7 | 74.6 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 64.7 | 70.4 | 80.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site L | Residential | Daytime | 74.0 | 56.5 | 74.1 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 53.5 | 72.9 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 74.3 | 76.0 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 71.3 | 72.4 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 61.0 | 77.3 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 58.0 | 71.8 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 59.5 | 73.7 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 56.5 | 70.2 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 56.6 | 76.7 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 53.5 | 70.7 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 59.6 | 76.3 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 56.6 | 67.4 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 58.1 | 72.8 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 55.1 | 66.5 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 66.2 | 70.7 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 63.2 | 64.9 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 60.6 | 68.1 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 57.6 | 63.0 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 61.7 | 68.6 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 58.7 | 60.8 | 80.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~73.1~~ | ~~74.2~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~70.1~~ | ~~70.9~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 55.0 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 52.0 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-2** for construction noise (Phase 1) worksheets.*

*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-16**
**Phase 2 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 51.9 | 62.3 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 48.8 | 55.6 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 67.7 | 70.6 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 64.7 | 67.4 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 53.2 | 64.4 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 50.2 | 58.5 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 51.1 | 67.6 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 48.1 | 63.5 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 67.7 | 70.6 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 64.7 | 67.4 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 64.9 | 74.0 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 61.9 | 71.1 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 75.8 | 76.5 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 72.8 | 73.0 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 55.1 | 73.7 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 52.1 | 69.2 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 53.7 | 74.0 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 50.7 | 72.8 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 71.3 | 74.2 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 68.3 | 70.3 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 72.7 | 78.5 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 69.7 | 73.8 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 54.9 | 73.4 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 51.9 | 70.1 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 72.6 | 78.1 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 69.6 | 73.1 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 56.0 | 76.2 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 53.0 | 67.2 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 54.7 | 72.7 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 51.6 | 66.3 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 65.2 | 70.4 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 62.2 | 64.2 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 65.5 | 69.5 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 62.5 | 65.0 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 66.7 | 70.2 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 63.8 | 64.6 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~51.1~~ | ~~67.6~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~48.1~~ | ~~63.5~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 53.2 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 50.2 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-3** for construction noise (Phase 2) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-17**
**Phase 3 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 69.9 | 70.5 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 66.9 | 67.1 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 74.1 | 75.0 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.1 | 71.9 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 72.4 | 73.0 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 69.4 | 69.7 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 71.3 | 72.8 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 68.3 | 69.5 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 74.1 | 75.0 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.1 | 71.9 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 73.2 | 76.4 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 70.2 | 73.4 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 77.1 | 77.6 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 74.1 | 74.2 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 70.5 | 75.3 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 67.5 | 71.4 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 55.2 | 74.1 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 52.2 | 72.8 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 69.1 | 73.3 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 66.1 | 69.1 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 53.6 | 77.2 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 50.6 | 71.6 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 52.2 | 73.3 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 49.2 | 70.0 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 53.1 | 76.7 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 50.1 | 70.6 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 52.7 | 76.2 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 49.7 | 67.1 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 50.1 | 72.6 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 47.1 | 66.3 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 57.1 | 69.1 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 54.1 | 60.9 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 56.9 | 67.7 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 53.9 | 62.2 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 61.8 | 68.6 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 58.8 | 60.8 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~71.3~~ | ~~72.8~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~68.3~~ | ~~69.5~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 52.5 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 49.5 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-4** for construction noise (Phase 3) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |

**Table 4.10-18**
**Phase 4 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 70.5 | 71.0 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 67.5 | 67.7 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 74.9 | 75.6 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.9 | 72.6 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 73.0 | 73.5 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 70.0 | 70.3 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 71.9 | 73.2 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 68.9 | 70.0 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 74.9 | 75.6 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.9 | 72.6 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 74.4 | 77.0 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 71.4 | 74.0 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 77.8 | 78.2 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 74.8 | 74.9 | 80.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 71.2 | 75.6 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 68.2 | 71.7 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 57.1 | 74.1 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 54.1 | 72.9 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 73.8 | 75.7 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 70.8 | 72.0 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 74.3 | 79.0 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 71.3 | 74.5 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 57.0 | 73.4 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 54.0 | 70.1 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 74.2 | 78.6 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 71.2 | 73.9 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 58.0 | 76.3 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 55.0 | 67.3 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 56.8 | 72.7 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 53.7 | 66.4 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 66.9 | 71.0 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 63.9 | 65.4 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 67.3 | 70.3 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 64.3 | 66.1 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 69.0 | 71.4 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 66.0 | 66.5 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~71.9~~ | ~~73.2~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~68.9~~ | ~~70.0~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 56.2 | 75.0 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 53.2 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-5** for construction noise (Phase 4) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-19**
**Phase 5 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 70.7 | 71.2 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 67.7 | 67.9 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 74.5 | 75.3 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.4 | 72.1 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 73.2 | 73.7 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 70.2 | 70.4 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 72.1 | 73.4 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 69.1 | 70.1 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 74.5 | 75.3 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 71.4 | 72.1 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 74.6 | 77.1 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 71.6 | 74.1 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 71.0 | 72.8 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 68.0 | 68.5 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 71.3 | 75.6 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 68.3 | 71.7 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 55.8 | 74.1 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 52.8 | 72.8 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 73.9 | 75.8 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 70.9 | 72.1 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 74.5 | 79.1 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 71.5 | 74.6 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 56.7 | 73.4 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 53.7 | 70.1 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 74.4 | 78.7 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 71.4 | 74.0 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 57.7 | 76.3 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 54.7 | 67.2 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 56.9 | 72.7 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 53.9 | 66.4 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 67.1 | 71.0 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 64.0 | 65.4 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 67.3 | 70.3 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 64.3 | 66.1 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 68.9 | 71.3 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 65.9 | 66.4 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~72.1~~ | ~~73.4~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~69.1~~ | ~~70.1~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 56.0 | 75.0 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 53.0 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-6** for construction noise (Phase 5) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |

**Table 4.10-20**
**Phase 6 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 66.7 | 67.9 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 63.7 | 64.2 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 72.8 | 73.9 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 69.8 | 70.8 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 59.4 | 65.4 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 56.4 | 60.2 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 62.2 | 68.6 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 59.2 | 64.8 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 72.8 | 73.9 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 69.8 | 70.8 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 72.7 | 76.1 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 69.7 | 73.1 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 75.0 | 75.8 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 72.0 | 72.2 | 80.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 65.4 | 74.2 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 62.4 | 69.9 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 54.1 | 74.0 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 51.1 | 72.8 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 72.0 | 74.6 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 69.0 | 70.8 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 72.6 | 78.5 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 69.6 | 73.7 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 54.8 | 73.4 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 51.8 | 70.1 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 72.5 | 78.1 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 69.5 | 73.1 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 55.9 | 76.2 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 52.9 | 67.2 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 54.9 | 72.7 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 51.9 | 66.4 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 65.2 | 70.4 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 62.2 | 64.2 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 65.5 | 69.5 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 62.4 | 65.0 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 67.0 | 70.3 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 64.0 | 64.7 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~62.2~~ | ~~68.6~~ | ~~100.0~~90.0 | ~~--~~ | ~~No~~ |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~59.2~~ | ~~64.8~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 54.0 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 51.0 | 68.0 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-7** for construction noise (Phase 6) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-21**
**Phase 7 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 70.3 | 70.9 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 67.3 | 67.5 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 66.5 | 70.0 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 63.4 | 66.8 | 80.0 | -- | No |
| Site A | Commercial | Daytime | 64.1 | 57.0 | 64.9 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 54.0 | 59.3 | 100.0 | -- | No |
| <u>Site K</u> | <u>Residential</u> | <u>Daytime</u> | <u>67.5</u> | <u>70.2</u> | <u>72.1</u> | <u>90.0</u> | <u>--</u> | <u>No</u> |
| | | <u>Nighttime</u> | <u>63.4</u> | <u>67.2</u> | <u>68.7</u> | <u>80.0</u> | <u>--</u> | <u>No</u> |
| ***Manchester Boulevard Segment*** | | | | | | | | |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 66.5 | 70.0 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 63.4 | 66.8 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 61.9 | 73.8 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 58.9 | 70.8 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 75.6 | 76.3 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 72.6 | 72.8 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 66.8 | 74.4 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 63.8 | 70.2 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 53.0 | 74.0 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 49.9 | 72.8 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 73.5 | 75.5 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 70.5 | 71.8 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 55.0 | 77.2 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 52.0 | 71.6 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 54.1 | 73.4 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 51.1 | 70.1 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 51.9 | 76.7 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 48.9 | 70.6 | 100.0 | -- | No |
| Site D | Lodging | Daytime | 76.2 | 55.2 | 76.2 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 52.2 | 67.1 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 53.6 | 72.7 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 50.6 | 66.3 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 62.2 | 69.7 | 90.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| | | Nighttime | 59.9 | 59.2 | 62.6 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 55.3 | 67.6 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 52.3 | 62.0 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 58.7 | 68.1 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 55.6 | 59.1 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~70.2~~ | ~~72.1~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~67.2~~ | ~~68.7~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 51.3 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 48.3 | 67.9 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-8** for construction noise (Phase 7) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-22**
**Phase 8 Proposed Project Construction Noise Levels**

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 75.8 | 76.0 | 90.0 | -- | No |
| | | Nighttime | 54.6 | 72.8 | 72.9 | 80.0 | -- | No |
| Site 2 | Residential | Daytime | 67.5 | 79.6 | 79.9 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 76.5 | 76.7 | 80.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site A | Commercial | Daytime | 64.1 | 78.3 | 78.5 | 100.0 | -- | No |
| | | Nighttime | 57.8 | 75.3 | 75.4 | 100.0 | -- | No |
| Site K | Residential | Daytime | 67.5 | 77.2 | 77.6 | 90.0 | -- | No |
| | | Nighttime | 63.4 | 74.2 | 74.5 | 80.0 | -- | No |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 79.6 | 79.9 | 90.0 | -- | No |
| | | Nighttime | 64.1 | 76.5 | 76.7 | 80.0 | -- | No |
| Site B | Residential | Daytime | 73.5 | 79.7 | 80.6 | 90.0 | -- | No |
| | | Nighttime | 70.5 | 76.7 | 77.6 | 80.0 | -- | No |
| Site I | Residential | Daytime | 68.0 | 76.1 | 76.7 | 90.0 | -- | No |
| | | Nighttime | 58.5 | 73.1 | 73.2 | 80.0 | -- | No |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 76.4 | 78.2 | 90.0 | -- | No |
| | | Nighttime | 69.1 | 73.4 | 74.8 | 80.0 | -- | No |
| Site L | Residential | Daytime | 74.0 | 60.9 | 74.2 | 90.0 | -- | No |
| | | Nighttime | 72.8 | 57.9 | 72.9 | 80.0 | -- | No |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Education/Residential | Daytime | 71.2 | 79.0 | 79.7 | 100.0 | -- | No |
| | | Nighttime | 66.0 | 76.0 | 76.4 | 100.0 | -- | No |
| Site 4 | Residential | Daytime | 77.2 | 79.6 | 81.6 | 90.0 | -- | No |
| | | Nighttime | 71.6 | 76.6 | 77.8 | 80.0 | -- | No |
| Site 5 | Lodging | Daytime | 73.3 | 61.8 | 73.6 | 100.0 | -- | No |
| | | Nighttime | 70.0 | 58.8 | 70.3 | 100.0 | -- | No |
| Site C | Place of worship/Lodging | Daytime | 76.7 | 79.5 | 81.3 | 100.0 | -- | No |
| | | Nighttime | 70.6 | 76.5 | 77.5 | 100.0 | -- | No |

| Receptor | Existing Land Use | Time Period | Ambient Noise Levels | Construction Noise (Max Leq, 1hr) | Ambient plus Construction Noise[1] | Significance Threshold | Increase Over Significance Threshold | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| Site D | Lodging | Daytime | 76.2 | 62.8 | 76.4 | 100.0 | -- | No |
| | | Nighttime | 67.0 | 59.8 | 67.8 | 100.0 | -- | No |
| Site E | Lodging | Daytime | 72.6 | 62.0 | 73.0 | 100.0 | -- | No |
| | | Nighttime | 66.2 | 59.0 | 67.0 | 100.0 | -- | No |
| Site F | Residential | Daytime | 68.8 | 72.2 | 73.8 | 90.0 | -- | No |
| | | Nighttime | 59.9 | 69.1 | 69.6 | 80.0 | -- | No |
| Site G | Residential | Daytime | 67.3 | 72.4 | 73.6 | 90.0 | -- | No |
| | | Nighttime | 61.5 | 69.4 | 70.0 | 80.0 | -- | No |
| Site H | Education/Residential | Daytime | 67.6 | 74.0 | 74.9 | 90.0 | -- | No |
| | | Nighttime | 56.6 | 71.0 | 71.2 | 80.0 | -- | No |
| ~~Site K~~ | ~~Public~~ | ~~Daytime~~ | ~~67.5~~ | ~~77.2~~ | ~~77.6~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| | | ~~Nighttime~~ | ~~63.4~~ | ~~74.2~~ | ~~74.5~~ | ~~100.0~~ | ~~--~~ | ~~No~~ |
| Site M | Residential | Daytime | 74.9 | 61.1 | 75.1 | 90.0 | -- | No |
| | | Nighttime | 67.9 | 58.1 | 68.3 | 80.0 | -- | No |

*Source: SoundPLAN (version 8.2). Refer to **Appendix N.4-9** for construction noise (Phase 8) worksheets.*
*Note: [1] Logarithmic increase = Ambient Noise + Modeled Construction Level.*

**Table 4.10-23**
**ATS Trains Exterior Noise Levels**

| Site ID | Land Use | Existing Ambient | | Train Type | Modeled Guideway Noise Levels | | Future Ambient Plus Proposed ATS Trains | | Increase in Noise | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daytime | Nighttime | | Daytime | Nighttime | Daytime | Nighttime | Daytime | Nighttime | |
| | | dBA | | | dBA | | | | | | |
| ***Market Street Segment*** | | | | | | | | | | | |
| Site 1 | Residential | 61.9 | 54.6 | Rubber Tired | 48.9 | 48.1 | 62.1 | 55.5 | +0.2 | +0.9 | **No** |
| | | | | Monorail | 52.7 | 51.8 | 62.4 | 56.4 | +0.5 | +1.8 | **No** |
| Site A | Residential | 64.1 | 57.8 | Rubber Tired | 37.6 | 36.7 | 64.1 | 57.8 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 48.7 | 47.9 | 64.2 | 58.2 | +0.1 | +0.4 | **No** |
| Site K | ~~Public~~ Residential | 67.5 | 63.4 | Rubber Tired | 49.3 | 48.5 | 67.6 | 63.5 | +0.1 | +0.1 | **No** |
| | | | | Monorail | 54.8 | 54.0 | 67.7 | 63.9 | +0.2 | +0.5 | **No** |
| ***Manchester Boulevard Segment*** | | | | | | | | | | | |
| Site 2 | Residential | 64.1 | 59.4 | Rubber Tired | 37.6 | 36.7 | 64.1 | 59.4 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 47.6 | 46.8 | 64.2 | 59.6 | +0.1 | +0.2 | **No** |
| Site B | Educational | 73.5 | 70.5 | Rubber Tired | 38.6 | 37.7 | 73.5 | 70.5 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 48.0 | 47.1 | 73.5 | 70.5 | 0.0 | 0.0 | **No** |
| Site I | Residential | 68.0 | 58.5 | Rubber Tired | 38.6 | 37.7 | 68.0 | 58.5 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 45.9 | 45.0 | 68.0 | 58.7 | 0.0 | +0.2 | **No** |
| Site J | Commercial/Mixed Use | 73.6 | 69.1 | Rubber Tired | 34.0 | 33.1 | 73.6 | 69.1 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 47.2 | 46.3 | 73.6 | 69.1 | 0.0 | 0.0 | **No** |
| Site L | Residential | 74.0 | 72.8 | Rubber Tired | 33.9 | 33.1 | 74.0 | 72.8 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 40.1 | 39.3 | 74.0 | 72.8 | 0.0 | 0.0 | **No** |

| Site ID | Land Use | Existing Ambient | | Train Type | Modeled Guideway Noise Levels | | Future Ambient Plus Proposed ATS Trains | | Increase in Noise | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daytime | Nighttime | | Daytime | Nighttime | Daytime | Nighttime | Daytime | Nighttime | |
| | | dBA | | | dBA | | | | | | |
| ***Prairie Avenue Segment*** | | | | | | | | | | | |
| Site 3 | Educational/Residential | 71.2 | 66.0 | Rubber Tired | 40.4 | 39.6 | 71.2 | 66.0 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 48.6 | 47.7 | 71.2 | 66.1 | 0.0 | +0.1 | **No** |
| Site 4 | Residential | 77.2 | 71.6 | Rubber Tired | 35.1 | 34.1 | 77.2 | 71.6 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 46.0 | 45.1 | 77.2 | 71.6 | 0.0 | 0.0 | **No** |
| Site C | Place of Worship/Lodging | 76.7 | 70.6 | Rubber Tired | 35.0 | 34.1 | 76.7 | 70.6 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 46.3 | 45.4 | 76.7 | 70.6 | 0.0 | 0.0 | **No** |
| Site E | Lodging | 72.6 | 66.2 | Rubber Tired | 27.5 | 26.6 | 72.6 | 66.2 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 39.6 | 38.7 | 72.6 | 66.2 | 0.0 | 0.0 | **No** |
| Site F | Residential | 68.8 | 59.9 | Rubber Tired | 37.8 | 37.0 | 68.8 | 59.9 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 46.3 | 45.4 | 68.8 | 60.1 | 0.0 | +0.2 | **No** |
| Site G | Residential | 67.3 | 61.5 | Rubber Tired | 40.9 | 40.0 | 67.3 | 61.5 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 47.9 | 47.1 | 67.3 | 61.7 | 0.0 | +0.2 | **No** |
| Site H | Educational/Residential | 67.6 | 56.6 | Rubber Tired | 41.5 | 40.6 | 67.6 | 56.7 | 0.0 | +0.1 | **No** |
| | | | | Monorail | 48.1 | 47.2 | 67.6 | 57.0 | 0.0 | +0.4 | **No** |
| Site M | Residential | 74.9 | 67.9 | Rubber Tired | 31.6 | 30.8 | 74.9 | 67.9 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 38.3 | 37.5 | 74.9 | 67.9 | 0.0 | 0.0 | **No** |
| Site 5 | Lodging | 73.3 | 70.0 | Rubber Tired | 31.3 | 30.4 | 73.3 | 70.0 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 42.1 | 41.3 | 73.3 | 70.0 | 0.0 | 0.0 | **No** |
| Site D | Lodging | 76.2 | 67.0 | Rubber Tired | 30.9 | 30.0 | 76.2 | 67.0 | 0.0 | 0.0 | **No** |
| | | | | Monorail | 39.0 | 38.2 | 76.2 | 67.0 | 0.0 | 0.0 | **No** |

| Site ID | Land Use | Existing Ambient | | Train Type | Modeled Guideway Noise Levels | | Future Ambient Plus Proposed ATS Trains | | Increase in Noise | | Significant Impact? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daytime | Nighttime | | Daytime | Nighttime | Daytime | Nighttime | Daytime | Nighttime | |
| | | dBA | | | dBA | | | | | | |

_____

*Source: Refer to **Appendix N.6-2** for Operational Noise for Modeled Guideway System Worksheets.*

**Table 4.10-24**
**Modeled Operational Noise Levels**

| Receptor | Land Use | Time Period | Ambient Noise | MSF Operational Noise, Leq | MSF Operational Noise plus Ambient, leq | Increase Over Ambient, Leq | Significant Impact? |
|---|---|---|---|---|---|---|---|
| | | | dBA | | | | |
| ***Market Street Segment*** | | | | | | | |
| Site 1 | Residential | Daytime | 61.9 | 39.1 | 61.9 | 0.0 | **No** |
| | | Nighttime | 54.6 | 33.5 | 54.6 | 0.0 | **No** |
| Site A | Residential | Daytime | 64.1 | 40.9 | 64.1 | 0.0 | **No** |
| | | Nighttime | 57.8 | 35.2 | 57.8 | 0.0 | **No** |
| Site K | ~~Public~~ Residential | Daytime | 67.5 | 38.3 | 67.5 | 0.0 | **No** |
| | | Nighttime | 63.4 | 32.7 | 63.4 | 0.0 | **No** |
| ***Manchester Boulevard Segment*** | | | | | | | |
| Site 2 | Residential | Daytime | 67.5 | 56.9 | 67.9 | +0.4 | **No** |
| | | Nighttime | 64.1 | 51.3 | 64.3 | +0.2 | **No** |
| Site B | Educational | Daytime | 73.5 | 45.2 | 73.5 | 0.0 | **No** |
| | | Nighttime | 70.5 | 39.5 | 70.5 | 0.0 | **No** |
| Site I | Residential | Daytime | 68.0 | 65.9 | 70.1 | +2.1 | **No** |
| | | Nighttime | 58.5 | 60.2 | 62.4 | +3.9 | **No** |
| Site J | Commercial/Mixed Use | Daytime | 73.6 | 42.7 | 73.6 | 0.0 | **No** |
| | | Nighttime | 69.1 | 37.1 | 69.1 | 0.0 | **No** |
| Site L | Residential | Daytime | 74.0 | 39.9 | 74.0 | 0.0 | **No** |
| | | Nighttime | 72.8 | 34.2 | 72.8 | 0.0 | **No** |
| ***Prairie Avenue Segment*** | | | | | | | |
| Site 3 | Educational/Residential | Daytime | 71.2 | 47.3 | 71.2 | 0.0 | **No** |
| | | Nighttime | 66.0 | 41.6 | 66.0 | 0.0 | **No** |
| Site 4 | Residential | Daytime | 77.2 | 32.3 | 77.2 | 0.0 | **No** |

| Receptor | Land Use | Time Period | Ambient Noise | MSF Operational Noise, Leq | MSF Operational Noise plus Ambient, leq | Increase Over Ambient, Leq | Significant Impact? |
|---|---|---|---|---|---|---|---|
| | | | dBA | | | | |
| | | Nighttime | 71.6 | 26.6 | 71.6 | 0.0 | **No** |
| Site C | Place of Worship/Lodging | Daytime | 76.7 | 34.3 | 76.7 | 0.0 | **No** |
| | | Nighttime | 70.6 | 28.6 | 70.6 | 0.0 | **No** |
| Site E | Lodging | Daytime | 72.6 | 28.2 | 72.6 | 0.0 | **No** |
| | | Nighttime | 66.2 | 22.6 | 66.2 | 0.0 | **No** |
| Site F | Residential | Daytime | 68.8 | 37.6 | 68.8 | 0.0 | **No** |
| | | Nighttime | 59.9 | 32.0 | 59.9 | 0.0 | **No** |
| Site G | Residential | Daytime | 67.3 | 40.2 | 67.3 | 0.0 | **No** |
| | | Nighttime | 61.5 | 34.5 | 61.5 | 0.0 | **No** |
| Site H | Educational/Residential | Daytime | 67.6 | 44.9 | 67.6 | 0.0 | **No** |
| | | Nighttime | 56.6 | 39.2 | 56.7 | +0.1 | **No** |
| Site M | Residential | Daytime | 74.9 | 36.4 | 74.9 | 0.0 | **No** |
| | | Nighttime | 67.9 | 30.8 | 67.9 | 0.0 | **No** |
| Site D | Lodging | Daytime | 76.2 | 36.5 | 76.2 | 0.0 | **No** |
| | | Nighttime | 67.0 | 30.8 | 67.0 | 0.0 | **No** |
| Site 5 | Lodging | Daytime | 73.3 | 35.4 | 73.3 | 0.0 | **No** |
| | | Nighttime | 70.0 | 29.7 | 70.0 | 0.0 | **No** |

*Source: Refer to **Appendix N-5.1** for MSF Stationary Source Worksheets.*

**Table 4.10-25**
**Composite Operational Noise (Roadway, ATS Trains, and Stationary Sources)**

| Sensitive Receptor ID | Land Use | Time Period | Future Long-Term (2045) With Project Roadway Noise Levels[1] | Maximum Noise Levels at Guideway [2] | Maximum Stationary Noise Levels[3] | Future Roadway plus Maximum Noise at Guideway plus Stationary | Increase in Composite Noise[3] | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| ***Market Street Segment*** | | | | | | | | |
| Site 1 | Residential | Daytime | 58.7 | 52.7 | 39.1 | 59.7 | +1.0 | **No** |
| | | Nighttime | 51.2 | 51.8 | 33.5 | 54.6 | +3.8 | **No** |
| Site A | Residential | Daytime | 60.9 | 48.7 | 40.9 | 61.2 | +0.3 | **No** |
| | | Nighttime | 53.3 | 47.9 | 35.2 | 54.5 | +1.2 | **No** |
| Site K | ~~Public~~ Residential | Daytime | 67.3 | 54.8 | 38.3 | 67.5 | +0.2 | **No** |
| | | Nighttime | 59.8 | 54.0 | 32.7 | 60.8 | +1.0 | **No** |
| ***Manchester Boulevard Segment*** | | | | | | | | |
| Site 2 | Residential | Daytime | 70.2 | 47.6 | 56.9 | 70.4 | +0.2 | **No** |
| | | Nighttime | 62.7 | 46.8 | 51.3 | 63.1 | +0.4 | **No** |
| Site B | Educational | Daytime | 70.2 | 48.0 | 45.2 | 70.2 | 0.0 | **No** |
| | | Nighttime | 62.7 | 47.1 | 39.5 | 62.8 | +0.1 | **No** |
| Site I | Residential | Daytime | 63.4 | 45.9 | 65.9 | 67.9 | +4.5 | **No** |
| | | Nighttime | 55.8 | 45.0 | 60.2 | 61.6 | +5.8 | **No** |
| Site J | Commercial/Mixed Use | Daytime | 68.8 | 47.2 | 42.7 | 68.8 | 0.0 | **No** |
| | | Nighttime | 61.3 | 46.3 | 37.1 | 61.5 | +0.2 | **No** |
| Site L | Residential | Daytime | 73.0 | 40.1 | 39.9 | 73.0 | 0.0 | **No** |
| | | Nighttime | 65.5 | 39.3 | 34.2 | 65.5 | 0.0 | **No** |
| ***Prairie Avenue Segment*** | | | | | | | | |
| Site 3 | Educational/Residential | Daytime | 71.9 | 48.6 | 47.3 | 72.0 | +0.1 | **No** |

| Sensitive Receptor ID | Land Use | Time Period | Future Long-Term (2045) With Project Roadway Noise Levels[1] | Maximum Noise Levels at Guideway [2] | Maximum Stationary Noise Levels[3] | Future Roadway plus Maximum Noise at Guideway plus Stationary | Increase in Composite Noise[3] | Significant Impact? |
|---|---|---|---|---|---|---|---|---|
| | | | dBA | | | | | |
| | | Nighttime | 64.3 | 47.7 | 41.6 | 64.4 | +0.1 | **No** |
| Site 4 | Residential | Daytime | 71.7 | 46.0 | 32.3 | 71.7 | 0.0 | **No** |
| | | Nighttime | 64.2 | 45.1 | 26.6 | 64.3 | +0.1 | **No** |
| Site C | Place of Worship/Lodging | Daytime | 72.1 | 46.3 | 34.3 | 72.1 | 0.0 | **No** |
| | | Nighttime | 64.5 | 45.4 | 28.6 | 64.6 | +0.1 | **No** |
| Site E | Lodging | Daytime | 73.0 | 39.6 | 28.2 | 73.0 | 0.0 | **No** |
| | | Nighttime | 65.5 | 38.7 | 22.6 | 65.5 | 0.0 | **No** |
| Site F | Residential | Daytime | 59.7 | 46.3 | 37.6 | 59.9 | +0.2 | **No** |
| | | Nighttime | 52.2 | 45.4 | 32.0 | 53.1 | +0.9 | **No** |
| Site G | Residential | Daytime | 65.3 | 47.9 | 40.2 | 65.4 | +0.1 | **No** |
| | | Nighttime | 57.8 | 47.1 | 34.5 | 58.2 | +0.4 | **No** |
| Site H | Educational/Residential | Daytime | 64.8 | 48.1 | 44.9 | 64.9 | +0.1 | **No** |
| | | Nighttime | 57.3 | 47.2 | 39.2 | 57.8 | +0.5 | **No** |
| Site M | Residential | Daytime | 71.3 | 38.3 | 36.4 | 71.3 | 0.0 | **No** |
| | | Nighttime | 63.8 | 37.5 | 30.8 | 63.8 | 0.0 | **No** |
| Site D | Lodging | Daytime | 72.1 | 39.0 | 36.5 | 72.1 | 0.0 | **No** |
| | | Nighttime | 64.6 | 38.2 | 30.8 | 64.6 | 0.0 | **No** |
| Site 5 | Lodging | Daytime | 73.6 | 42.1 | 35.4 | 73.6 | 0.0 | **No** |
| | | Nighttime | 66.1 | 41.3 | 29.7 | 66.1 | 0.0 | **No** |

*Notes: [1] Refer to **Table 4.10-20** for Roadway Noise Levels*
*[2] Refer to **Table 4.10-23** for Monorail Guideway System operational noise levels.*
*[3] Refer to **Table 4.10-25** for MSF Operational Noise Levels*
*[4] Logarithmic increase = Roadway Noise + Guideway Noise + Stationary MSF Noise*

## Section 4.12 Transportation

The following revision has been made to PDF TRANS-2 on Page 4.12-26 of the RDEIR:

**PDF TRANS-2 Construction Staging and Traffic Control Program**

A Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the CCP), 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 ~~updated~~ developed as needed based on the following principa~~l~~les:

- 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.

The following revision has been made to PDF TRANS-4 on Page 4.12-28 of the RDEIR:

**PDF TRANS-4 Pedestrian Access Program**

A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the CCP), 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 passenger 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 ~~for sidewalks being maintained in a temporary condition~~.
- 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.

## Section 4.14 Utilities and Service Systems

The following revision has been made on Page 4.14-54, Paragraph 2, Line 3 of the RDEIR.

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

The following revision has been made to **Mitigation Measure (MM) UT-1** on Page 4.14-55 of the RDEIR.

**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 for 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.

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 stabilization for protection in place or relocation measures.

## Section 6.0 Other Environmental Considerations

The following revision has been made on Page 6.0-4, Paragraph 3, Line 4 of the RDEIR.

As shown in **Table 4.5-6** in **Section 4.5**, the electricity demand for the proposed Project during normal operation would result in a net increase of 20,625,176 kWh (20.6 GWh) per year. In the event the MSF PDS substation is unable to operate, the electricity demand would result in a net increase of 20,789,426 kWh (20.8 GWh) per year. In the event the Prairie Avenue/Hardy Street or Prairie Avenue/Manchester Boulevard station PDS substation is unable to operate, the electricity demand would result in a net increase of 22,109,996 kWh (22.1 GWh) per year.

## Section 7.0 Organizations and Persons Consulted

The following revision has been made on Page 7.0-2, Subheading 7.3 of the RDEIR.

Trifiletti Consulting, Inc.

Marietta Torriente, Projects + Outreach Specialist

# 3.0 COMMENTS AND RESPONSES

This section includes copies of the comment letters received by the City of Inglewood (City) on the Recirculated Draft Environmental Impact Report (EIR). Each letter is numbered and identified for reference and the individual comments in each letter are also identified by number. Each comment letter is followed by written responses to each of the comments in that letter.

## 3.1 INTRODUCTION

This section of the Final EIR contains the comment letters that the City received on the Recirculated Draft EIR. The letters and responses are organized by public agencies, private organizations, public businesses, and individuals. Following each comment letter is a response by the City that supplements, clarifies, or amends information provided in the Recirculated Draft EIR; that refers the reader to the appropriate place in the document where the requested information can be found; or that otherwise responds to the comment. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Recirculated Draft EIR are warranted based upon comments on the Recirculated Draft EIR, those changes are included following the response to comment; changes to the text of the Recirculated Draft EIR are also shown in **Section 2.0: Revisions to the Recirculated Draft EIR**, where all the text changes can be found.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

*Making Conservation a California Way of Life.*

December 14, 2021

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

RE: Inglewood Transit Connector Project – Recirculated Draft Environmental Impact Report (RDEIR)
SCH # 2018071034
GTS # 07-LA-2018-03767
Vic. LA-405/PM: 23.331

Dear Mindy Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The Inglewood Transit Connector Project (ITC Project) is a 1.6-mile, three-station, fully elevated, electrically powered light-rail transit system, including, among other things, an Automated Transit System (ATS) mass-transit line, proposed by the City to close the last-mile gap and connect passengers between the Metro K (Crenshaw/LAX) Line and Downtown Inglewood to major event and activity centers, including the Forum, the Los Angeles Sports and Entertainment District, including SoFi Stadium, and the Inglewood Basketball and Entertainment Center (Intuit Dome). Three stations are proposed: (1) The Market Street/Florence Avenue station generally located between Market Street and Locust Street; (2) The Prairie Avenue/ Manchester Boulevard station located on the southwest corner of Prairie Avenue and Manchester Boulevard ; and (3) The Prairie Avenue/Hardy Street station located on the northwest corner of Prairie Avenue and Hardy Street. The ITC Project also includes a maintenance storage facility (MSF) for maintaining ATS trains, two power distribution substations (PDSs) for providing power to the ATS system, and public parking along the proposed alignment at the Market Street/Florence Avenue station, 150 South Market Street and the Prairie Avenue/Hardy Street station. The proposed Project is planned to operate from 6:00 AM to 12:00 AM during the week and on weekends, with the possibility of extending operation hours as needed during special events. 1-1

The project is located approximately 1.5 miles away from the Interstate 405 (I-405) and Manchester Boulevard interchange, and approximately 2 miles away from the Interstate 105 (I-105) ramps at Prairie Avenue in Inglewood.

After reviewing the RDEIR, Caltrans concurs with the following statement: “The proposed Project would result in a reduction of VMT [Vehicle Miles Traveled] under all scenarios and would not, therefore, conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts during operation related to VMT would be less than significant.” Thus, the following information is included for your consideration. 1-2

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. Furthermore, Caltrans encourages Lead Agencies to

implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas emissions. For examples of TDM options to further reduce this project's VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm.

1-3

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways such as I-405 will need a Caltrans transportation permit. Caltrans supports limiting project construction traffic to off-peak periods to the greatest extent possible to minimize potential impacts on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit the Worksite Traffic Control Plans detailing these delays for Caltrans' review.

1-4

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2018-03767.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: State Clearinghouse

**COMMENT LETTER NO. 1:**

Miya Edmonson, IGR/CEQA Branch Chief
California Department of Transportation
District 7 – Office of Regional Planning
100 S. Main Street, MS 16
Los Angeles, CA 90012

**Response 1-1:**

This introductory comment contains a description of the proposed ITC Project. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require a response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 1-2:**

The concurrence of Caltrans with the conclusion in the Recirculated Draft EIR with the Proposed Project will result in the reduction of VMT [Vehicles Miles Traveled] is noted.

**Response 1-3:**

This comment providing information on the mission of Caltrans does not raise significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 1-4:**

A Caltrans transportation permit will be obtained before the transport of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways as requested in this comment. The Construction Commitment Program (CCP) included as a component of the Proposed Project limits construction traffic to off-peak periods to the greatest extent feasible consistent with this comment. If construction traffic is expected to cause delays on any State facilities, a Worksite Traffic Control Plan will be submitted for review by Caltrans as requested in this comment.

# Comments for Inglewood Transit Connector Project

Mach, David <DMach@TorranceCA.gov>

Tue 11/30/2021 12:26 PM

To:inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Hi Mindy,

At the most recent public mee. ng on November 22, 2021 for the Inglewood Transit Connector Project, we were informed by the presenters that all comments would need to be sent directly to you at this email address by no later than December 23, 2021, in order for the comments to be included in the Draft EIR.

I would like to comment on the fact that Torrance Transit has been planning our service expansion on our bus Line 10 from Crenshaw C (Green Line) Station to Florence Ave at Locust St. This route will be called Torrance to Florence. Locust St at Florence Ave. will also become our terminus for the route and a layover stop for our operators to take breaks and use the restroom. Currently LA Metro route 211 is using this location as well. I hope that we would still be able to utilize this location for bus layover and stop in the future as part of your EIR study. This would allow seamless connections to the new Crenshaw/LAX Line and the Inglewood People Mover as well.

2-1

Our agency would also welcome discussions with your team and LA Metro regarding what will happen to this location as part of the Inglewood Transit Connector project stakeholders outreach.

Respectfully,

**David Mach (He/Him/His)**
Senior Business Manager, Transit Planning
City of Torrance | 20500 Madrona Avenue | Torrance, CA 90503 | 310.781.6974 voice | 310.618.6294 fax | DMach@TorranceCA.Gov

**COMMENT LETTER NO. 2:**

David Mach, Senior Business Manager, Transit Planning
City of Torrance
20500 Madrona Avenue
Torrance, CA 90503

**Response 2-1:**

The ITC Recirculated Draft EIR Project Description provides details of the grade-separated pedestrian connection from the ITC's Market Street Station to the Metro K (Crenshaw-LAX )Line. The La Brea-Downtown Station design of the Metro K Line includes provision for a bus transfer plaza including multiple bus bays with a signalized access/egress on the north side of Florence Avenue allowing for buses traveling both eastbound and westbound to access the plaza. The existing lay over space on Locust Street will continue to be made available. The City will continue to coordinate with Torrance Transit and all other transit agencies to increase transit use. The proposed ITC Project proposes a grade-separated pedestrian connection to the Metro K Line La Brea-Downtown Inglewood Station to provide a connection from the proposed ITC Project to and from the bus plaza as well, further enhancing transit connectivity to passengers between Torrance Line 10 and other bus lines. With the proposed ITC Project Station at the Market Street Station, enhanced accessibility, amenities and safe connectivity for patrons of multiple modes (Metro's K Line, Torrance Line 10, Metro's bus lines and other municipal operators' bus lines) will be available.

# INGLEWOOD UNIFIED SCHOOL DISTRICT

401 S. Inglewood Avenue, Inglewood, California 90301 phone: (310) 419-2700



December 19, 2021 **Via e-mail**

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

RE: Inglewood Transit Connector Recirculated Environmental Impact Report Comment Letter

Dear Ms. Wilcox:

The Inglewood Unified School District ("District") thanks the City of Inglewood ("City") for providing the District with the opportunity to comment on the proposed Inglewood Transit Connector Project's ("Project") Recirculated Draft Environmental Impact Report ("Draft EIR") and for Mayor James Butts and his staff meeting with District's County Administrator and District staff to discuss the potential impacts of the Project on the District's schools.

After reviewing the Recirculated Draft EIR and having follow up discussions with the City's project team, we believe that with the City's commitments, discussed below, the Revised ITC Project will support the District's goal of increasing safe public transit, increasing access to community events, and reducing vehicle congestion in, and around, the Inglewood community. In bringing this important Project into reality, and to accomplish the City's and District's further shared goals of protecting the health, safety, welfare, and access to quality education of the District's students, this letter seeks to share the district's support of the ITC Project, and confirm the following City commitments established during conversations with the City's project team to ensure the Project will not significantly impact Kelso Elementary School. 3-1

1. Construction Noise mitigation at Kelso Elementary School: The City shall require that the Project's construction noise would not cause more than a 5 dB $L_{MAX}$ increase over the typical ambient noise level at the School property line during normal school hours. 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 and shall provide monthly reports to the District. 3-2

2. Utility relocations in Kelso Elementary School Vicinity: All Project utility relocations in the school vicinity 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 school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the District. 3-3

The District looks forward to continuing to work collaboratively with the City on this and many other projects to benefit the students and Inglewood community. If you have any questions, please contact me at erika.torres@inglewoodusd.com.

Sincerely,

Erika F. Torres

Dr. Erika F. Torres, County Administrator
Inglewood Unified School District

**COMMENT LETTER NO. 3:**

Dr. Erika F. Torres, County Administrator
Inglewood Unified School District (IUSD)
401 S. Inglewood Avenue
Inglewood, CA 90301

**Response 3-1:**

This introductory comment contains a description of the objectives of the proposed ITC Project, support for the proposed ITC Project, and thanks the City of Inglewood for meeting with the District to discuss the potential effects of the Project on the District's schools. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 3-2:**

The Construction Commitment Program (CCP) included as part of the project includes a variety of measures to minimize the effects of construction on the District's schools including:

- 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.
- Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours, including scheduling heavy construction activities 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 increase 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.
- 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.

- Utility Relocation Work – Utility relocations adjacent to Kelso Elementary School shall be minimized to the extent possible. Any needed relocations shall remain within the public right of way and preferably shall be relocated further away from school property where feasible. The Project will strive to prioritize avoiding utility relocation work adjacent to the School that poses a potential hazard, such as gas or water lines that operate under pressure, versus lower risk dry utilities and gravity wet utilities.
- 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.

The CCP includes a variety of construction management practices that will minimize the effect of noise from any construction during the evening and night. As identified in the responses to the comments below, the Construction Noise Control Plan has been revised to incorporate the requests and recommendations in these comments.

In addition, the CCP requires that a Community Affairs Liaison to be designated for the project respond to any complaint related to construction activities within 24 hours:

> *"The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaintor 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."*

The CCP Construction Noise Control includes a noise monitoring program to ensure that noise levels from construction will be below established standards. The following are required elements of this 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.

An independent noise consultant will be retained to implement this program. In addition to the construction management practices identified above that will be implemented to minimize the construction noise effects on Kelso School, noise levels during normal school hours from construction activities on Prairie Avenue will be limited to 5 dBA Leq 1-hour above the ambient 1-hour Leq (dBA) noise measurements for Site C on Prairie Avenue identified in the RDEIR to ensure that noise from construction activities is compatible with Kelso School.

This comment requests that construction noise levels not exceed 5 dBA LMAX above the ambient noise level. The LMAX, or Maximum Sound Level, descriptor is the highest sound level measured during a single noise event, such as a vehicle passing by. The noise analysis in the RDEIR evaluates average 1-hour sound levels (Leq 1-hour) which are more representative of the overall noise environment than the maximum sound level of any single noise event. For this reason, as presented above, the maximum noise level from construction noise during school hours will be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School as identified in the RDEIR.

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. Any time the Leq 1 hour noise levels increase by 3 dBA 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 a 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 activities and resulting noise levels at any time during the school day.

As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District.

**Response 3-3:**

Based on the Inglewood Transit Connector Project Utilities Engineering Report included in Appendix Q.1 of the Recirculated Draft EIR, no conflicts with any existing utilities located near Kelso School have been identified that would require relocation of these utilities. For this reason, no impacts to Kelso School from utility relocations is anticipated.

Should, during final design of the project any utility relocations near Kelso School be determined to be necessary, this work will be conducted consistent with the District's requests marking and barricading any open trenches and construction equipment preclude access by the students or create any potential hazard to school operations. Any project utility relocations or cut overs that may require disruption to school normal utility services will be scheduled to occur outside of normal school hours with advanced notification to the District.

The following has been added to the CCP to manage utility construction work to avoid impacts to Kelso School:

- 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 school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.
-

**COUNTY OF LOS ANGELES**
**FIRE DEPARTMENT**

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December 8, 2021

Mindy Wilcox, Planning Manager
City of Inglewood
Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:

**NOTICE OF AVAILABILITY OF A RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT, "INGLEWOOD TRANSIT CONNECTOR PROJECT," IS A 1.6-MILE, THREE-STATION, FULLY ELEVATED, ELECTRICALLY POWERED LIGHT-RAIL TRANSIT SYSTEM, INCLUDING, AMONG OTHER THINGS, AN AUTOMATED TRANSIT SYSTEM MASS-TRANSIT LINE, PROPOSED BY THE CITY TO CLOSE TO THE LAST-MILE GAP AND CONNECT PASSENGERS BETWEEN METRO K LINE AND DOWNTOWN INGLEWOOD, INGLEWOOD, FFER 2021012110**

The Notice of Availability of a Recirculated Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

**PLANNING DIVISION:**

We have no comments.

For any questions regarding this response, please contact Kien Chin, Planning Analyst, at (323) 881-2404 or Kien.Chin@fire.lacounty.gov.

4-1

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

| | | | | | | |
|---|---|---|---|---|---|---|
| AGOURA HILLS | CARSON | EL MONTE | INGLEWOOD | LAWNDALE | PICO RIVERA | SIGNAL HILL |
| ARTESIA | CERRITOS | GARDENA | IRWINDALE | LOMITA | POMONA | SOUTH EL MONTE |
| AZUSA | CLAREMONT | GLENDORA | LA CANADA-FLINTRIDGE | LYNWOOD | RANCHO PALOS VERDES | SOUTH GATE |
| BALDWIN PARK | COMMERCE | HAWAIIAN GARDENS | LA HABRA | MALIBU | ROLLING HILLS | TEMPLE CITY |
| BELL | COVINA | HAWTHORNE | LA MIRADA | MAYWOOD | ROLLING HILLS ESTATES | VERNON |
| BELL GARDENS | CUDAHY | HERMOSA BEACH | LA PUENTE | NORWALK | ROSEMEAD | WALNUT |
| BELLFLOWER | DIAMOND BAR | HIDDEN HILLS | LAKEWOOD | PALMDALE | SAN DIMAS | WEST HOLLYWOOD |
| BRADBURY | DUARTE | HUNTINGTON PARK | LANCASTER | PALOS VERDES ESTATES | SANTA CLARITA | WESTLAKE VILLAGE |
| CALABASAS | | INDUSTRY | | PARAMOUNT | | WHITTIER |

**LAND DEVELOPMENT UNIT:**

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. 4-2

2. All proposed structures shall comply with the County of Los Angeles Fire Code for water and access for firefighting purposes. 4-3

3. The proposed Automated People Mover shall comply with NFPA 130; Standard for Fixed Guideway Transit and Passenger Rail Systems. 4-4

4. Changes to the existing public water system such as fire hydrants and water mains for firefighting purposes shall be submitted to the County of Los Angeles Fire Department's Fire Prevention, Land Development Unit for review and approval. 4-5

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade. 4-6

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department advises that the Los Angeles County Department of Public Works, Environmental Programs Division has jurisdiction for permitting, removing, and installing 4-7

underground storage fuel tanks (USTs) at the project site. HHMD has no other comments for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac

**COMMENT LETTER NO. 4:**

Ronald M. Durbin, Chief of the Forestry Division
County of Los Angeles Fire Department
1320 North Eastern Avenue
Los Angeles, CA 90063-3294

**Response 4-1:**

It is noted that the Planning Division had no comments on the Recirculated Draft EIR.

**Response 4-2:**

The ITC Project will comply with all applicable regulations for fire flows and fire hydrants. As described and documented in the November 2021 Recirculated Draft EIR, the ITC Project is proposed within the City of Inglewood and will be subject to the City's regulations related to construction, access and water mains.

**Response 4-3:**

The ITC Project will comply with all applicable Fire Code standards.

**Response 4-4:**

The ITC Project will comply with all applicable regulations, including the NFPA 130 Standards for Fixed Guideway Transit and Passenger Rail Systems.

**Response 4-5:**

Any changes to fire hydrants and water mains for fire fighting purposes will be submitted for review and approval by the County of Los Angeles Fire Prevention, Land Development Unit, as requested in this comment.

**Response 4-6:**

As described and documented in the November 2021 Recirculated Draft EIR, the ITC Project is proposed within the City of Inglewood and as described and, for this reason, the Project is not subject to the County's statutes and regulations related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification or archeological and cultural resources or the County's Oak Tree ordinance.

As documented in Section 4.3, Biological Resources in the November 2021 Recirculated Draft EIR, the Project in and along streets in developed urbanized portions of the City of Inglewood that do not contain open space or native habitat. The Project will affect existing trees located along the proposed alignment

subject to the City of Inglewood's Tree Preservation regulations, which address both native and non-native trees.

**Response 4-7:**

As described in the November 2021 Recirculated Draft EIR, the proposed ITC will be electrically powered and, for this reason, no underground storage fuel tanks are currently proposed as part of the Project. Should any underground storage fuel tanks be included as a component of the Project at a future date, permits for installation of these tanks will be obtained from the Los Angeles County Department of Public Works Environmental Programs Division.

# Questions re: Vehicle Wash Facility

Huffman, Mandy <mandyhuffman@lacsd.org>

Thu 12/16/2021 4:08 AM

To:inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Good morning Ms. Wilcox,

The Los Angeles County Sanita on Districts received a No ce of Availability of a recirculated dra. EIR for the Inglewood Transit Connector Project. I am wri□ng to seek clarifica□ons on the Vehicle Wash Facility at the MSF for the ITC Project:

1. Will the Vehicle Wash Facility be exposed to the rain and convey rainwater to the sewer? If so, what is the square footage of the exposed area? 5-1
2. Will any chemicals be used to wash the trains? 5-2
3. Is there any plan to clean the interior of intermodal containers in the future? 5-3

Thank you.

**Mandy Huffman**
Environmental Planner | Wastewater Planning
562-908-4288 ext. 2743
mandyhuffman@lacsd.org

LOS ANGELES COUNTY SANITATION DISTRICTS
*Converting Waste Into Resources*

Website | Facebook | Twitter | Instagram | YouTube

**COMMENT LETTER NO. 5:**

Mandy Huffman, Environmental Planner
Facilities Planning Department
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, CA 90601-1400

**Response 5-1:**

The Vehicle Wash Facility located at the MSF would not be exposed to rain or convey rainwater to the existing sewer system. As described on page 4.14-50 of **Section 4.14: Utilities & Service Systems** in the Recirculated Draft EIR, the vehicle wash will be a stationary facility located in the MSF building where trains can be either manually or automatically moved through the wash facility. The MSF would connect to existing water and sewer lines located along Manchester Boulevard. As described on page 4.5-37 of **Section 4.5: Energy** of the Recirculated Draft EIR, water would be filtered and reused as wash and rinse water for train cars in the MSF.

**Response 5-2:**

No chemicals would be used to wash the ATS trains. As described previously in Response 5-1, the MSF would connect to existing water and sewer lines located along Manchester Boulevard. Water would be filtered and reused as wash and rinse water for train cars in the MSF.

**Response 5-3:**

The proposed Project does not include the use of intermodal containers. The interior of the ATS Trains will be cleaned using standard cleaning products and no additional wastewater will be generated.

LOS ANGELES COUNTY SANITATION DISTRICTS
*Converting Waste Into Resources*

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

December 23, 2021

Ref. DOC 6372459

Ms. Mindy Wilcox, AICP, Planning Manager
Planning Division
City of Inglewood
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:

**Recirculated DEIR Response to the Inglewood Transit Connector Project**

The Los Angeles County Sanitation Districts (Districts) received a Recirculated Draft Environmental Impact Report (DEIR) for the subject project on November 15, 2021. The proposed project is located within the jurisdictional boundaries of District No. 5. Previous comments submitted by the Districts to your agency in correspondences dated August 6, 2018, and February 8, 2021, (copies enclosed) still apply to the subject project with the following information:

1. The proposed Vehicle Wash Facility at the Maintenance and Storage Facility may require a Districts' Industrial Wastewater Discharge Permit. Project developers should contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, to reach a determination on this matter. If this permit is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction. For additional Industrial Wastewater Discharge Permit information, go to https://www.lacsd.org/services/wastewater-programs-permits/industrial-waste-pretreatment-program/industrial-wastewater-discharge-permits. 6-1

2. Availability of sewer capacity depends upon project size and timing of connection to the sewerage system. Because there are other proposed developments in the area, the availability of trunk sewer capacity should be verified as the project advances. Please submit a copy of the project's build-out schedule to the undersigned to ensure the project is considered when planning future sewerage system relief and replacement projects. 6-2

3. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. If an Industrial Wastewater Discharge Permit is required, connection fee charges will be determined by the Industrial Waste Section. 6-3

4. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

6-4

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

Enclosure

cc: J. Chung
A. Schmidt
A. Howard

LOS ANGELES COUNTY SANITATION DISTRICTS
*Converting Waste Into Resources*

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

February 8, 2021

Ref. DOC 6012833

Ms. Mindy Wilcox, AICP, Planning Manager
Planning Division
City of Inglewood
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:

**DEIR Response for Inglewood Transit Connector Project**

The Los Angeles County Sanitation Districts (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on December 28, 2020. The proposed project is located within the jurisdictional boundary of District No. 5. Previous comments submitted by the Districts in correspondence dated August 6, 2018 (copy enclosed) still apply to the subject project with the following updated information:

- All information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org.

Very truly yours,

Adriana Raza

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: A. Howard
R. Paracuelles
Engineering Counter

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
*Chief Engineer and General Manager*

August 6, 2018

Ref. Doc. No.: 4650365

Ms. Mindy Wilcox, AICP
Planning Manager
Planning Division
City of Inglewood
One West Manchester Boulevard
4th Floor
Inglewood, CA 90301

Dear Ms. Wilcox:

**NOP Response for the Inglewood Transit Connector Project**

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on July 17, 2018. The proposed project is located within the jurisdictional boundaries of District No. 5. We offer the following comment:

- The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of, the proposed project until project plans and specification that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment.

  If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Howard
Engineering Counter

DOC: #4671386.D05

**COMMENT LETTER NO. 6:**

Mandy Huffman, Environmental Planner
Facilities Planning Department
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, CA 90601-1400

**Response 6-1:**

This comment is noted. The Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Sanitation Districts' sewerage system to first obtain an Industrial Wastewater Discharge Permit. It is noted that under the District's Wastewater Ordinance truck and bus wash facilities with flows less than 1 MGY a year would be exempt from this requirement to obtain an Industrial Wastewater Discharge Permit. The vehicle train wash would be similar to a truck or bus wash facility. A final design for this component of the Project has not been completed as this time. When this facility is designed, if it is determined that the facility will generate 1 MGY or more of wastewater, an Industrial Wastewater Discharge Permit will be obtained before the Project construction as requested in the comment.

**Response 6-2:**

This comment regarding trunk sewer capacity is noted. The information discussed on pages 4.14-52–4.14-53 of **Section 4.14: Utilities & Service Systems** of the Recirculated Draft EIR demonstrates that there is sufficient trunk sewer capacity available at this time, as the proposed Project would generate less wastewater than current uses (see **Table 4.14-10**). The City will consult with LACSD to ensure the Project is considered when planning future sewer relief and/or replacement projects.

**Response 6-3:**

This comment regarding Connection Fees is noted. The ITC Project will comply with all applicable regulations, including the regulation in this comment.

**Response 6-4:**

This comment explaining LACSD's facility expansion capacities being associated with approved growth identified by SCAG is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

17140 S. Avalon Blvd.
Carson, CA 90746

310-217-2411
www.westbasin.org

December 7, 2021

Mindy Wilcox - Planning Manager
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301
inglewoodtransitconnector@cityofinglewood.org

Subject: Inglewood Transit Connector Project (SCN #2018071034)

Dear Ms. Wilcox:

Thank you for the opportunity to comment on the Recirculated Draft Environmental Impact Report dated November 15, 2021 for the Inglewood Transit Connector Project (Proposed Project). West Basin Municipal Water District (West Basin), as a wholesale supplier of imported drinking water to the City of Inglewood (City) and a producer of recycled water to the region, understands the impacts of vital development projects such as the need for public transportation, as well as the need for reliable water supplies to meet local water demands.

West Basin has produced and served recycled water to the City for more than 20 years and owns and operates a recycled water distribution system in the area within the City's Proposed Project. It is critical to note that the Proposed Project may affect West Basin recycled water distribution system, including pipelines, service lines, supportive appurtenances and cathodic protection systems currently serving the City.

7-1

West Basin looks forward to working with the City to ensure its distribution system is not adversely impacted. West Basin seeks assurance that during the planning, design, and construction phases of the Proposed Project, the City and their contractors will maintain the integrity of West Basin's distribution system and protect existing water resources for the community.

Please feel free to contact me or West Basin Operations Supervisor Frank Fuchs at (310) 660-6255 with further questions. West Basin looks forward to continuing our partnership with the City of Inglewood to deliver drinking and recycled water supplies to the City.

Sincerely,

Uzi Daniel
Manager of Operations
West Basin Municipal Water District

**COMMENT LETTER NO. 7:**

Uzi Daniel, Manager of Operations
West Basin Municipal Water District
17140 South Avalon Boulevard
Carson, CA 90746

**Response 7-1:**

As indicated in this comment, the Recirculated Draft EIR included consideration of West Basin Municipal Water District facilities, which include 4 water lines located in Prairie Avenue and Hardy Street in the vicinity of the proposed project. The Inglewood Transit Connector Project Utilities Engineering Report, provided in Appendix Q.1 of the Recirculated Draft EIR, evaluated the potential for the Project to conflict with and impact existing West Basin Municipal Water District facilities based on the as built drawings for water lines provided by the District. As shown in Table B. Inglewood Transit Connector Utility Conflict Matrix in the Utilities Engineering Report, no conflicts with the West Basin's water lines were identified.

As requested in this comment, the City and its contractors will continue to coordinate with the West Basin Municipal Water District during planning, design, and construction of the project to ensure the integrity of West Basin's distribution system is maintained.

**Los Angeles County**
**Metropolitan Transportation Authority**

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

December 27, 2021

Mindy Wilcox, AICP
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Sent by Email: inglewoodtransitconnector@cityofinglewood.org

RE: Inglewood Transit Connector Project
Recirculated Draft Environmental Impact Report (RDEIR) – Metro Comments

Dear Ms. Wilcox:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Inglewood Transit Connector Project (Project) located in the City of Inglewood (City). Metro's aim is to create and maintain a world-class transportation system that focuses on providing an excellent customer experience and enhancing the quality of life for those who live, work, and play within Los Angeles County. As the public mass transportation planner, builder and operator, Metro is constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved mobility options, air quality, health and safety, and access to opportunities.

As such, Metro supports this Project and recognizes its significance to the City and the greater Los Angeles County region. We appreciate the City's ongoing coordination efforts on the Project, particularly with respect to the interface between the Project and Metro's Crenshaw/LAX Line (K Line). Metro and the City already enjoy a strong collaborative working relationship on many planning efforts including the K Line, Metro-funded transit-oriented development (TOD) Specific Plans, the Inglewood First/Last Mile Plan, the Centinela/Florence Grade Separation, and event transportation demand management for SoFi Stadium and the Inglewood Basketball and Entertainment Center. We are committed to continuing this collaborative approach with respect to this Project, including the formation of a Joint Powers Authority for implementation of the Project.

Reflecting Metro's interests in a successful ITC Project, this letter is intended to provide the City with specific comments on the Recirculated Draft EIR for the Project per Metro's area of statutory responsibility pursuant to the California Environmental Quality Act (CEQA), and to identify opportunities for coordination and implementation of goals and policies to advance a world-class transportation network for the region. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.[1]

8-1

**Project Description**

The Inglewood Transit Connector Project (Project) is a 1.6-mile, three-station, fully elevated, electrically powered light-rail transit system, including, among other things, an Automated Transit System (ATS) mass-transit line, proposed by the City to close the last-mile gap and connect passengers between the Metro K (Crenshaw/LAX) Line and Downtown Inglewood to major event and activity centers, including the Forum, the Los Angeles Sports and Entertainment District, including SoFi Stadium, and the Inglewood Basketball and Entertainment Center

8-2

[1] See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

Inglewood Transit Connector
RDEIR – Metro Comments
December 27, 2021

(Intuit Dome). Three stations are proposed: (1) The Market Street/Florence Avenue station generally located between Market Street and Locust Street; (2) The Prairie Avenue/Manchester Boulevard station located on the southwest corner of Prairie Avenue and Manchester Boulevard; and (3) The Prairie Avenue/Hardy Street station located on the northwest corner of Prairie Avenue and Hardy Street. The Project also includes a maintenance storage facility (MSF) for maintaining ATS trains, two power distribution substations (PDSs) for providing power to the ATS system, and public parking along the proposed alignment at the Market Street/Florence Avenue station, 150 South Market Street and the Prairie Avenue/Hardy Street station. The Project is planned to operate from 6:00 AM to 12:00 AM during the week and on weekends, with the possibility of extending operation hours as needed during special events.

**Comments**

*Interface between Metro Downtown Inglewood Station and APM Station*

Metro appreciates the coordination efforts with the APM design team over the past year regarding the interface between the Market/Florence APM Station and Metro's Downtown Inglewood Station. As mutually identified already through these collaborations, Metro and the City will continue to coordinate on the following topics to further strengthen and optimize the performance of the APM and the Metro regional system:

- Buses operating in the vicinity of Market/Florence, including the new off-street bus hub;
- Pedestrian volumes, circulation patterns, security, and queuing accommodations for patrons transferring from the APM to the Metro Station, as well as the proposed pedestrian bridge that will link the two stations and any touchdown points for the bridge on Metro's property;
- Coordination of projected service headways and passenger throughput under different scenarios for the Project, given K Line headways and two-car trains;
- Vertical circulation elements (e.g. escalators, elevators, and staircases);
- Maintenance and upkeep of the proposed pedestrian bridge after construction; and
- Signage for wayfinding and customer information.

8-3

*Bus Service and Intermodal Connections*

As Metro continues to advance our bus services and intermodal connections throughout the region, Metro and the City will continue to coordinate on any changes to bus service, or stops or layover locations proposed by the Project. It should be noted that in December 2021, Metro completed its implementation of the NextGen Bus Plan, a major update to Metro's bus service network and stop locations. For more information, visit the NextGen Bus Plan's website at https://www.metro.net/projects/nextgen/, as well as the service changes website at https://mybus.metro.net/.

Coordinated network planning will be mutually beneficial in accommodating transfer activity between bus and rail lines, bus-to-bus transfers and access of other modes (e.g., Metro Micro Transit, Metro Bike Share, TNCs, etc.) that will occur along sidewalks and public spaces. Metro has completed the Metro Transfers Design Guide, a best practices document on transit improvements. This can be accessed online at: https://www.metro.net/about/station-design-projects/.

8-4

*Construction Commitments Program*

Metro appreciates the inclusion of Project Design Feature PDF-TRANS-1 (Transit Access and Circulation Program). Metro respectfully suggests that PDF-TRANS-2 (Construction Staging and Traffic Control Program) be amended as follows:

- "Detour routes, including analysis of impacts to pedestrian, business, bicycle, transit, and traffic flow"

8-5

Inglewood Transit Connector
RDEIR – Metro Comments
December 27, 2021

*Centinela/Florence Avenues Grade Separation Project*

The Centinela/Florence Avenues Grade Separation Project, pending project construction funding availability, is projected to occur between Fall 2022 and Summer 2025, and will likely overlap with construction of the APM Project. Metro and the City will endeavor to coordinate and consider construction schedule, right of way (ROW) construction staging, construction site safety and appropriate clearances between properties and operating areas, construction traffic management (roadway closure, traffic detour, relocation of bus stops, temporary bus layover locations); shared utilities (if any), Track Allocation, and other needs as appropriate to ensure the safety and efficient construction of both projects. 8-6

*Special Permits*

Should construction or maintenance of the Project necessitate temporary or ongoing access to Metro ROW, the Project must adhere to Metro Track Allocation requirements. Permits allowing for single tracking or a power shutdown, while possible, are highly discouraged and must be obtained at least two months before start of construction. Permits for special operations, including the use of a pile driver or any other equipment that could come into close proximity or encroach on the ROW's airspace of the Overhead Catenary System (OCS) or support structures must be obtained at least one month before the start of construction. Metro and the City will work together to ensure implementation of these coordination procedures to provide for safety during construction. 8-7

In conclusion, Metro supports the successful delivery of the Inglewood Transit Connector Project and looks forward to continuing coordination with the City as the Project continues to develop. If you have any questions regarding this letter, please contact us at yoha@metro.net or lings@metro.net.

Sincerely,

Allison Yoh, Ph.D.
Executive Officer, Mobility Corridors
Countywide Planning & Development

Shine Ling
Manager, Transit Oriented Communities
Countywide Planning & Development

cc: David Mieger, Senior Executive Officer, Long Range & Mobility Corridors Planning

**COMMENT LETTER NO. 8:**

Alison Yoh
Shine Ling
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**Response 8-1:**

This introductory comment contains a description of Metro's role in regional transportation planning and the contents of this letter. This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 8-2:**

This comment contains a description of the proposed ITC Project. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 8-3:**

This comment summarizes the ongoing consultation between Metro and the City related to the interface and connection between the ITC Project and Metro K Line. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 8-4:**

This comment summarizes the ongoing consultation between Metro and the City related to bus service and intermodal connections. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 8-5:**

Project Design Feature PDF-TRANS-2 has been revised as requested in this comment in the Construction Commitment Program (CCP).

**Response 8-6:**

This comment references the coordination that will occur between Metro and the City related to any concurrent construction activities for the Metro Centinela/Florence Avenues Grade Separation Project and the ITC Project. This comment does not raise significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 8-7:**

This comment notifies the City that permits to allow temporary or permanent access to Metro Right-of Way during construction or for or for special construction operations will be required. This comment does not raise significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 2, 2021

Mindy Wilcox
City of Inglewood - Planning Division
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector - Recirculated Draft Environmental Impact Report (DEIR)

Dear Ms. Wilcox,

As a co-founder of AERO Collective, with employees and clientele from the City of Inglewood and elsewhere in the County of Los Angeles, I write this letter **in support of the Inglewood Transit Connector Project** and the elevated, electrically powered, automated people mover. As a business owner, I am committed to keeping our business in the City of Inglewood, and as part of that commitment we back the City's plan to alleviate event day traffic congestion with the proposed Project. 9-1

As Inglewood undergoes a historic transformation into a world-class sports and events destination, I believe the ITC Project will contribute significantly to the city's economic growth by encouraging travel to and from the city via the Metro Crenshaw/LAX line and the automated people mover. In addition to the economic development this will bring, I support the City's commitment to investing in a method of transportation that is sustainable and contributes to the overall protection of the environment. 9-2

The Recirculated Draft EIR also maps out the City's Construction Plan, which promises to work with local businesses to keep potential construction interruptions at a minimum. I support the City's creation a $5 million dollar Business Interruption fund to provide financial assistance to small "mom and pop" businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project. 9-3

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gaps between the soon to open Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 9-4

Thank you for moving forward with this project, and for supporting Inglewood businesses.

Andrew Crane
Co-founder Aero Collective
209 South Market Street
Inglewood, CA 90301

**COMMENT LETTER NO. 9:**

Andrew Crane
Aero Collective
209 South Market Street
Inglewood, CA 90301

**Response 9-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 9-2:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 9-3:**

This comment supporting the Business Assistance Fund included in the ITC Construction Commitment Program is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 9-4:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 1, 2021

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Recirculated Draft Environmental Impact Report (EIR) on the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

As Co-owner of Miracle Theater, with employees and clientele from the City of Inglewood and elsewhere in the County of Los Angeles, I write this letter in support of the Inglewood Transit Connector Project and the elevated, electrically powered, automated people mover. As a business owner, I am committed to keeping our business in the City of Inglewood, and as part of that commitment we back the City's plan to alleviate event day traffic congestion with the proposed Project. 10-1

As Inglewood undergoes a historic transformation into a world-class sports and events destination, I believe the ITC Project will contribute significantly to the city's economic growth by encouraging travel to and from the city via the Metro Crenshaw/LAX line and the automated people mover. In addition to the economic development this will bring, I support the City's commitment to investing in a method of transportation that is sustainable, and contributes to the overall protection of the environment. The Recirculated Draft EIR also maps out the City's Construction Plan, which promises to work with local businesses to keep potential construction interruptions at a minimum. 10-2

I support the efforts of the Business Interruption Assistance Program that the city will create a $5 million dollar Business Interruption fund to provide financial assistance to small "mom and pop" businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project. 10-3

In anticipation of the Governor releasing the new State Budget and the upcoming deliberations by the Legislature, I express my strong support for the City of Inglewood's pursuit of $400 million for the ITC Project from the forthcoming State budget. 10-4

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/ last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 10-5

Thank you for moving forward with this project, and for supporting Inglewood businesses.

Sincerely,

Owen Smith

**COMMENT LETTER NO. 10**

Owen Smith
The Miracle Theater
226 S Market St, Inglewood, CA 90301

**Response 10-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 10-2:**

This comment supporting the City's objectives for the ITC Project and the Construction Commitment Program included as part of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 10-3:**

This comment supporting the Business Assistance Fund included in the ITC Construction Commitment Program is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 10-4:**

This comment supporting the City pursuing available state funding for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 10-5:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

GlaserWeil

Elisa L. Paster

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December 22, 2021

VIA E-MAIL

Ms. Mindy Wilcox, AICP
Planning Manager
City of Inglewood
One W. Manchester Boulevard
Inglewood, California 90301

mwilcox@cityofinglewood.org;
inglewoodtransitconnector@cityofinglewood.org

**Re: Inglewood Transit Connector Environmental Impact Report Comment Letter**

Dear Ms. Wilcox:

We are writing on behalf of Thomas Safran & Associates (TSA) and Black Equities Group (together, "Owner"), local stakeholders in the Inglewood Community, to provide comment on the Recirculated Draft Environmental Impact Report (RDEIR) for the Inglewood Transit Connector project (ITC, or "Project") by the City of Inglewood ("City"). 11-1

TSA and Black Equities own or have an agreement with the City to purchase four properties on Market Street in close proximity to the proposed northern terminus of the ITC: the Fox Theater located at 115 North Market Street, 139 North Market Street, 158 North Market Street, and a mixed use development currently under construction at the property bordered by North Market Street, East Regent Street, North La Brea Avenue, and East Florence Avenue, referred to in the RDEIR as D-3 (collectively, "the Properties"). Each of these properties were purchased from the City with the understanding that TSA would redevelop (or in the case of the Fox Theater, adaptively reuse) them to fulfill the City's priority of establishing residential and commercial uses at these locations. 11-2

TSA and Black Equities are committed to the development and operation of the highest quality communities that enrich the lives of its residents and positively contribute to the community. TSA and Black Equities appreciate their long, positive working relationship with the City and its leaders and are very supportive of all current community development efforts. This includes support of the ITC as a new high-quality transportation option that can be compatible with the community and serve its residents. In that vein, we want to emphasize that our intention is not to stop or delay 11-3

the Project, but rather to ensure the Properties, especially D-3, are protected from potential Project impacts.

As D-3 was designed to achieve the City and Owner's common vision to activate and foster a robust pedestrian environment on Market Street, we see the Project as an opportunity to help facilitate that vision. Our goal throughout this process has been to ensure that the Project and Properties are developed harmoniously and to benefit the community. 11-4

After reviewing the RDEIR circulated by the City on November 12, 2021, we are pleased that some of the issues raised in our previous comment letter were addressed in the revisions found in the RDEIR. This comment letter identifies remaining, necessary revisions and mitigation measures which need to be added to the RDEIR pursuant to the California Environmental Quality Act (CEQA). 11-5

The following significant revisions need to be made to the RDEIR:

- It is unclear whether D-3 was fully analyzed as a sensitive receptor for the purposes of noise analysis. Figure 4.10-5 identifies Noise Sensitive Receptor Groups, but it does not include D-3. Given the revisions made to the Air Quality analysis based on our previous comments, this appears to be an oversight but it needs to be addressed with D-3 properly identified on a revised Figure 4.10-5; this is essential to ensuring that 1) any potential noise impacts to D-3 are fully analyzed, and 2) D-3 is treated as a sensitive receptor during the ITC's construction and operation. 11-6

- Given the proximity of D-3 to the Market Street/Florence Avenue station and construction staging area (the property bordered by Florence Avenue, Market Street, Regent Street, and Locust Street, referred to as "Construction Staging Area"), baseline noise measurements need to be taken from D-3. 11-7

- In Table 4.10-15 of the RDEIR, Site K is identified as a "Public" Existing Land Use as opposed to "Residential." Given the proximity of so many residential properties, including D-3, this should be revised to "Residential." 11-8

- The RDEIR identifies three coral trees to be removed at the Southeastern corner of D-3. Due to their size and maturity, these trees are considered *protected* by the Inglewood Municipal Code (IMC), and thus their removal would constitute an environmental impact. (IMC § 12-113(A).) Significantly, these trees appear to be in the ITC's 25 foot buffer as opposed to its actual proposed path. Accordingly, the City should include mitigation to avoid the environmental impact of removing these trees, which provide beauty and character to D-3 and the larger community. 11-9

- There appears to be an error in the Air Quality Analysis in Table 4.2-22 on page 4.2-85 of the RDEIR: the TSA Properties are referred to as "Off-Site Worker" instead of "Proposed Residence." 11-10

We noticed the RDEIR changed the noise thresholds from *ambient + 5dBA* to a property and use-specific range, such that many activities which the DEIR considered impactful would not be considered an impact under the RDEIR. The RDEIR does not provide a rationale for this change, and it should be revised to reflect *ambient + 5dBA*, as included in the DEIR. Given the Construction Staging Area's proximity to so many residential uses, we want to ensure proper mitigation is used to minimize the noise generated by the Project. We request that the Project implement the following noise mitigation measures to minimize noise impacts on the Properties, including D-3*:* 11-11

- Inclusion of a 24 foot sound wall during Project construction along Market Street at the Construction Staging Area. 11-12

- Limitation of construction hours where residential properties are within 150 feet of the construction activity, as measured on a property line to property line basis. Construction shall be prohibited between 6:00 pm and 8:00 am. 11-13

- During construction, the City shall retain an independent noise consultant to monitor noise impacts on sensitive uses generated by the Project. The noise consultant shall install sound monitoring equipment at the property lines of sensitive uses identified in the EIR. The sound monitoring equipment shall record and upload to the internet on an hourly basis Leq, Lmax, L5, L10, L50, L90, L95. The Independent Noise Monitor shall establish and maintain a website making noise measurements publicly available in real time. The threshold for sensitive uses shall be *ambient + 5dBA*, as set forth in the DEIR. The noise monitor shall be responsible for collecting fines for each violation of the established noise thresholds. Each violation of noise thresholds would be subject to an escalating fine structure of $500 for the first violation, $1000 for the second violation, and $2000 for each subsequent violation over the course of a calendar month, to be paid to an affordable housing trust fund. 11-14

- Limitation of non-emergency entry/exit access to the Construction Staging Area to right turns to/from Florence Avenue. 11-15

- Use of rubber tire earth moving equipment. 11-16

- When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors. 11-17

- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles. 11-18
- On site-signage at the Construction Staging Area reminding workers to minimize noise generation. 11-19
- Use of drill piles or sonic or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions. 11-20
- Sequence noisy activities to occur during the same time period during daytime hours. 11-21
- Select quieter demolition methods where appropriate. 11-22
- All trucks removing materials from the Construction Staging Area to be loaded within the site perimeter (and will be required to cover loads as deemed necessary for dust control). 11-23

In addition to the noise-specific mitigation measures listed above, we have identified the following mitigation measures which should be incorporated into the Project: 11-24

- Funding to rehabilitate the Fox Theater, a historic resource which is listed on the National Register of Historic Places, to address noise, vibration, and aesthetic impacts caused by the construction and operation of the Project. 11-25
- Construction night lighting abatement during construction, including light shields. Flood lighting or lighting that creates fugitive light impacts shall be prohibited within 150 feet of sensitive uses, as measured from property line to property line, between 8:00 pm and 7:00 am. 11-26
- Dust control – street washing, building cleaning, and resident car washes to be provided by the Project. 11-27
- Rumble strips at truck entry/exit ways at the Construction Staging Area, watering down stockpiles and surfaces as required, covering of stocks while minimizing piling of material, and use of street sweepers to maintain adjacent roadways. 11-28

Finally, we are requesting that we be provided notice for all Project notifications. We had previously requested to be added to the list of interested parties, but did not received the Notice of Availability for the RDEIR. 11-29

Thank you for taking the time to consider these comments. TSA and Black Equities remain committed to a productive partnership with the City to realize a vision together for a sustainable and transit-oriented community around the ITC that achieves Project goals in a manner that is sensitive to community and stakeholders that are heavily invested in its success.

Respectfully,

Elisa Paster

ELISA L. PASTER
of GLASER WEIL FINK HOWARD AVCHEN & SHAPIRO LLP

ELP:eg

**COMMENT LETTER NO. 11**

Elisa Paster
Glaser Weil Fink Howard Avchen & Shapiro LLP
10250 Constellation Boulevard
19th Floor
Los Angeles, CA 90067

**Response 11-1:**

This introductory comment stating that the comments in this letter were submitted on behalf of Thomas Safran & Associates (TSA) and Black Equities Group is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 11-2:**

This comment identifying the properties in Inglewood that TSA have an interest in is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 11-3:**

This comment supporting the ITC Project while ensuring that potential impacts from the project on TSA's properties, specifically the mixed-use development currently under construction at the property bordered by North Market Street, East Regent Street, North La Brea Avenue, and East Florence Avenue, referred to in the Recirculated Draft EIR as D-3 are addressed is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 11-4:**

This comment describing the intent of the D3 mixed use project to assist in meeting the City's objectives to create a pedestrian oriented environment on Market Street is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the

Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 11-5:**

This comment recognizes that issues previously raised are addressed in the Recirculated Draft EIR and introduces the following comments, which are addressed below.

**Response 11-6:**

The receptor groups identified in the EIR assess potential noise impacts on representative noise-sensitive receptors where baseline noise monitoring was conducted. Monitoring was not conducted at every sensitive use but instead at the sensitive uses located closest to the proposed alignment for the project. Monitoring to determine ambient noise levels and analysis at the locations of sensitive uses located further away from the proposed alignment is not needed to identify the potential worst-case impacts and appropriate mitigation measures. Noise impacts will be less at all locations further away from the proposed alignment than the closest receptors analyzed in the Recirculated Draft EIR.

The "D-3 property" (site of the Market Gateway Project) is bordered by Market Street, Regent Street, La Brea Avenue, and Florence Avenue. The noise analysis included monitoring at the D-3 property. Monitoring Site K, at 205 N. Market Street, as identified in the Recirculated Draft EIR Noise section, is at the corner of Regent Street and Market Street at the D-3 property. The construction noise impacts at Site K are representative of the noise levels that would be experienced at the D-3 property. For this reason, the Recirculated Draft EIR adequately analyses and discloses the potential noise impacts to sensitive uses at the D-3 property.

Implementation of the construction management measures identified in Section 11.0, Noise and Vibration Control Program of the Construction Commitment Program will minimize noise and vibration impacts from construction of the project on all sensitive uses, including the D-3 property, located along the proposed alignment whether these uses are specifically analyzed in the Recirculated Draft EIR or not. As documented in the Recirculated Draft EIR, impacts from construction noise will be less than significant.

**Response 11-7:**

Please see Response 11-6, additional noise measurements at the D3 site are not necessary as Monitoring Site K is located at the D-3 Property.

**Response 11-8:**

Site K, is located at 205 N. Market Street, which is the corner of the D-3 Property. As recommended in this comment, as a mixed-use residential building has been built at this location, the identification of the existing land use at this location has been revised to "Residential" in Tables 4.10-12, 4.10-13, 4.10-15, 4.10-16, 4.10-17, 4.10-18, 4.10-19, 4.10-20, 4.10-21, 4.10-22, 4.10-23, 4.10-24, and 4.10-25.

Please note that construction of this new mixed-use building had not begun in November 2018 when noise monitoring was first conducted at this location. At that time, a public parking lot was located on the northwest corner of N. Market Street and E. Regent Street and the rest of the block between N. Market Street, E. Regent Street, E Florence Avenue and N. La Brea Avenue was vacant. This monitoring location was identified as "Public" because a public parking lot was the use in November 2018. This parking lot was subsequently removed as part of the construction of the new mixed-use project at this location.

**Response 11-9:**

The Recirculated Draft EIR correctly identifies the coral trees located along the D3 property as protected (see **Table 4.3-5** in the Recirculated Draft EIR). Based on review of the conceptual plans for the ITC Project, these Coral Trees can be retained in place.

**Response 11-10:**

Table **4.2-22** has been corrected as the TSA Properties were identified "Off-Site Worker" in error in this table. **Table 4.2-22** has been corrected to match Table 19 in the Air Quality and Health Risk Assessment Technical Report for the ITC Project in Appendix G.1 of the Recirculated Draft EIR which correctly identifies the TSA Properties as "Proposed Residence (TSA Property").

**Response 11-11:**

The rationale for the construction noise thresholds is provided in Section 4.11.6.1 Construction noise on pages 4.10-56 and 4.10-57 of the Recirculated Draft EIR. As discussed in that section, because the City's General Plan and Municipal Code do not establish maximum noise levels for construction activities, as part of the preparation of the December 2020 Draft EIR, the City reviewed and considered the thresholds of significance used by other jurisdictions and used the significance thresholds for construction noise identified in the City of Los Angeles 2006 L.A. CEQA Thresholds Guide. The City of Los Angeles no longer uses these thresholds and is presently developing new thresholds for use in determining the significance of construction noise.

For this reason, the City identified thresholds for the purpose of determining the significance of construction noise in the Recirculated Draft EIR based on guidance in the FTA *Transit Noise and Vibration*

*Impact Assessment Manual*. As presented in this section. The FTA's General Assessment Construction Noise Criteria identifies daytime and nighttime thresholds for residential, commercial, and industrial land uses, which are considered reasonable criteria for use in assessing the potential for adverse community reaction to noise generated by construction activities. The use of these thresholds in this Recirculated Draft EIR responds to the unique circumstances of the proposed Project and its alignment along the fixed guideway corridor.

It should also be noted that the CCP requires preparation of a Noise Control Plan and also requires that a Community Affairs Liaison to be designated for the project respond to any complaint related to construction activities within 24 hours:

> *"The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaintor 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."*

**Response 11-12:**

Based on the analysis of potential construction noise impacts in the Recirculated Draft EIR, a noise barrier is not required at the location on Market Street to mitigate potential construction noise impacts at the D3 and the other properties identified in this letter. The results of the analysis of construction noise at Site K at the D3 Property for Phases 1 through 8 of construction presented in Tables 4.10-15 through 4.10-22 of the Recirculated Draft EIR indicate that construction noise at this property will not be significant. Ambient plus construction noise at Site K would range from a low of 63.5 Leq 1-hour during the nighttime during Phase 2 to a high of 77.6 dBA 1-hour Leq during the daytime during Phase 2, when construction noise would result in an increase above ambient noise level of approximately 10 dBA.

As discussed in the Recirculated Draft EIR, the Construction Noise Control and Vibration Reduction Plans included in the CCP contain a robust set of construction management practices that will be implemented throughout construction of the project to control and minimize construction noise. PDF NOISE-1 and PDF NOISE-2 incorporate the preparation of the Construction Noise Control and Construction Vibration Reduction Plans identified in the Construction Commitment Program (CCP) as requirements of the project.

With implementation of the construction management measures in the CCP construction noise impacts will be less than significant and, for this reason, no mitigation measures to reduce construction noise, since as the construction of a noise barrier as suggested in this comment, are required.

As identified in the responses to the comments, the Construction Noise Control Plan has been revised to incorporate the requests and recommendations in these comments 11-15, 11-16, 11-17, 11-18, 11-19, 11-20, 11-21, 11-22, 11-23, 11-27, and 11-28 to further reduce the less than significant noise impact during construction.

**Response 11-13:**

See Response 11-12 above regarding the Project's less than significant noise impact during construction. The requested hours limitation is, therefore, not required to mitigate any significant noise impact. Notwithstanding, the CCP includes a variety of construction management practices that will minimize the effect of noise from any construction during the evening and night. As identified in the responses to the comments 11-15, 11-16, 11-17, 11-18, 11-19, 11-20, 11-21, 11-22, 11-23, 11-27, and 11-28 below, the Construction Noise Control Plan has been revised to incorporate the requests and recommendations in these comments.

**Response 11-14:**

As discussed in Response 11-12, the noise analysis in the Recirculated Draft EIR concludes that noise impacts from construction will be less than significant with implementation of the construction management measures in the CCP, which requires the preparation and implementation of a construction noise monitoring plan by an independent noise consultant, in consultation with, and subject to the approval of, the City's Director of Public Works.

The CCP Construction Noise Control Program includes a noise monitoring program to ensure that noise levels from construction will be below the standards of significance. The following are required elements of this 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 inthe vicinity of the area where the exceedance occurs. The source of the noise exceeding the warninglevel 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.

As described in the Recirculated Draft EIR, a Joint Powers Authority (JPA) has been established to enforce contract requirements, including implementation of all of the construction management measures in the CCP. The JPA will have the authority to stop work and withhold payment if all terms of the contract are not met. For this reason, the establishment of a system of fines for not complying with the noise control program requirements in the CCP is not necessary.

The additional recommendations in this comment were reviewed and considered by the City and determined not to be necessary to ensure that noise from construction noise is controlled in a manner that will avoid significant impacts on noise sensitive uses located along the proposed alignment for the project.

**Response 11-15:**

Consistent with the request in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter. Please note this measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

- 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.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-16:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- 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.

**Response 11-17:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- When not in use or being staged, heavy equipment shall be located as far as practicable from residential areas, businesses, and pedestrian pathways.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-18:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-19:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- On site-signage reminding workers to minimize noise generation.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-20:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- 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.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-21:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical.

**Response 11-22:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-23:**

As requested in this comment the CCP has been revised by the City to include the following as a courtesy to the commenter.

- Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level.

**Response 11-24:**

The additional measures recommended for consideration by the City related to items other than noise are addressed individually in the following responses. Please note that the measures the City is voluntarily adding to the CCP are not mitigation and are not required to mitigate any significant impact as noted in the responses below.

**Response 11-25:**

The City has obtained $8.5 million of state funding allocations for the City of Inglewood and its efforts to improve Market Street through a Streetscape Improvement Program and a Street Façade & Tenant Improvement Program.

The analysis in the Recirculated Draft EIR in Sections 4.1 Aesthetics,4.4 Cultural Resources, and 4.10 Noise and Vibration concluded that construction and operation of the ITC Project will not result in significant aesthetic noise or vibration impacts on the Fox Theater building or significant impacts to the historic characteristics of the building and, for this reason, allocation of funds from this program are not required to mitigate significant impacts.

Funds from this program will be available for improvements to buildings located on Market Street, including the Fox Theater Building.

**Response 11-26:**

As requested in this comment the CCP has been revised to include the following measure to limit lighting during construction.

- 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.

Please note this construction management measure is not mitigation and is not required to mitigate construction noise impacts to a less than significant level. The analysis in the Recirculated Draft EIR concluded potential impacts from temporary lighting during construction would be less than significant.

**Response 11-27:**

As requested in this comment, the CCP has been revised to include the following:

- 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.

Please note this construction management measure is not mitigation and is not required to mitigate construction air quality impacts during construction to a less than significant level. The analysis in the Recirculated Draft EIR concluded potential impacts from temporary lighting during construction would be less than significant.

**Response 11-28:**

As requested in this comment, the CCP has been revised to include the following:

- 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.

- 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.

Please note these construction management measures are not mitigation and are not required to mitigate construction air quality impacts to a less than significant level.

**Response 11-29:**

As requested in this comment, the commenter has been added to the City's notification list for this project and will receive all future project notifications.

**City of Inglewood Planning Division**
One W. Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Attn: Mindy Wilcox, AICP, Planning Manager

December 27th, 2021

Dear Ms. Mindy Wilcox,

Leitner-Poma of America, Inc. offers a complete line of cable transportation systems, including chairlifts, aerial gondolas & trams, Automated People Movers, etc., all manufactured in our factories in Colorado and Europe.

We also have more than 80 years of experience in the ropeways design and construction and we have more than 60 references of APM's and funicular railways all over the world. Therefore, we are fully equipped to produce entire cable propelled APM systems, including all designing, engineering, construction, fabrication as well as operation and maintenance of our systems. For example, we built one of the APM in the Miami International Airport APM which we successfully operate with an availability rate of 99.8%.

We have read your technical data and needs in the Recirculated Draft of EIR for the Inglewood Transit Connector Project and we confirm our interest in this project. However, the technical data suggested in the document are very oriented towards a self-propelled APM technology and do not offer any room for a cable propelled system. For this reason, we would like to communicate our comments and suggestions regarding the APM configuration which you will find in the attached pdf presentation. We hope that our suggestions will be taken into account for the upcoming RFP process in order to allow the cable propelled APM technology among the bidders.

12-1

Additionally, we have the following questions:

- Do you know which license(s) are needed to perform this project in Inglewood? For instance, is an elevator license needed?
- Is there a RFQ phase before the RFP process? If yes, which is the schedule?
- Will the construction be under a turnkey contract or will you organize a process apart for the APM equipment manufacturer selection? In this case, what will be the exact SOW?
- Is there any possibility that this project will be released as a Public Private Partnership (PPP)?

12-2

We appreciate the time you took reading our comments and suggestions and we look forward to receiving your answers.

Sincerely,

Frederic Demoulin
***Urban Ropeways Project Manager***
**Leitner-Poma of America, Inc.**
Cell: 970.261.3247 | Office: 970.241.4442
Email: frederic.demoulin@poma.net


December 27th, 2021

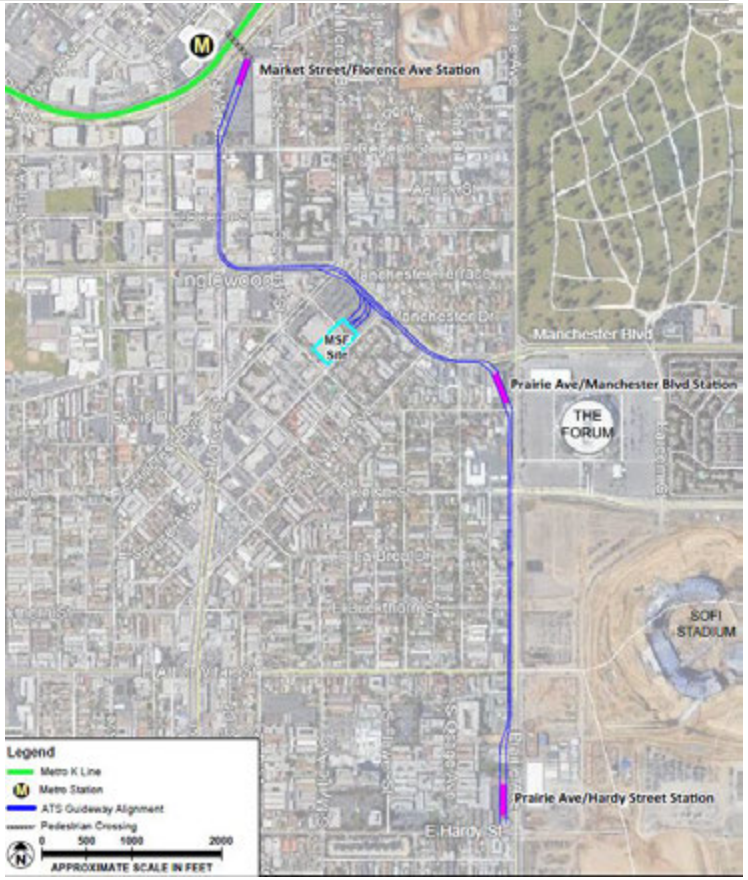
# SYSTEM SPECIFICATION – **technical data system performance**

Our proposal for the Inglewood Transit Connector project is a cable-propelled system with vehicles, based on well-known and proven POMA technologies: system similar to the ones that our group designed, manufactured, operated and maintained in Pisa and Miami airports.
It is a proven technology system which provides an availability rate over **99.5%.**

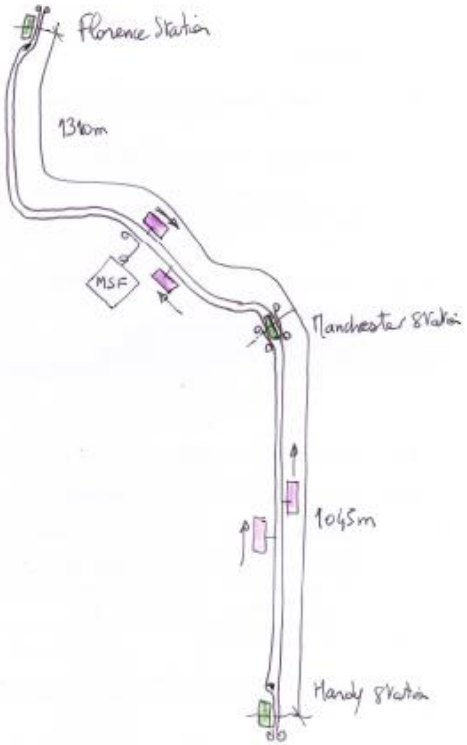
This is a fully automated operating transport system that does not require any manual intervention on board or at the stations. In fact, the control system is automatically operated. The transportation system is controlled by a Central Control Room.

This type of transportation system has been designed taking into account some fundamental criteria that make it more attractive than others.
Its major characteristics, in addition to lightness and flexibility, are:

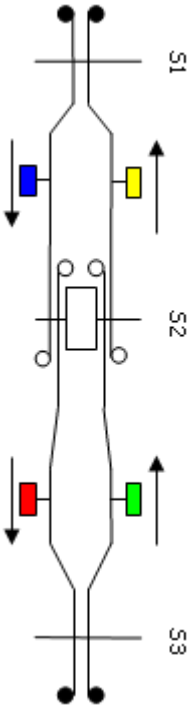
- the service will be continuous, with short waiting time for passengers;
- the system will ensure maximum comfort (minimal noise and vibrations);
- the system will be accessible to people with disabilities and the elderlies;
- this system offers extraordinary service performances;



# SYSTEM SPECIFICATION – **technical data system performance**




The proposed system operates in a fully automated scheduled mode, with 4 trains operating in **pinched loop mode** on dual lane, achieving a system capacity over 2000 /11000 pphpd,

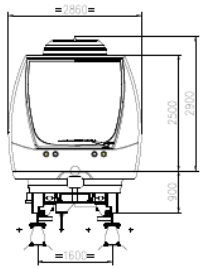



Schematic diagram

# SYSTEM SPECIFICATION – **technical data system performance normal weekday**

| parameters | | during normal weekday |
|---|---|---|
| Operating Mode | | Pinched Loop |
| Guideway | | Dual lane with switches in front of station |
| System length (m) | | 2355 |
| Stations | | 3 |
| System capacity (pphpd) | | **2247** |
| *Required capacity (pphpd)* | | *1950* |
| Speed (m/s) | | 8 m/s - 8 m/s |
| Acc / deceleration (m/s²) | | 0,3 |
| Dwell time (mn) | | 2,1 |
| Headway (mn) | | 5,4 |
| *Required headway (mn)* | | *6,0* |
| Train configuration. | | 2-car trains |
| Fleet size | | 4 trains |
| Train capacity | | 202 pass at 4 pass/m² (2,7 sqft/pass) |
| Drive / propulsion | | 4 independent drive machines & rope loops |

# SYSTEM SPECIFICATION – **General Layout**


**NORMAL OPERATION**

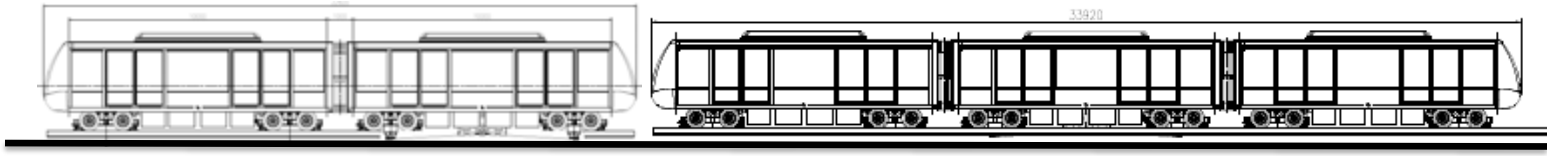
- Two W2 car train : (Meaning of W2: W: Wide cabin; 2 doors per side)
- Floor area with gangway: 50,4m²
- Train capacity: 202 pass with 4 passengers/m²

# SYSTEM SPECIFICATION – **technical data system performance during events**

| parameters | | All Other events | | NFL events |
|---|---|---|---|---|
| **Operating Mode** | | Pinched Loop | | Pinched Loop |
| **Guideway** | | Dual lane with switches in front of station | | Dual lane with switches in front of station |
| **System length (m)** | | 2355 | | 2355 |
| **Stations** | | 3 | | 3 |
| **System capacity (pphpd)** | | **9911** | | **11646** |
| ***Required capacity (pphpd)*** | | *9700* | | *11400* |
| **Speed (m/s)** | | 11 m/s (*) - 14 m/s | | 11 m/s (*) - 14 m/s |
| **Acc / deceleration (m/s²)** | | 0,6 | | 0,6 |
| **Dwell time (mn)** | | 0,6 | | 0,6 |
| **Headway (mn)** | | 3,1 | | 3,1 |
| ***Required headway (mn)*** | | *2,4* | | *2,0* |
| **Train configuration.** | | 5-car trains | | 5-car trains |
| **Fleet size** | | 4 trains | | 4 trains |
| **Train capacity** | | 502 pass<br>at 4 pass/m² (2,7 sqft/pass) | | 598 pass<br>at 4,7 pass/m² (2,3 sqft/pass) |
| **Drive / propulsion** | | 4 independent drive machines & rope loops | | 4 independent drive machines & rope loops |

(*): Between Florence station and Manchester station, the running tracks in tight radius curves will have superelevation

# SYSTEM SPECIFICATION – **General Layout**



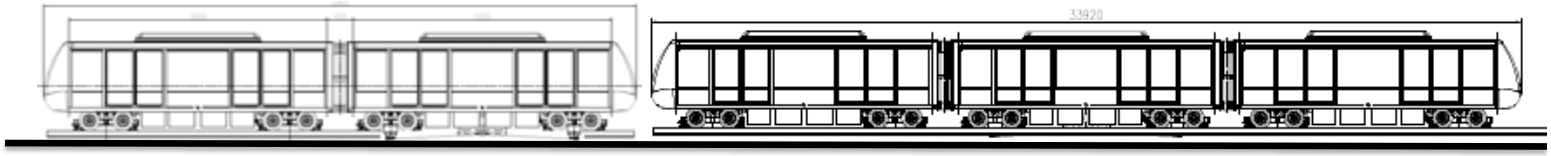
**OPERATION DURING EVENTS**

Five W2 car train : (Meaning of W2: W: Wide cabin; 2 doors per side)

- Floor area with gangway: 509m²
- Train capacity: 509 pass at 4 pass/m² (others events)
- Train capacity: 598 pass at 4,7 pass/m² (NFL events )

## SYSTEM SPECIFICATION – **Train fleet**

The train fleet is composed of Four 5-car-trains
Each train is composed of one 2-car train and one 3-car train



| | | Trains in operation | Trains in garage and/or in Maintenance |
|---|---|---|---|
| **normal weekday** | Peak period | Four 2-car trains | Four 3-car trains |
| | Off-peak period | Two 2-car trains | Four 3-car trains + Two 2-car trains |
| **All Other events** | Peak period | Four 5-car trains | 0 |
| **NFL events** | Peak period | Four 5-car trains | 0 |

# SYSTEM SPECIFICATION – **how the system works?**

## Haul rope performs all critical functions

### Haul rope performs propulsion

- The haul rope is propelled by a stationary drive unit

### Passive trains

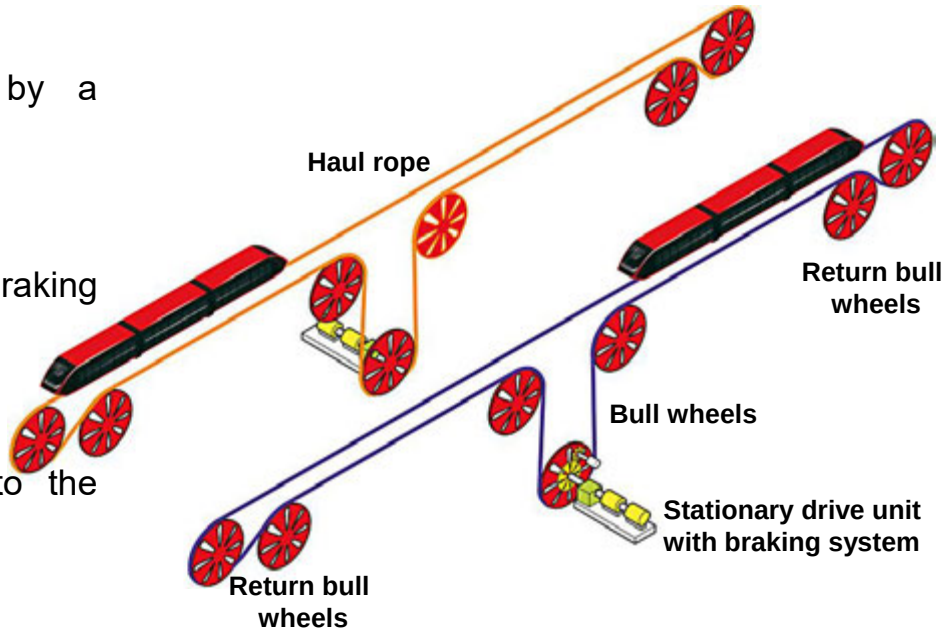
- no on-board engines or braking systems

### Connection via grip

- Trains are directly connected to the cable via a detachable grip

### Proven technology

- more than 100 years, in similar applications



## SYSTEM SPECIFICATION – **technical data system performance**

**Rope system principle:**

The ATC system supervises all systems of the APM. All systems are controlled and commanded to guarantee the maximum of safety, reliability and availability of the APM.

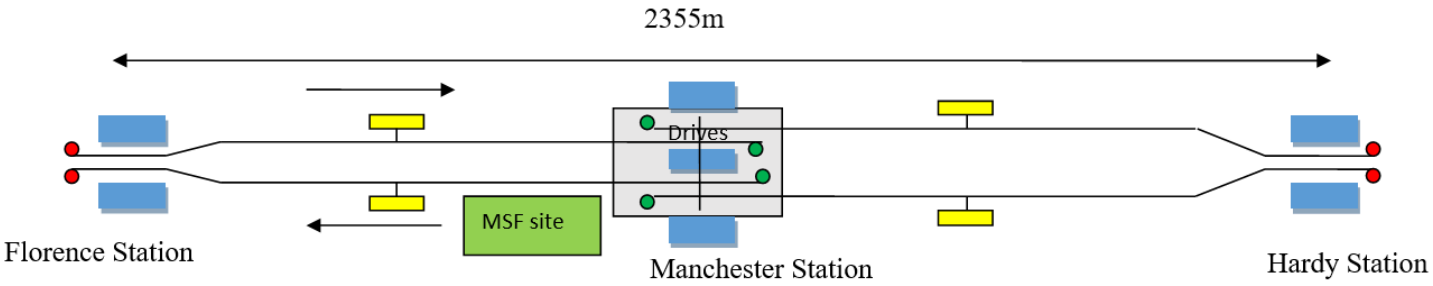
**The main link of all components in our system is the rope. This means that:**

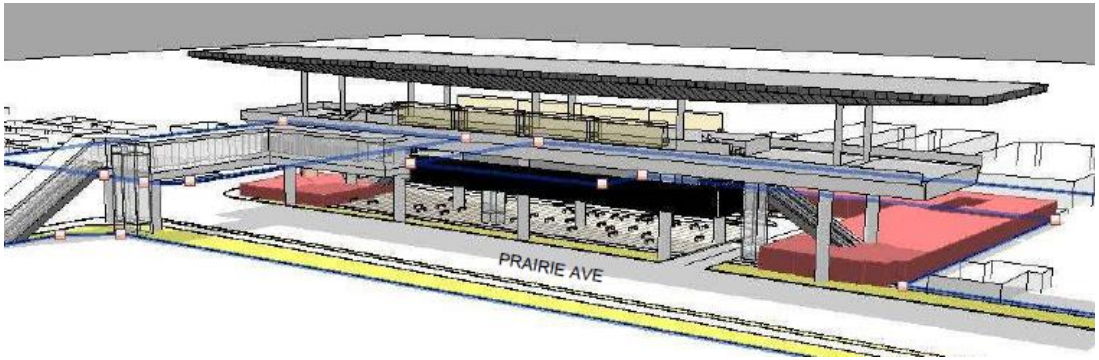
1) **Acceleration and deceleration are not depending anymore on the friction between the track and the tires. The rope is insuring this function properly in any weather conditions**
2) **The exact position and speed of each train is always well known and properly monitored**

The rope is driven by an electrical motor. The drive bull wheels in the drive machine room and the sheaves all along the track connect the passenger vehicle to the machine. The vehicles are operated with simple technology and can be adapted to provide an aesthetic appeal and in accordance with the project specifications.

## SYSTEM SPECIFICATION – **General Layout**

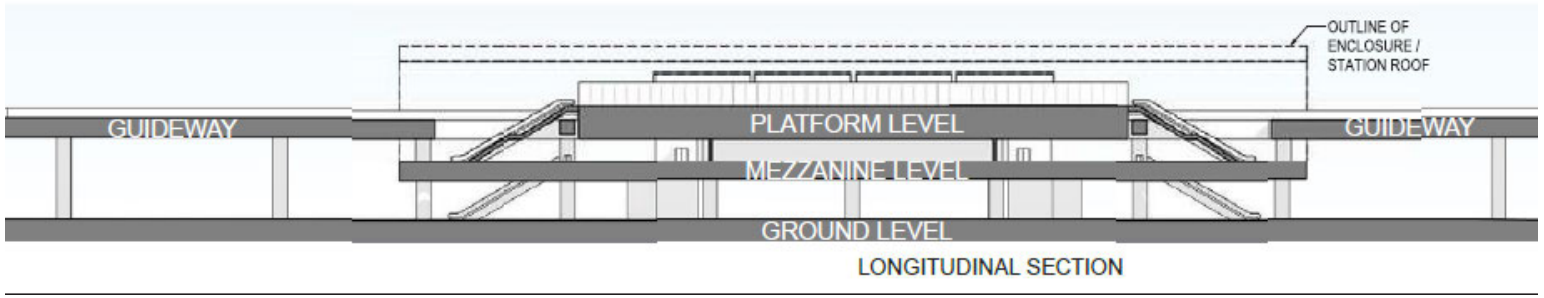
With rope technology, drive machineries, returns and tensionning rooms are necessary in stations and can be located below the APM track at mezzanine level or ground level.

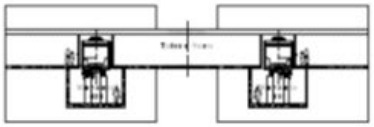


# SYSTEM SPECIFICATION – **General Layout**

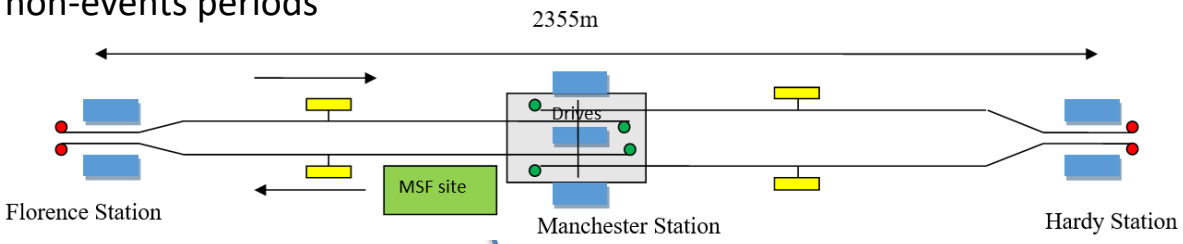
With rope technology, drive machineries, returns and tensionning rooms are necessary in stations and can be located below the APM track at mezzanine level or ground level.

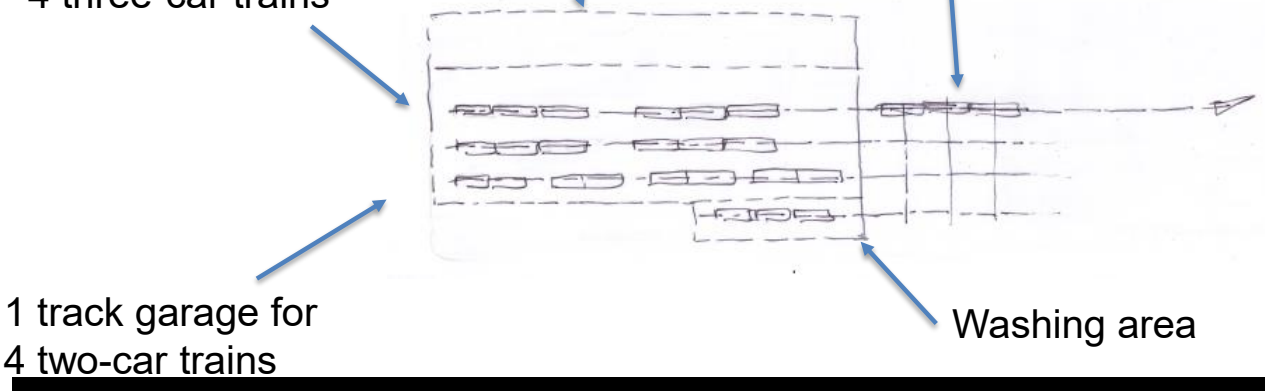


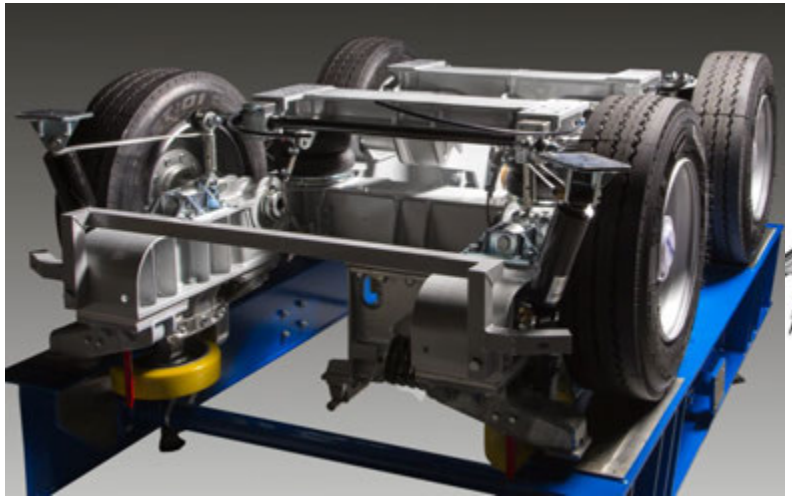
# SYSTEM SPECIFICATION – **General Layout**

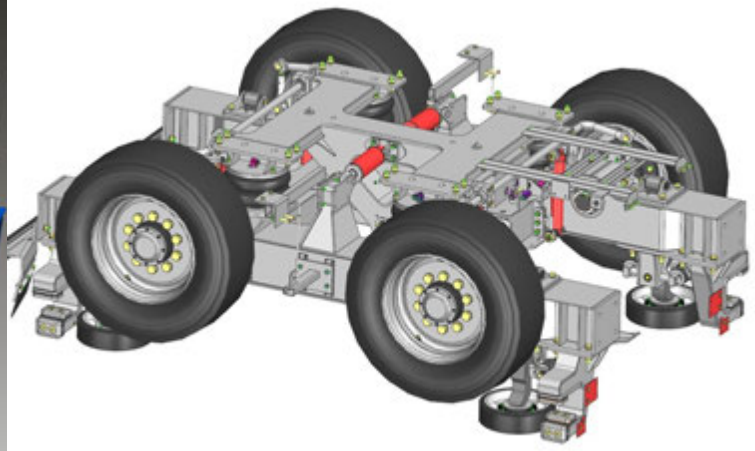
In the Inglewood system, MSF site is needed to park the trains during non-events periods



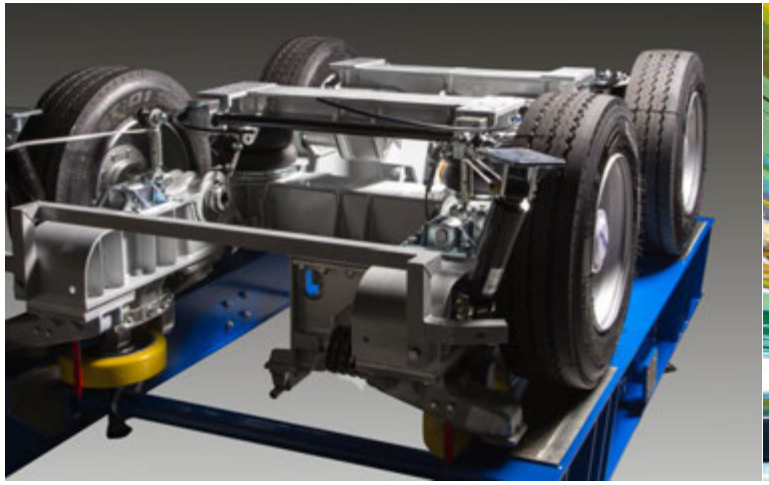
# SYSTEM SPECIFICATION – **subsystem - Bogie**





- The bogie is passive
- It is a mechanical steel frame bogie with few moving parts
- No engines, no brakes → **no maintenance**
- **Integrated running surface and guiderail**

# SYSTEM SPECIFICATION – **subsystem - bogie**



| Cable-propulsion bogie | Self-propulsion bogie |
|---|---|
| Simple mechanical steel frame bogie<br>Few moving parts<br>Low weight<br>Low maintenance<br>NO off-line maintenance depot required | Complex bogie<br>Heavy weight due to integrated systems<br>integrated drive, braking and hydraulic components<br>Maintenance intensive<br>Requires off-line maintenance depot |

# SYSTEM SPECIFICATION – **subsystem – propulsion machinery**

## DIRECT DRIVE TECNOLOGY

DIRECT DRIVE

The Direct Drive technology (Direct Drive type) has been developed and established since 1999 on our machines.

The operational availability rate and the reliability have been the mains axes of its development.

The Direct Drive technology highly improved the ease of the passengers and the security of the workers.

**ADVANTAGES AND SOLUTIONS**

- Gains in energy consumption (from +5% until 8% of consumption savings)
- Financial gains on Maintenance (saving maintenance costs and gearbox maintenance)
- A greater safety for the operating staff (No visible rotating part, everything is integrated in the frame)
- Upgrade of operational availability rate (in case of failure of some part(s) of the permanent magnets and/or windings, the engine is running normally with 50% until 75% of the nominal torque (depending on the configuration)
- Ecological (No gear reducer oil)

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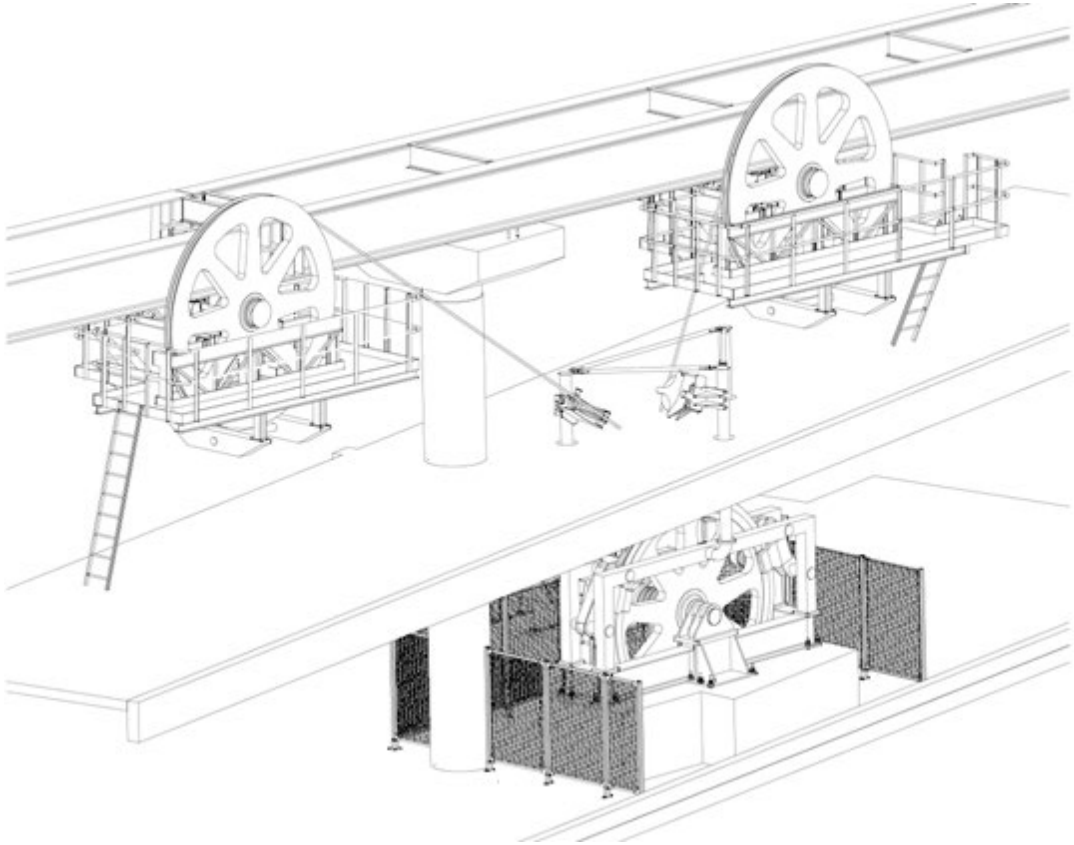
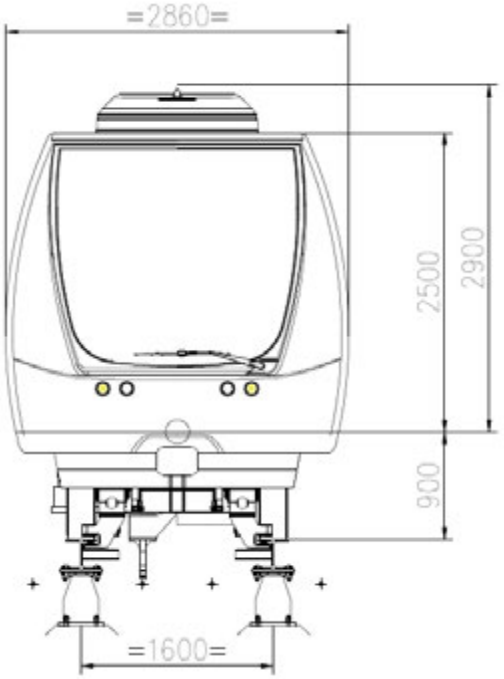
# SYSTEM SPECIFICATION – **subsystems – drive propulsion lay-out**

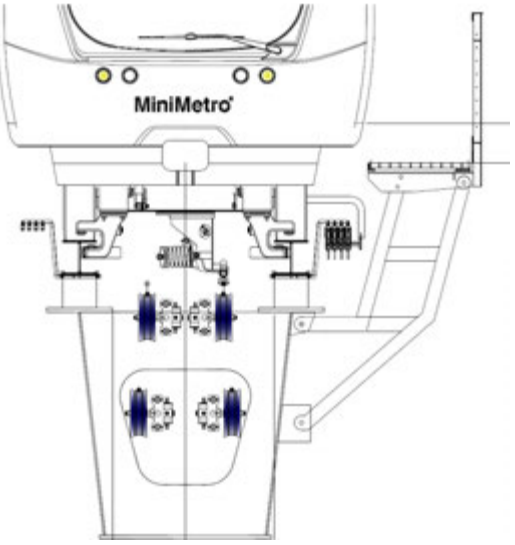


# SYSTEM SPECIFICATION – **subsystem - guideway equipment**

# SYSTEM SPECIFICATION – **guideway running surface**

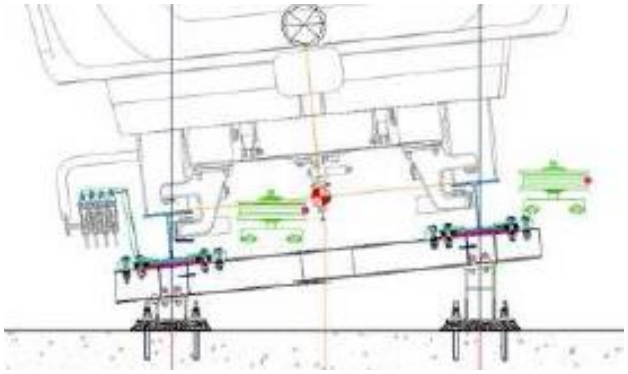



Base running track section




Guideway structure: Leitner-Poma development

## SYSTEM SPECIFICATION – **guideway running surface**



Principle section

(*): Between Florence station and Manchester station, the running tracks in tight radius curves will have superelevation to accept the 11 m/s speed.

These superelevation's are necessary to preserve the passengers' comfort and respect the maximum transversal accelerations.
The maximum slope of the superelevation is 10%.

# SYSTEM SPECIFICATION – **subsystem - trains**

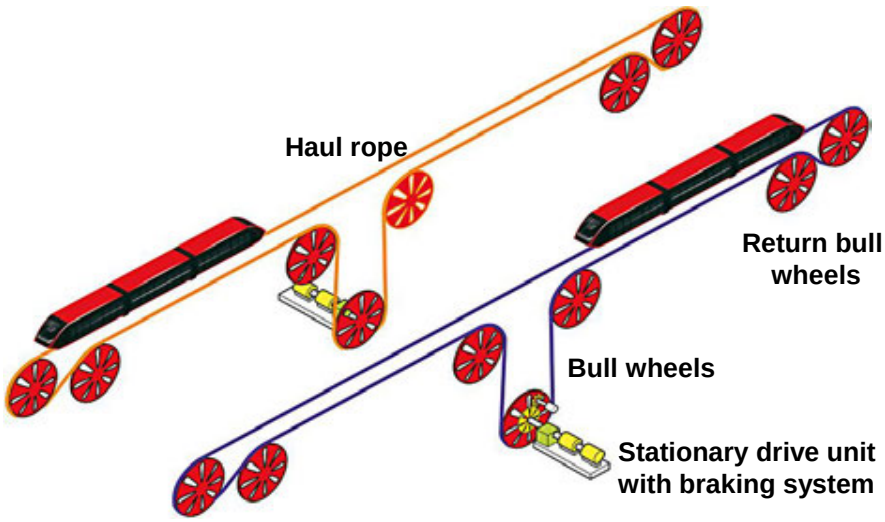
| Cable-propulsion trains | Self-propulsion trains |
|---|---|
| Low loads → light weight guideway<br><br>Few moving parts → low cost maintenance<br><br>Passive train → no off-line maintenance depot required | Heavy trains → high load expensive guideway superstructure<br><br>Active trains with on-board equipment → Requires off-line Maintenance depot (high cost)<br>→ Require spare vehicle |

# METHODS OF WORK – **manufacturing capacity (train control)**

## LEITNER-POMA train control

| DESIGN | PRODUCTION | ELECTRONICS PRODUCTION | INSTALLATION & COMMISSIONING | MAINTENANCE IN OPERATIONAL CONDITION |
|---|---|---|---|---|
|  |  |  |  |  |
|  |  |  |  |  |

# OPERATION & MAINTENANCE – **major maintenance items**




**Rope**
Rope change every 5 - 10 years (subject to configuration)

**Drive and gearbox**
Almost maintenance free operation for 15 years

**Trains**
Minor equipment on-board to maintain.
HVAC (15 years), automatic doors (+1000.000 cycles), etc.

**Bogie**
No major maintenance required
Tires (+120.000 km)

**Guideway equipment**
Guide sheaves (10-12 years)
Ball bearings 10 years

# REFERENCES

## APM

Duke university Medical Center, USA
Harbour Island, Tampa, USA
Serfaus, Austria
Sun City, South Africa,
Narita International Airport, Japan,
Cincinnati International Airport, USA
J. Paul Getty Center, Losa Angeles, USA
San Raffaele Hospital, Italy

Minneapolis International Airport Garage, USA
Detroit Metropolitan Airport, USA
Zurich International Aiport, Switzerland,
Minneapolis International Airport Green Concourse, USA
Huntsville Hospital, USA
Lagoas Parque Oeriras, Portugal
Perugia, Italy
Cairo Airpot, Egypt,

Frankfurt, Germany
Miami International Airport, USA
Pisa, Italy

[redacted]

LEITNER POMA

# REFERENCES

| DATE | LOCATION | COUNTRY |
|---|---|---|
| 1980 | Duke University Medical Center | USA |
| 1985 | Harbour Island Tampa | USA |
| 1985 | Serfaus | Austria (upgraded in 2019) |
| 1986 | Sun City | South Africa |
| 1989 | Laon | France |
| 1992 | Narita International Airport | Japan |
| 1994 | Cincinnati International Airport | USA |
| 1996 | J. Paul Getty Center, Los Angeles | USA |
| 1999 | San Raffaele Hospital | Italy |
| 2000 | Minneapolis Airport Parking Garage | USA |
| 2000 | Detroit Metropolitan Airport | USA |
| 2001 | Minneapolis Airport Green Concourse | USA |

# REFERENCES

| DATE | LOCATION | COUNTRY |
|---|---|---|
| 2001 | Huntsville Hospital | USA |
| 2003 | Zurich International Airport | SWITZELAND |
| 2003 | Lagoas Parque Oeiras – 1st phase | PORTUGAL |
| 2008 | Perugia | ITALY |
| 2012 | Cairo Airport | EGYPT |
| 2012 | Squaire Metro - Frankfort | GERMANY |
| 2016 | Pisa Airport | ITALY |
| 2016 | Miami International Airport | USA |
| 2019 | Serfaus | AUSTRIA |


**COMMENT LETTER NO. 12:**

Frederic Demoulin
Urban Ropeways Project Manager
Leitner-Poma of America, Inc.
2746 Seeber Drive, Building A
Grand Junction, CO 81506

**Response 12-1:**

Please see page 3.0-15 of **Section 3.0: Project Description** which discusses the suitability of cable-propelled systems for the ITC Project. Cable-propelled technologies are identified as potentially viable for the provided the established Project requirements can be met. In addition, please see page 7 of the Inglewood Transit Connector Operating System Conceptual Planning Report in **Appendix E** of the Recirculated Draft EIR, which states that cable-propelled technologies are potentially viable and not precluded from proposing on the project. Additional information on the urban cable-propelled systems supplied by Leitner-Poma is provided on page 20 of Inglewood Transit Connector Operating System Conceptual Planning Report in **Appendix E**.

**Response 12-2:**

This comment includes questions on the procurement process the City will conduct for the project and raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 2, 2021

Mindy Wilcox
City of Inglewood - Planning Division
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector - Recirculated Draft Environmental Impact Report (DEIR)

Dear Ms. Wilcox,

As a co-founder of FASTSIGNS Inglewood/LAX, with employees and clientele from the City of Inglewood and elsewhere in the County of Los Angeles, I write this letter **in support of the Inglewood Transit Connector Project** and the elevated, electrically powered, automated people mover. As a business owner, I am committed to keeping our business in the City of Inglewood, and as part of that commitment we back the City's plan to alleviate event day traffic congestion with the proposed Project. 13-1

As Inglewood undergoes a historic transformation into a world-class sports and events destination, I believe the ITC Project will contribute significantly to the city's economic growth by encouraging travel to and from the city via the Metro Crenshaw/LAX line and the automated people mover. In addition to the economic development this will bring, I support the City's commitment to investing in a method of transportation that is sustainable and contributes to the overall protection of the environment. 13-2

The Recirculated Draft EIR also maps out the City's Construction Plan, which promises to work with local businesses to keep potential construction interruptions at a minimum. I support the City's creation of a $5 million dollar Business Interruption Assistance fund to provide financial assistance to small "mom and pop" businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project. 13-3

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gaps between the soon to open Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 13-4

Thank you for moving forward with this project, and for supporting Inglewood businesses.

Eric Baines
Owner of FASTSIGNS Inglewood/LAX
403 S. La Brea
Inglewood, CA 90301

**COMMENT LETTER NO. 13:**

Eric Baines, Owner
FASTSIGNS Inglewood/LAX
403 South La Brea Avenue
Inglewood, CA 90301

**Response 13-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 13-2:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 13-3:**

This comment supporting the Construction Commitment Program, including the Business Assistance Fund included as part of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 13-4:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

# ITC Zoom Meeting

Arthur Dawson <ewdawsoncorp@gmail.com>

Mon 11/22/2021 4:26 PM

To:inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Hello Ms. Wilcox,

We own a complex with thirteen tenants at the southeast corner of Market and Manchester and a few questions came to mind during your presentation. 14-1

1. How will this completed project impact our property? 14-2
2. Is there any discussion about a stop at this inter-section and why not go all the way to Century? 14-3
3. How long do you think construction will take? 14-4
4. How will traffic on Manchester be impacted during and after construction? Will we lose a lane? 14-5
5. Is anyone talking about a traffic signal at Osage Ave.? There have been several accidents there. 14-6
6. Will the rail be above the center of the street or on the north or south side of Manchester? 14-7
7. How long do you think it will take to complete? 14-8
8. Are any funds coming from the just approved infrastructure bill passed by Congress? 14-9
9. Lastly, what do you think are the chances that this project gets approved? 14-10

Thank you. I enjoyed your presentation.

**COMMENT LETTER NO. 14:**

Arthur Dawson
302 East Manchester Boulevard #2
Inglewood, CA 90301

**Response 14-1:**

This introductory comment has been noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 14-2:**

The ITC Project will have no direct impact on the property located at 302 E Manchester Boulevard. Air Quality, Noise, and other analyses in the Recirculated Draft EIR determined there will be no significant impacts after mitigation. There are measures identified in Construction Commitment Program (CCP) 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, maintenance of access to parking, businesses, residences, and pedestrian facilities, noise and vibration measures, air quality measures, and other vital measures during construction.

**Response 14-3:**

As discussed in **Section 3.0: Project Description** in the Recirculated Draft EIR the ITC Project is proposed to meet the Project objectives described on pages 3.0-10–3.0-11, which include closing the last mile gap to regional transit systems by connecting the Metro K Line to the activity centers in the LASED including SoFi Stadium, the commercial uses at Hollywood Park, the IBEC as well as existing and future local businesses and residences. The system does not need to extend to Century Boulevard to meet these objectives.

**Response 14-4:**

As described on page 3.0-82 of **Section 3.0: Project Description** of the Recirculated Draft EIR, construction of the ITC Project would take approximately 46 months.

**Response 14-5:**

As described in **Section 3.0: Project Description** and **Section 4.12: Transportation** of the Recirculated DEIR, the CCP addresses temporary transportation impacts during construction such as construction staging and

traffic control requirements and maintenance of access to parking, businesses, residences, and pedestrian facilities. As described on page 3.0-64 of **Section 3.0** and on page 47 of **Appendix O: Transportation Assessment Study**, there will be no changes to the lane configurations or traffic control due to the ITC Project at Market Street/Manchester Boulevard signalized intersection compared to existing conditions. The northbound and southbound approaches will provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches will both provide a left-turn lane, one through lane and a shared through/right-turn lane. One of the Project's objectives is to maintain existing roadway capacity to the extent feasible, as described on page 3.0-10 of **Section 3.0**.

**Response 14-6:**

This comment is noted. As described on page 48 of **Appendix O**, there will be no changes to the existing stop-signs at Osage Avenue from the Project.

**Response 14-7:**

As described on page 3.0-32 of **Section 3.0: Project Description,** single column supports for the ATS guideway will be located in the median of Manchester Boulevard that will not restrict existing traffic capacity or turning movements at intersections. As described previously in Response 14-5, one of the Project's objectives is to maintain existing roadway capacity to the extent feasible, as described on page 3.0-10 of **Section 3.0**.

**Response 14-8:**

As described on page 3.0-82 of **Section 3.0: Project Description** of the Recirculated Draft EIR, construction of the ITC Project would take approximately 46 months.

**Response 14-9:**

This comment addressing funding from a recently approved Infrastructure Investment and Jobs Act. Funding specific to the referenced Act has not been decided as this time. The City intends to apply for available federal funding.

**Response 14-10:**

The Project will be considered for approval by the City Council in February 2022. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

SOUTH BAY WORKFORCE INVESTMENT BOARD
SBWIB
www.sbwib.org



December 14, 2021

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Recirculated Draft Environmental Impact Report (EIR) on the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

As a member of the Inglewood Airport Area Chamber of Commerce and Executive Director of the South Bay Workforce Investment Board (SBWIB), with employees and clientele from the City of Inglewood and elsewhere in the County of Los Angeles, I write this letter in support of the Inglewood Transit Connector Project and the elevated, electrically powered, automated people mover. I am committed to ensuring that Inglewood residents and those throughout the South Bay region who may visit the City for employment, retail or entertainment purposes are able to enjoy the full benefits of the City, and as part of that commitment we back the City's plan to alleviate event day traffic congestion with the proposed Project. 15-1

As Inglewood undergoes a historic transformation into a world-class sports and events destination, I believe the ITC Project will contribute significantly to the city's economic growth by encouraging travel to and from the city via the Metro Crenshaw/LAX line and the automated people mover. In addition to the economic development this will bring, I support the City's commitment to investing in a method of transportation that is sustainable, and contributes to the overall protection of the environment. The Recirculated Draft EIR also maps out the City's Construction Plan, which promises to work with local businesses to keep potential construction interruptions at a minimum. 15-2

I support the efforts of the Business Interruption Assistance Program that the City will create a $5-million-dollar Business Interruption fund to provide financial assistance to small "mom and pop" businesses to help offset to the extent possible, business revenue losses or increased expenses that are directly attributable to disruptions during the ITC construction activities within the ITC Project. 15-3

In anticipation of the Governor releasing the new State Budget and the upcoming deliberations by the Legislature, I express my strong support for the City of Inglewood's pursuit of $400 million for the ITC Project from the forthcoming State budget. 15-4

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 15-5

Thank you for moving forward with this project, and for supporting Inglewood businesses.

Sincerely,

Jan Vogel
Executive Director

JAN VOGEL
EXECUTIVE DIRECTOR

Hawthorne • Hermosa Beach • Gardena • Inglewood • Lawndale • Redondo Beach • Manhattan Beach • Carson • El Segundo • Torrance • Lomita
11539 Hawthorne Boulevard., 5th Floor, Suite 500, Hawthorne, CA 90250 / Phone: 310.970.7700 / Fax: 310.970.7711

**COMMENT LETTER NO. 15:**

Jan Vogel, Executive Director
South Bay Workforce Investment Board
11539 Hawthorne Boulevard, 5th Floor, Suite 500
Hawthorne, CA 90250

**Response 15-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 15-2:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 15-3:**

This comment supporting the Business Assistance Fund included in the Construction Commitment Program is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 15-4:**

This comment supporting the City pursuing available state funding for the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 15-5:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

# Jacob's Ladder
## Community Fellowship Church

Bishop Robert T. Douglas, Sr., Ph.D.
Diocesan Bishop,
Central California District Council
Pentecostal Assemblies of the World, Inc.



December 14, 2021

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Recirculated Draft Environmental Impact Report (EIR) on the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

I write today to express my strong support for the Inglewood Transit Connector (ITC) project and Automated People Mover. 16-1

The members of our church and the many churches and congregations we serve are committed to a brighter future for their families and the broader community, and the Inglewood Transit Connector helps support that commitment by adding a much-needed connection between the Metro Crenshaw/LAX line and our new sports centers along the Prairie corridor. 16-2

As the City undergoes a game-changing transformation, we believe the ITC Project and the elevated, electrically powered automated people mover, will help alleviate the anticipated increase in visitors and vehicles to and from Downtown Inglewood/Market Street
The Forum, SoFi Stadium, Hollywood Park, and future Intuit Dome. The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues 16-3

We fully support the City's commitment to investing in new methods of transportation that are sustainable, improve air quality, reduce greenhouse gas emissions, and contribute to the overall health and well-being of Inglewood residents as indicated in the Recirculated Draft EIR. Thank you for moving forward with this project, and for supporting the growth and prosperity of our city. 16-4

Sincerely,

Bishop Robert T. Douglas (Ph.D.)

Bishop Robert Douglas, Jr.
Director, Inglewood Are a Ministers Association

1152 East Hyde Park Boulevard • Inglewood, California 90302 Pastor's Study: 310-674-0771 www.jacobsladderchurch.com Doctor721@aol.com

**COMMENT LETTER NO. 16:**

Bishop Robert Douglas, Jr., Director
Inglewood Area Ministers Association
1152 East Hyde Park Boulevard
Inglewood, CA 90302

**Response 16-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 16-2:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 16-3:**

This comment supporting the ITC Project and recognizing the benefits of the project as proposed is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 16-4:**

This comment supporting the ITC Project and recognizing the environmental benefits of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 1, 2021

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Recirculated Draft Environmental Impact Report (EIR)
on the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

As a resident of Inglewood, I write this letter in support of the City of Inglewood's proposed Inglewood Transit Connector Project (ITC) and Automated People Mover. 17-1

As the City undergoes a game-changing transformation into a busy sports and entertainment district, I believe the ITC Project, which would bring an electrically powered automated people mover to the City of Inglewood, will help usher in a range of opportunities and growth for the region. This will help alleviate the anticipated increase in visitors and vehicles to and from Downtown Inglewood/Market Street, The Forum, SoFi Stadium, Hollywood Park, and future Intuit Dome. The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 17-2

In anticipation of the Governor releasing the new State Budget and the upcoming deliberations by the Legislature, I express my strong support for the City of Inglewood's pursuit of $400 million for the ITC Project from the forthcoming State budget. 17-3

I applaud the City's commitment to investing in modern methods of transportation that are sustainable and contribute to the overall health and well-being of residents like me – as indicated in the Recirculated Draft EIR. Thank you for moving forward with this project, and for supporting the growth and success of the City of Inglewood. 17-4

Sincerely,

Patricia G. Patrick

**COMMENT LETTER NO. 17:**

Patricia Patrick
Inglewood, CA

**Response 17-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 17-2:**

This comment supporting the City's objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 17-3:**

This comment supporting the City pursuing available state funding for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 17-4:**

This comment supporting the ITC Project and recognizing the environmental benefits of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 13, 2021

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Recirculated Draft Environmental Impact Report (EIR) on the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

As a resident of Inglewood, I write this letter in support of the City of Inglewood's proposed Inglewood Transit Connector Project (ITC) and Automated People Mover. 18-1

As the City undergoes a game-changing transformation into a busy sports and entertainment district, I believe the ITC Project, which would bring an electrically powered automated people mover to the City of Inglewood, will help usher in a range of opportunities and growth for the region. This will help alleviate the anticipated increase in visitors and vehicles to and from Downtown Inglewood/Market Street, The Forum, SoFi Stadium, Hollywood Park, and future Intuit Dome. The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The City needs to close first/last mile gap between Metro K Line (Crenshaw/LAX Line) and the housing and employment centers, and sports and entertainment venues. 18-2

In anticipation of the Governor releasing the new State Budget and the upcoming deliberations by the Legislature, I express my strong support for the City of Inglewood's pursuit of $400 million for the ITC Project from the forthcoming State budget. 18-3

I applaud the City's commitment to investing in modern methods of transportation that are sustainable and contribute to the overall health and well-being of residents like me – as indicated in the Recirculated Draft EIR. Thank you for moving forward with this project, and for supporting the growth and success of the city. 18-4

Sincerely,

Tina McKinnor

**COMMENT LETTER NO. 18:**

Tina McKinnor
Inglewood, CA

**Response 18-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 18-2:**

This comment supporting the City's Objectives for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 18-3:**

This comment supporting the City pursuing available state funding for the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 18-4:**

This comment supporting the ITC Project and recognizing the environmental benefits of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

December 27, 2021

Mindy Wilcox, AICP
Planning Manager
Planning Division
City of Inglewood
One West Manchester Blvd. 4th Floor
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Recirculated EIR

Dear Ms. Wilcox,

I write on behalf of The Forum, a world-class concert venue located at 3900 W Manchester Boulevard, in connection with the City of Inglewood's recirculated Draft Environmental Impact Report (EIR) for the ITC project. The transit connector is an important project that will provide a critical connection between the LA Metro system and Inglewood's entertainment district. The Forum very much appreciates the changes to the project as delineated in the EIR. It is clear that the new station location at Manchester and Prairie, and the revised westside alignment of the guideway, improves the design of the system and reduces impacts to The Forum's access, circulation and property. 19-1

We nonetheless note that the project is described in the EIR as having "no more than three straddle bent columns for a switch zone located immediately south of Nutwood Street. These three straddle bents would span Prairie Avenue, and potentially require acquisition of private property from the Forum." We are hopeful that the number of straddle bents ultimately required can be reduced, as they are intrusive and have a negative impact on the parking supply and circulation for the Forum. We also want to closely collaborate with the City on coordination of construction activities, as well as pedestrian access. 19-2

We applaud the City's modification to the ITC project. The increased mobility from the ITC will have an immediate and significant impact on the community, alleviating congestion and connecting residents with jobs, educational opportunities, and entertainment. This type of smart infrastructure investment enhances the quality of life for residents, and allows the city to build on its successes by attracting new private sector investment to the region. We look forward to working with the City to continue to reduce project impacts and bring this exciting project to fruition. 19-3

Sincerely,

DocuSigned by:
Gerri Lincoln
Gerri Lincoln
General Manager & Senior Vice President
Forum Entertainment LLC

**COMMENT LETTER NO. 19:**

Geni Lincoln, General Manager & Senior Vice President
Forum Entertainment LLC
3900 Manchester Boulevard
Inglewood, CA 90305

**Response 19-1:**

This introductory comment supporting the revised design for ITC Project as described in the Recirculated Draft EIR is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 19-2:**

This comment addressing the potential location of up to three straddle bent columns on the Forum property is noted. During the final design process for the Project, the City will work to minimize the number of straddle bents required on the Forum property.

**Response 19-3:**

This comment supporting the City's revised design for the ITC Project and recognizing the benefits of the project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

January 11, 2022

**Sent Electronically**

Mindy Wilcox, Planning Manager
City of Inglewood
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

**RE: Inglewood Transit Connector Project, Recirculated Draft Environmental Impact Report**

Dear Ms. Wilcox:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Inglewood Transit Connector Project and its Recirculated Draft Environmental Impact Report (Draft EIR). This is follow-up to our previous comments submitted on February 8, 2021. 20-1

The recirculated DEIR addresses some of our previously raised questions and comments, and reflects substantial modifications to the project scope. The Conservancy greatly appreciates consideration of our comments as we provide them with the intent of improving and making this proposed project better. We thank the City of Inglewood for including us in conversations regarding the proposed project's impacts to historic resources. 20-2

The Conservancy is not opposed to the basis for the proposed project or an APM, as a means to increase transportation efficiencies and access. Our concerns have centered on potential adverse impacts to historic resources due to this proposed undertaking, specifically those in the historic downtown portions of Inglewood along Market Street. We appreciate the sensitivity to listening to our concerns and attempts to offset potential harm, namely through a proposed design review process, design guidelines, and securing funding to help with future downtown revitalization efforts. This includes streetscape, façade improvements, and specific financial assistance to help rehabilitate the long-shuttered historic Fox Theatre. 20-3

The Fox Theatre, a National Register listed property, has been cited as having significant direct impacts caused by interrupted view sheds as a 20-4

result of the construction of the APM. This is a highly significant historic resource, built in the late '40s and designed by theatre architect S. Charles Lee. Improvements to the alignment and height of the APM have reduced impacts to this theatre, which we greatly appreciate.

As this proposed project moves forward, much attention will need to remain focused on Market Street to ensure the APM actually helps and reinforces the vitality of downtown Market Street corridor. We urge the City to not lose focus, and continue seeking funding and support for this initiative as downtown is poised for an economic revitalization and can continue to serve as the heart of the community. We look forward to seeing Market Street reactivated with programming and pedestrian amenities, and urge the City to continue to revitalize this important commercial corridor. 20-5

The Conservancy has no additional comments regarding the recirculated DEIR and the proposed project. 20-6

**About the Los Angeles Conservancy:**
The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Adrian Scott Fine

Adrian Scott Fine
Senior Director of Advocacy

**COMMENT LETTER NO. 20:**

Adrian Scott Fine, Senior Director of Advocacy
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA 90014

**Response 20-1:**

This introductory comment contains a description of the contents of this letter. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 20-2:**

This comment expressing appreciation for the City consulting with the LA Conservancy and revising the design of the project to address comments on the project as originally proposed is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 20-3:**

This comment expressing appreciation for the City addressing the concerns of the LA Conservancy regarding the potential for the project to affect historic resources is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 20-4:**

This comment acknowledging that the revised design as described in the Recirculated Draft EIR reduces the potential for the project to impact the Fox Theater, a historic resource, is noted. With implementation of Project Design Feature (PDF) CUL-1, the Project will have a less than significant impact on the Fox Theater. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines

section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 20-5:**

This comment requesting that the City continue to focus on the revitalization of Market Street is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

**Response 20-6:**

It is noted that the Los Angeles Conservancy has no additional comments on the Recirculated Draft EIR and proposed project.

February 8, 2022

Mindy Wilcox
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Support for Westside Alignment of the Inglewood Transit Connector (ITC)

Dear Ms. Wilcox,

On behalf of Hollywood Park Land Company, LLC, I write in support of the western alignment of the Inglewood Transit Connector (ITC) as described in the City of Inglewood's recirculated Draft Environmental Impact Report (EIR) for the project, and we also support the City's efforts to pursue additional funding from the Governor's new State Budget. We appreciate the City's willingness to listen to multiple stakeholders and strive to make the ITC the best possible project. As revised and described in the EIR, the westside alignment reduces the impacts of the project, while enhancing the mobility. This much-needed investment in our infrastructure will significantly benefit the entire Inglewood community.

The ITC project is a 1.6 mile fully elevated, electronically powered automated transit system, which will provide a safe and reliable connection from the planned Metro improvements to Inglewood's most popular destinations, including the SoFi Stadium, the Forum, and the Intuit Dome. Having spent many years working to build relationships and trust within the Inglewood community, I understand that traffic congestion is a top concern for many local residents and business owners. By taking thousands of cars off the road every year, the ITC will not only cut down on traffic, it will significantly reduce smog and pollution in the area. 21-1

This project will also help to realize the City's goals of bringing meaningful employment opportunities to local Inglewood residents. The ITC project will bring hundreds of good-paying jobs to Inglewood, helping to ensure the City will remain prosperous for many years to come. This type of smart infrastructure investment enhances the quality of life for residents, and allows the city to build on its successes by attracting new private sector investment to the region.

The City of Inglewood has an impressive track record when it comes to bringing transformative and innovative ideas to fruition. The ITC is no exception. There is still much work to do, and details to work out. But we look forward to working with the City to make the western alignment of the ITC a reality.

Sincerely,

Hollywood Park Land Company, LLC

**COMMENT LETTER NO. 21:**

Jason Gannon, Managing Director at SoFi Stadium
1001 Stadium Drive
Inglewood, CA 90301

**Response 21-1:**

This comment supporting the ITC Project is noted. This comment raises neither significant environmental issues nor specific questions about the analyses or information in the Recirculated Draft EIR that require response pursuant to CEQA Guidelines section 15088. This comment is included as a part of the record and is available to the decision makers for their consideration prior to consideration of approval of the Proposed Project.

# 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 |
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| ***City of Inglewood, Public Works Department*** | |
| Engineering Division | DPW-Engineering Division |
| Environmental Services Division | DPW-Environmental Services Division |
| Transportation & Traffic Division | DPW-Transportation & Traffic Division |
| ***South Coast Air Quality Management District*** | ***SCAQMD*** |
| ***State of California, Department of Transportation*** | ***Caltrans*** |
| **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 |
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| ***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. |
| **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. | | | | | |
| **Impact AQ-3:** Expose sensitive receptors to substantial pollutant concentrations. | | | | | |
| ***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. | **BIO-1 Conservation of Faunal Resources: Nesting Birds/Raptors:** The City shall require demolition and construction contractors to implement the following measures:<br>• 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.<br>Nesting bird survey shall include: | 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 |
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| | – 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.<br>– 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 | | | 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. | 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. |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br>– 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 |
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| | 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.<br>• 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*** | | | | | |
| **Impact CUL-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | See **MM TCR-1** to **MM TCR-4**. | See **MM TCR-1** to **MM TCR-4** | JPA and see **MM TCR-1** to **MM TCR-4**. | See **MM TCR-1** to **MM TCR-4**. | See **MM TCR-1** to **MM TCR-4**. |
| **Impact CUL-3:** Disturb any human remains, including those interred outside of | See **MM TCR-1**, **MM TCR-3**, **MM TCR-5**. | See **MM TCR-1**, **MM TCR-3**, **MM** | JPA and see **MM TCR-1**, **MM TCR-3**, | See **MM TCR-1**, **MM TCR-3**, **MM TCR-5**. | See **MM TCR-1**, **MM TCR-3**, **MM TCR-5**. |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br><br>Stations and elevated structures for the ATS Guideway shall be located to avoid the fault rupture hazard where present with refinement of station and ATS Guideway placement worked into final design as needed. 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 requirements must also be followed. Adequate bearing seats | 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 |
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| | must be provided so the superstructure can slide at the abutment, bent, or hinge seats without falling. | | | | |
| | **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.<br><br>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.<br><br>The investigation shall include the following surface and subsurface methods:<br>• Aerial photograph analysis;<br>• 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;<br>• 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<br>• Exploratory drilling and sampling (e.g., hollow stem auger and CPT borings), as | Contractor/ Operator | JPA/DPW | 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.<br><br>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. | 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 |
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| | 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.<br><br>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.<br><br>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:<br><br>• Deterministically derived average displacement.<br><br>• Probabilistically derived displacement consistent with a 5 percent in 50-years probability of exceedance.<br><br>Probabilistic procedures shall follow those outlined in Abrahamson [2008] and Petersen et al., [2011] of the *Fault Rupture Hazard Evaluation* (**Appendix K.1**). These procedures allow for evaluation of offset based on the results of field investigation. If further study | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | of the fault rupture is conducted, then procedures as outlined in CGS Note 49[1] shall be followed. | | | | |
| | **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 *the Development of Seismic Design Criteria in Support of Draft EIR - Seismic Design Criteria* (**Appendix K.2**) shall be considered applicable for both aerial guideway and ancillary structures within each segment of the alignment under the guideway and each station.<br>Probabilistic procedures also shall follow those outlined Caltrans memo to Designers 20-10 -Fault Rupture, dated January 2013. | 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 GEO-3:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | **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:<br>a) Prepare, design, and implement a monitoring and mitigation program for | Contractor/ Operator | JPA/DPW | a) A monitoring and mitigation plan shall be prepared and designed prior to issuance of any permits for ground-disturbing | 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 |
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| | 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.<br>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 that could be encountered within the | | | activity by the City for each site or phase of the Project, as applicable.<br>b) The monitoring and mitigation plan shall be implemented for the duration of Project construction.<br>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.<br>c) Paleontological resources monitoring shall be conducted during grading, pursuant to the | appropriate qualifications.<br>MMP to be submitted and approved by ECDD-Building Safety Division to confirm that requirements of Mitigation Measure GEO-4(a) have been met<br>b) Paleontologist to retain documentation that construction personnel have attended training; documentation to be made available to ECDD-Building Safety Division upon request |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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. | | | monitoring and mitigation program and as directed by qualified paleontologist. | |
| | 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. | | | Qualified paleontologist shall maintain daily logs on an on-going basis for the duration of ground disturbing activities.<br>Should construction activities be ceased due to discovery of fossils, the City shall be notified. | |
| | 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 storage. | | | d) If fossils are encountered during ground disturbing activities, their significance shall be determined and, if required, delivered to an | e) Final monitoring report submitted to the City within 90 days of completion of excavation and ground-disturbing |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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. | | | accredited repository.<br>e) A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities. | activities |
| ***4.13 Tribal*** | | | | | |
| **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:<br>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in | **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 designated Monitor. A copy of the executed contract shall be submitted to the City's | Contractor/ Operator | JPA/DPW | 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.<br>In the event of the discovery of any archaeological materials during construction, work shall immediately cease and the City | Preservation in place is considered infeasible if approved geotechnical, grading and/or structural plans, and/or building code requirements preclude preservation in place. |

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| Public Resources Code section 5020.1(k); or<br>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | 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 purposes. If human remains and/or grave goods are discovered or recognized at the | 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.<br>A Cultural Resources Treatment Plan shall be required during construction if data recovery through excavation is the only feasible mitigation available.<br>During construction, if the resources are identified as Native American, the qualified archaeologist and Contractor/Operator shall consult with appropriate Native | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br><br>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 research interest in the materials, such as the Natural History Museum of Los Angeles | | | American representatives.<br><br>A final monitoring and mitigation report shall be submitted within 90 days of completion of excavation and other ground disturbing activities that require monitoring. | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br><br>**MM TCR-4** and **MM TCR-5** will supplement **MM TCR-1**. | | | | |
| | **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. | 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. |
| | **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 kick-off meeting prior to the start of ground disturbing activities (including vegetation | Contractor/ Operator | JPA/DPW | A Cultural Resources Sensitivity Training shall be conducted prior to the start of ground disturbing activities; additional training shall be conducted for new | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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. | | | construction personnel during construction, as needed. | |
| | **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 of the qualified archaeologist. The frequency of monitoring shall be based on the rate of | Contractor/ Operator | JPA/DPW | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br>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).<br>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, avoidance, incorporating the resource into open space, capping, or deeding the | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | site into a permanent conservation easement.<br><br>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 or historical society in the area for educational purposes. | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br>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. | | | | |
| | **MM TCR-5: Inadvertent Discoveries Related to Human Remains.**<br>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 County Coroner shall be contacted in | Contractor/ Operator | JPA/DPW | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | accordance with PRC Section 5097.98[2] 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.<br><br>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.<br><br>No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remans (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 resources monitor), and consultation and | | | | |

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 |
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| | 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.<br><br>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.<br><br>If the Tribe is designated MLD, the following standards shall apply and the following requirements and treatment measures shall be implemented.<br><br>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 | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | human remains can also be considered as associated funerary objects.<br><br>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:<br><br>*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*.<br><br>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 | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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.<br><br>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.<br><br>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 | | | | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | 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. | | | | |
| ***4.14 Utilities*** | | | | | |
| **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. | **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.<br><br>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 | City, Contractor/ Operator | JPA/DPW-Engineering Division | Existing utilities potentially affected by the Project to be identified by the City prior to award of contract and issuance of any construction permit. | |

| Impact | Mitigation Measures | Implementing Party | Monitoring Party | Timing | Notes |
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| | stabilization for protection in place or relocation measures. | | | | |
| | **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. | City, Contractor/ Operator | JPA/DPW-Engineering Division/SCE | 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 |
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| ***4.1 Aesthetics*** | | | | |
| **PDF AES-1 Construction (CCP)**<br><br>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:<br>• 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.<br>• Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.<br>• Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety.<br>• To minimize the visual effects of construction the following measures shall be implemented:<br>• 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.<br>• 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 | 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 |
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| vehicles with minimal disruption near residential neighborhoods. | | | | |
| **PDF AES-2 Tree Replacement (CCP)**<br><br>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:<br>• Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Guidelines.<br>• Removal of existing healthy and flourishing trees will be avoided where feasible.<br>• 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.<br>• New permanent replacement palm trees shall be a minimum of 20 feet in height.<br>• 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.<br>• 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.<br>• 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 | Project Task Force, Contractor/ Operator | JPA/DPW-Environmental Services Division | 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. | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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. | | | | |
| **PDF AES-3 Lighting (Design Guidelines)**<br><u>Station Design</u><br>• Station canopies will have indirect accent lighting.<br>• Lighting will clearly highlight pedestrian paths including those to stairs, escalators, and elevators.<br>• Accent and functional lighting will be strategically placed to minimize spillover.<br>• 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.<br><u>Guideway And Support Structure Design</u><br>• Where provided, guideway indirect accent lighting will complement station lighting design.<br>• Light fixtures will be concealed or minimally visible.<br>• Accent and functional lighting will be strategically placed to minimize spillover. | 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 |
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| • Code required lighting along the guideway will be designed to minimize visibility from the ground level.<br>• Street lighting will be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment<br><u>Maintenance And Storage Facility</u><br>• Where provided, functional lighting will be placed to minimize spillover<br>• Building entrances will be well lit.<br>• Lighting will clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators<br>• 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.<br><u>Elevated Passenger Walkway</u><br>• Where provided, functional lighting will be placed to minimize spillover.<br>• Overall lighting design will not interfere with roadway traffic below.<br>• Accent lighting will complement station lighting design.<br>• Accent and general lighting controls will be programmable and sensor controlled to allow for daytime, nighttime, and event settings. | | | | |
| **PDF AES-4 Tree Placement (Design Guidelines)**<br>• 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 | Contractor/ Operator | JPA/ DPW-Engineering Division | Tree placement locations shall be shown on building plans for the ATS, prior to the issuance of building permits for the ATS. | The arborist shall be certified by the International Society for Arboriculture (ISA). |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| Project.<br>• Existing flourishing trees (as identified in the arborist report) will remain, where feasible.<br>• 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.<br>• The quantity and species of existing trees removed by the ITC Project will be replaced in accordance with the City's current landscape guidelines.<br>• Protected species in the Inglewood Municipal Code, Tree Preservation will remain.<br>• City of Inglewood guidelines for tree spacing will be followed, considering species of trees and the desired canopy coverage.<br>• Trees will be planted on both sides of the roadway where feasible.<br>• Trees will be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm.<br>• On Market Street, trees will be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.<br>• 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.<br>• On Prairie Avenue, trees on the east side will continue the 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. | | | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| **PDF AES-5 Signage (Design Guidelines)**<br>• 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<br>• All signage will be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ).<br>• 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.<br>• 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*** | | | | |
| **PDF AQ-1 Construction Air Quality Program (CCP)**<br>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. | 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 Inglewood for each site or phase, as applicable. Construction equipment features for equipment | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br><br>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.<br><br>• 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 | | | 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. | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br>• 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.<br>• 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.<br>• 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 |
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| • 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.<br>• 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.<br>• 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 |
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| 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.<br>• Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters.<br>• 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.<br>• 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.<br>• To the extent feasible, allow construction employees to commute during off-peak hours.<br>• Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips.<br>• Every effort shall be made to utilize grid-based electric power at any construction site, where feasible.<br>• 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. | | | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| • 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)**<br><br>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 overhanding 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:<br><br>• 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 | Contractor/ Operator | JPA/ DPW-Engineering Division | Guideway and support column design, elevation, and distance 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 |
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| 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.<br>• 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.<br>• 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 expected to completely avoid visual obstructions from support columns.<br>• 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*** | | | | |
| **PDF ENERGY-1 (Design Guidelines)** | Contractor/ | JPA/ DPW-Engineering | Energy efficient design features shall be shown on | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| • Energy Efficiency - 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.<br>• 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.<br>• Water Efficiency - 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.<br>• Material Conservation And Resource Efficiency - In order to reduce the environmental impact from the use of 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.<br>• Environmental Quality - 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. | Operator | Division | building plans for the ATS, prior to the issuance of building permits for the ATS. | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| ***4.8 Hazards and Hazardous Materials*** | | | | |
| **PDF HAZ-1 Hazardous Materials Program (CCP)**<br><br>The following practices will be followed during construction to address the potential for encountering hazardous materials during construction of the Project.<br><br>• 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.<br><br>• 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.<br><br>• 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.<br><br>• Health and Safety Plan – Prior to construction, prepare a | Contractor/ Operator | JPA/DPW | 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.<br><br>Implementation of the plans shall be on-going for the duration of construction.<br><br>If unidentified or suspected 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.<br><br>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 | ECDD-Building Safety to confirm that Contractor/Operator has submitted SMP, and that appropriate regulatory agency has approved it |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| Health and Safety Plan to address the potential for exposure to the constituents of concern identified in the limited Phase II ESA. | | | appropriate regulatory agency that construction can recommence. | |
| ***4.10 Noise*** | | | | |
| **PDF-NOISE-1 Construction Noise Control Plan (CCP)**<br>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:<br>• Install temporary noise barriers that reduce sound at receptors;<br>• For any idling that is expected to take longer than five minutes, the engine shall be shut off;<br>• All equipment shall be equipped with optimal muffler systems;<br>• Use solar, battery powered, or hybrid equipment whenever practical;<br>• Locate staging areas as far away from sensitive receptors as feasible;<br>• Locate stationary noise sources as far away from sensitive receptors as feasible;<br>• Enclose stationary noise sources, such as diesel-or gasoline-powered generators, with acoustical barriers where necessary and required;<br>– If stationary equipment cannot be enclosed within a | Contractor/ Operator, Community Affairs Liaison | JPA/DPW-Engineering Division | 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. | 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 |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br>• Pole power shall be utilized to the maximum extent feasible in lieu of generators.<br>• 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.<br>• Coordinate with Inglewood Unified School District administrators to avoid disruptive noise during school hours.<br>In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:<br>• 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.<br>• In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the | | | | (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. |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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:<br>– Halting/staggering concurrent construction activities in certain locations;<br>– Reducing the speed or intensity of the of heavy-duty construction equipment being operated simultaneously.<br>– Operate equipment at the lowest possible power levels.<br>– Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts. | | | | |
| **PDF NOISE-2 Construction Vibration Reduction Plan (CCP)**<br>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:<br>• A Pre-Demolition and Construction Plan that includes but is not limited to:<br>– 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 | Contractor/ Operator | JPA/DPW-Engineering Division | 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. | 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 |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br>– 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.<br>– Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the Project.<br>– 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.<br>– A line and grade pre-construction survey at the affected buildings shall be conducted.<br>• A Vibration Plan During Demolition and Construction that includes the following:<br>– 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.<br>– 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- | | | | 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. |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br>– 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.<br>– 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.<br>– 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.<br>– Collect vibration data from receptors and report vibration levels to the City Chief Building Official on a daily basis. The reports shall include annotations regarding project activities as necessary to explain | | | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| changes in vibration levels.<br>• Post-Construction Reporting and Repairs:<br>– Provide a report to the City Chief Building Official 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.<br>– 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.<br>• To minimize the risk of potential structural and building damage:<br>– 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. | | | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| – Limit the number of jackhammers operating simultaneously to one (1) piece operating within 45 feet of off-site sensitive receptors.<br>– 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.<br>• To minimize the risk of related to human annoyance:<br>– Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors.<br>– Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors.<br>– Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors.<br>– Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors.<br>– Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors.<br>– Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors.<br>– Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors. | | | | |
| **PDF NOISE-3 Operational (CCP)**<br>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<br>The design of any barriers along the guideway designed to reduce noise shall be subject to the limits noted in **Table 4.10-9**. | Operator | JPA/DPW-Engineering Division | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| ***4.12 Transportation*** | | | | |
| **PDF TRANS-1 Transit Access and Circulation Program (CCP)**<br>The Project Task Force (as identified in the Construction Commitment Program) will be responsible for the following:<br>• Ensuring that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City.<br>• Coordinating with Metro and any other transit service providers to:<br>– 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.<br>– 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. | |
| **PDF TRANS-2 Construction Staging & Traffic Control Program (CCP)**<br>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:<br>• Coordination with other public infrastructure projects within the City's boundaries<br>• Detour routes, including analysis of impacts to pedestrian, business, bicycle, transit, and traffic flow<br>• 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 |
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| 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.<br>• Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times<br>• Monitoring and coordination of construction materials deliveries<br>• 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.<br>The Traffic Control Program will be updated as needed based on the following principals:<br>• Minimize traffic impacts on residential streets.<br>• 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.<br>• 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.<br>• Maintain access for all public safety vehicles (such as police, | | | | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| fire, and emergency response).<br>• Maintain bicycle and pedestrian access within the Project area or approved detours at all times.<br>• Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.<br>• 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.<br>• Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.<br>• Establish and maintain wayfinding signage.<br>• Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures.<br>• 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.<br>• 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. | | | | |
| **PDF TRANS-3 Preliminary Haul and Overload Routes (CCP)**<br>• Haul routes and overload/oversized vehicle routes are subject to review and approval by the City.<br>• To the extent possible, truck deliveries and hauling of bulk materials such as aggregate, bulk cement, dirt, etc. to the | Contractor/ Operator | JPA/DPW-Transportation & Traffic Division | Haul routes shall be designated prior to start of construction activities for each site or phase of the Project, as | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| 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.<br>• 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). | | | applicable. | |
| **PDF TRANS-4 Pedestrian Access Program (CCP)**<br>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:<br>• Pedestrian access to buildings shall be maintained at all times.<br>• 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.<br>• Establish and maintain pedestrian wayfinding signage.<br>• 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.<br>• 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 for sidewalks being maintained in a temporary condition.<br>• Protect pedestrians from construction-related debris, dust, | 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. | |

| Project Design Features | Implementing Party | Monitoring Party | Timing | Notes |
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| and noise; such protection may include the use of dedicated pedestrian barriers.<br>• 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. | | | | |
| **PDF TRANS-5 Parking Management Plan (CCP)**<br>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:<br>• 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.<br>• 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.<br>• Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage. | Project Task Force | JPA/DPW-Transportation & Traffic Division | The Plan shall be implemented prior to start of construction activities for each site or phase of the Project, as applicable. | |

# APPENDIX D

## ITC Construction Commitment Program

2022

# Construction Commitment Program

February 2022

# TABLE OF CONTENTS

**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 ~~INTERRUPTION~~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 ~~Interruption~~ Assistance Fund (~~BIF~~ BAF) to provide financial assistance through grants to eligible businesses for eligible expenses as established by the ~~BIF~~ 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 ~~BIF~~ BAF ProgramAdministrator. ~~Consistent with Metro's program, commercial property owners may file, however property owners may only file a claim for mortgage (excluding the principal amount portion of the mortgage payment), utilities, insurance, and other expenses as determined eligible by the BIF 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~~ 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 tothe 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.

### ~~6.1 Traffic Control Program Updates~~

The Traffic Control Program will be ~~updated~~ developed based on the following principle~~a~~s:

- 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~~2~~ 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~~3~~ 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. ~~for sidewalks being maintained in a temporary condition~~.
- 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 temporaryalternative routes to schools, working closely with IUSD and the City and disseminate this informationto 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 school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District.
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## 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 Critieria. 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 followingshall 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.

## 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, andif/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 ~~Chief Building Official~~ 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 ~~City Chief Building Official~~ 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 45feet 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 beperformed 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.