

Inglewood Transit Connector Project

Initial Study

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TABLE OF CONTENTS

Section	Page
Environmental Checklist Form	IS-1
Initial Study Checklist	IS-1
Potential Environmental Impacts.....	IS-13
1.0 Project Description.....	IS-26
1.1 Introduction	IS-26
1.2 Project Background	IS-28
1.3 Environmental Setting	IS-29
1.4 Relationship to Existing Plans and Documents	IS-32
1.5 Project Characteristics	IS-34
1.6 Required Approvals/Consultations	IS-38
2.0 Explanation of Initial Study Checklist Determinations.....	IS-40
2.1 Aesthetics.....	IS-40
2.2 Agricultural and Forestry Resources	IS-44
2.3 Air Quality	IS-46
2.4 Biological Resources.....	IS-52
2.5 Cultural Resources	IS-58
2.6 Geology and Soils	IS-61
2.7 Greenhouse Gas Emission.....	IS-68
2.8 Hazards and Hazardous Materials	IS-69
2.9 Hydrology and Water Quality	IS-75
2.10 Land Use and Planning.....	IS-83
2.11 Mineral Resources	IS-85
2.12 Noise and Vibration	IS-87
2.13 Population and Housing.....	IS-89
2.14 Public Services.....	IS-91
2.15 Recreation	IS-94
2.16 Transportation and Circulation	IS-95
2.17 Tribal Cultural Resources	IS-98
2.18 Utilities and Service Systems	IS-99
2.19 Energy Resources	IS-104
2.20 Mandatory Findings of Significance	IS-108
3.0 List of Preparers	IS-111
4.0 References.....	IS-113
5.0 Terms, Definitions, and Acronyms	IS-117

Appendices

- A Tree Inventory Memorandum
- B Preliminary Historic Resources Investigation Memorandum
- C Biological Survey Memorandum
- D Cultural Resource Investigation Memorandum

- E Geology and Soils Technical Memorandum
- F Hazardous Material Assessment Technical Memorandum
- G Hazard and Hazardous Materials Technical Memorandum
- H Hydrology and Water Quality Technical Memorandum
- I Utility Technical Memorandum

List of Figures

Figure	Page
1 Regional Location Map	IS-4
2 City of Inglewood.....	IS-5
3 Project Vicinity Map	IS-6
4a Project Location Map.....	IS-7
4b Project Location Map.....	IS-8
4c Project Location Map.....	IS-9
4d Project Location Map.....	IS-10

List of Tables

Table	Page
1-1 Common Sources of Health Effects for Criteria Air Pollutants	IS-49
1-2 South Coast Air Basin Attainment Status	IS-50
2-1 CNDDDB Inglewood Quadrant Species List.....	IS-54

ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY CHECKLIST

1. **Project title:** Inglewood Transit Connector (ITC)
2. **Lead agency name and address:** City of Inglewood, One W. Manchester Boulevard, Inglewood, CA 90301
3. **Contact person and telephone number:** Mindy Wilcox, AICP, Planning Manager, (310) 412-5230
4. **Project location:**

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

The ITC will be constructed in an area generally bounded by the Metro Crenshaw/LAX Line in the north; Century Boulevard in the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: City of Inglewood**). The proposed Project alignment extends from the intersection with the Metro Crenshaw/LAX Line north of downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard (see **Figure 3: Project Vicinity Map**).

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

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

6. General Plan designation:

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

Support facilities (Maintenance and Storage Facility/Intermodal Transportation Facility) potential locations: Commercial-Recreation.

7. Zoning:

APM alignment: public rights-of-way in the centerline of existing City streets.

Support facilities (Maintenance and Storage Facility/Intermodal Transit Facility potential locations): MU-1, TOD Mixed-Use 1; HC Historic Core; C-2 General Commercial and R-3 Residential, Multiple Family; C-2A, Airport Commercial.

8. Description of Project:

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

As currently envisioned, the APM system will have up to five stations. The following preliminary locations have been identified: Market Street North, central Manchester Boulevard, the Forum, Hollywood Park, and Century Boulevard. Station design capacity will be established by passenger demand volumes under typical peak conditions, in addition to increased demands during special events. Station design will also take into account the potential for service disruptions and emergency evacuation requirements. Stations would provide for pedestrian access to the elevated APM from existing sidewalk and pedestrian travel areas adjacent to the station locations. Final station locations and configurations will be determined during the design process.

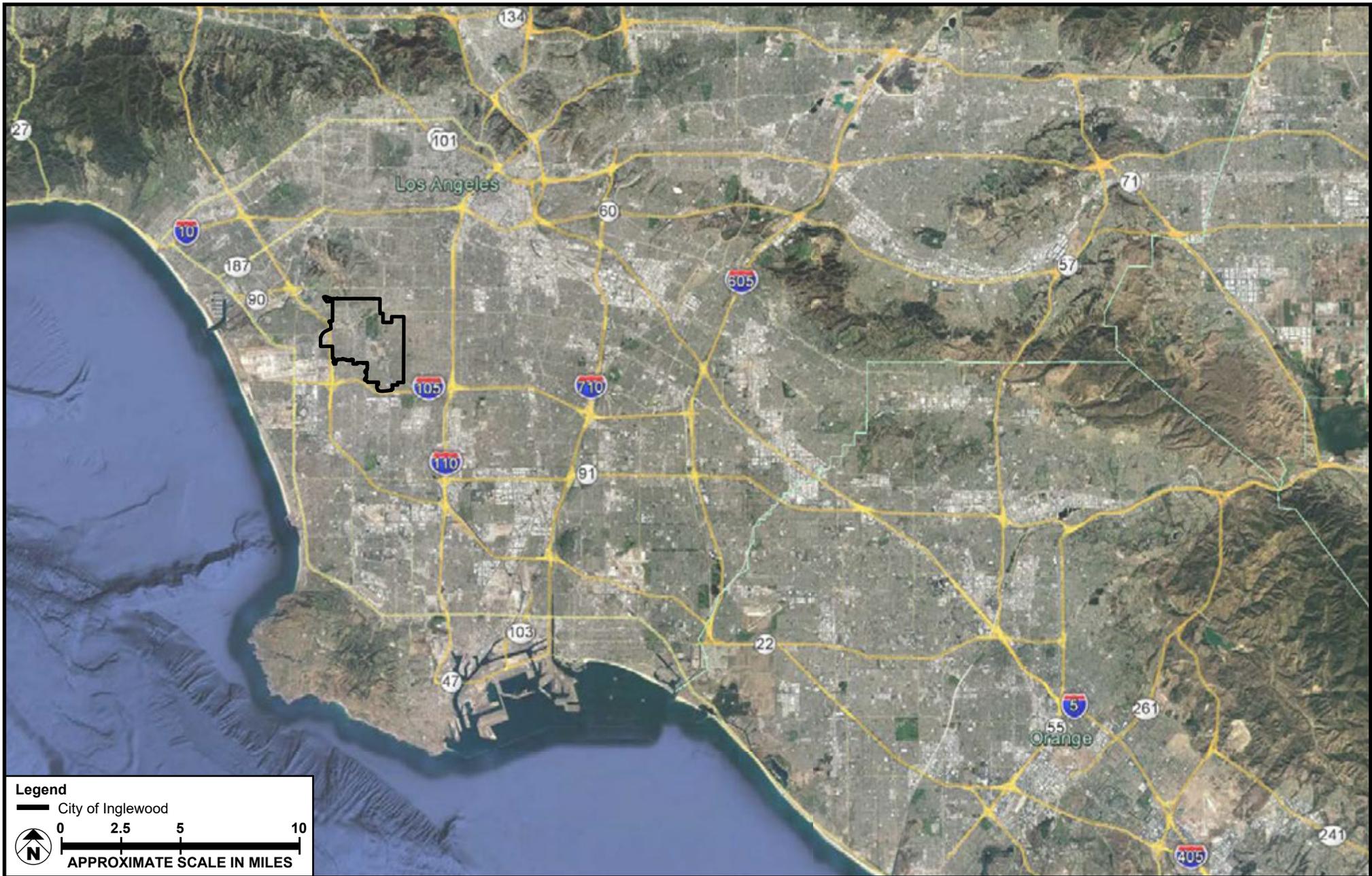
In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more Intermodal Transportation Facilities (ITF) and other components such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs would provide multimodal

access to the APM for passengers to conveniently transfer to and from the APM to other modes of travel including but not limited to Metro and other municipal bus lines, shared-ride vehicles, transportation network companies (TNCs), and taxis. The ITFs may also provide for parking areas and pick-up and drop-off locations.

Potential locations for support facilities are shown on **Figures 3 and 4**, and include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

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

The proposed Project would be implemented through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal). SB 628 provides for the creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such, the City will determine the boundaries of the EIFD. The EIFD, governed by the PFA, implements an Infrastructure Financing Plan adopted the City that describes the type of public facilities and development that will be financed by the EIFD. The City will also explore other potential sources of financing for the proposed Project.

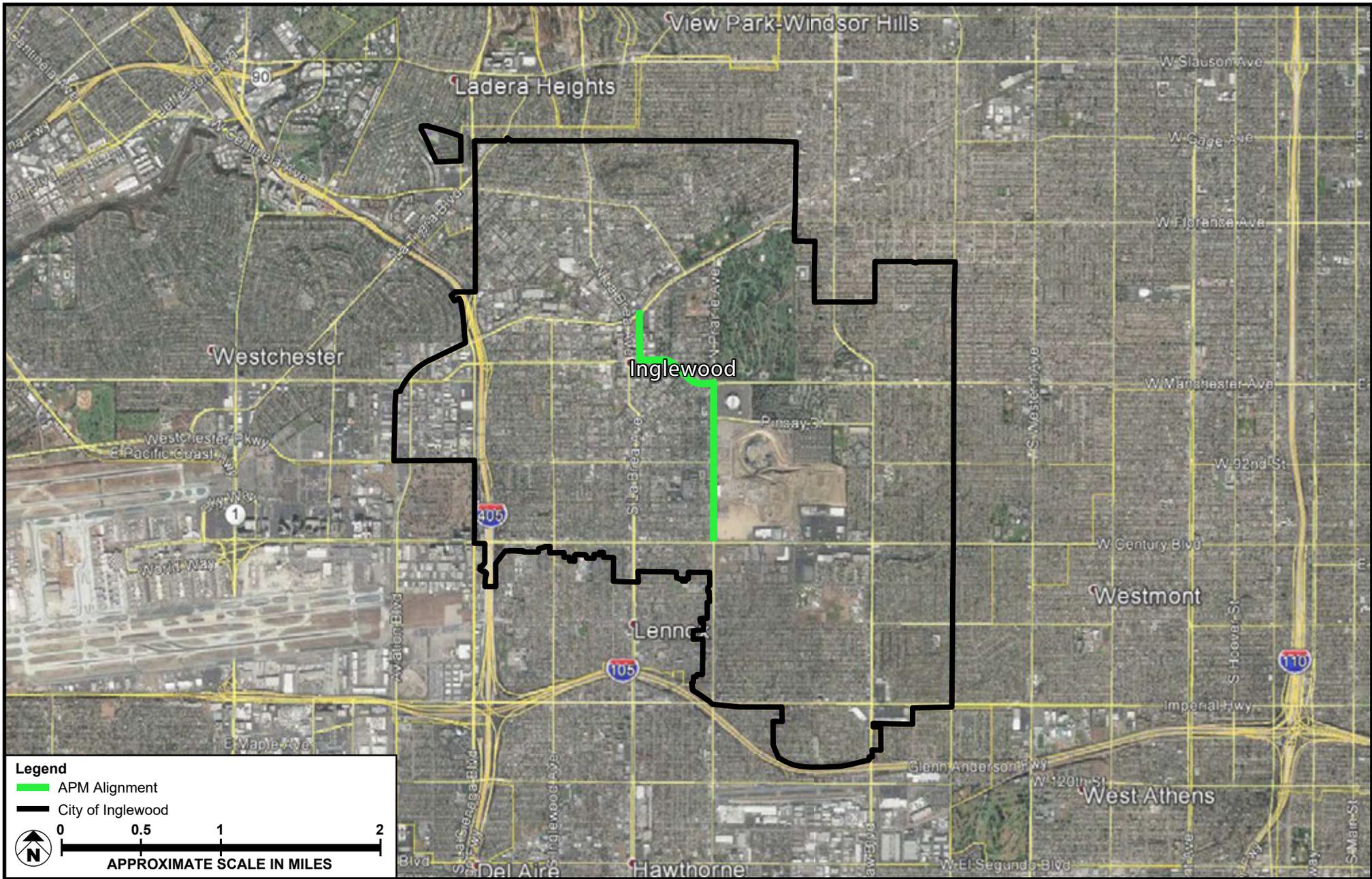


SOURCE: Google Earth - 2018

FIGURE 1

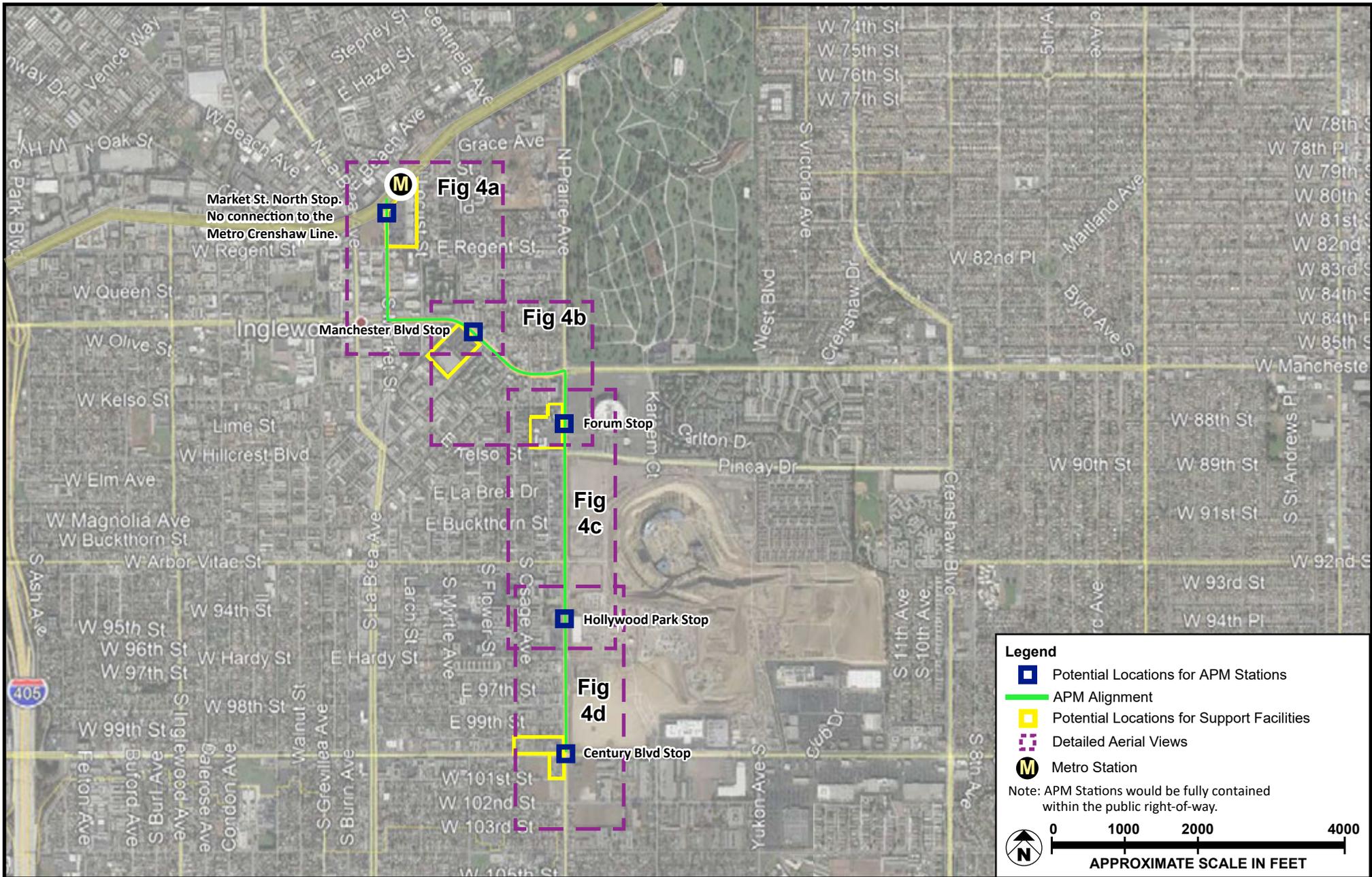


Regional Location Map



SOURCE: Google Earth - 2018

FIGURE 2

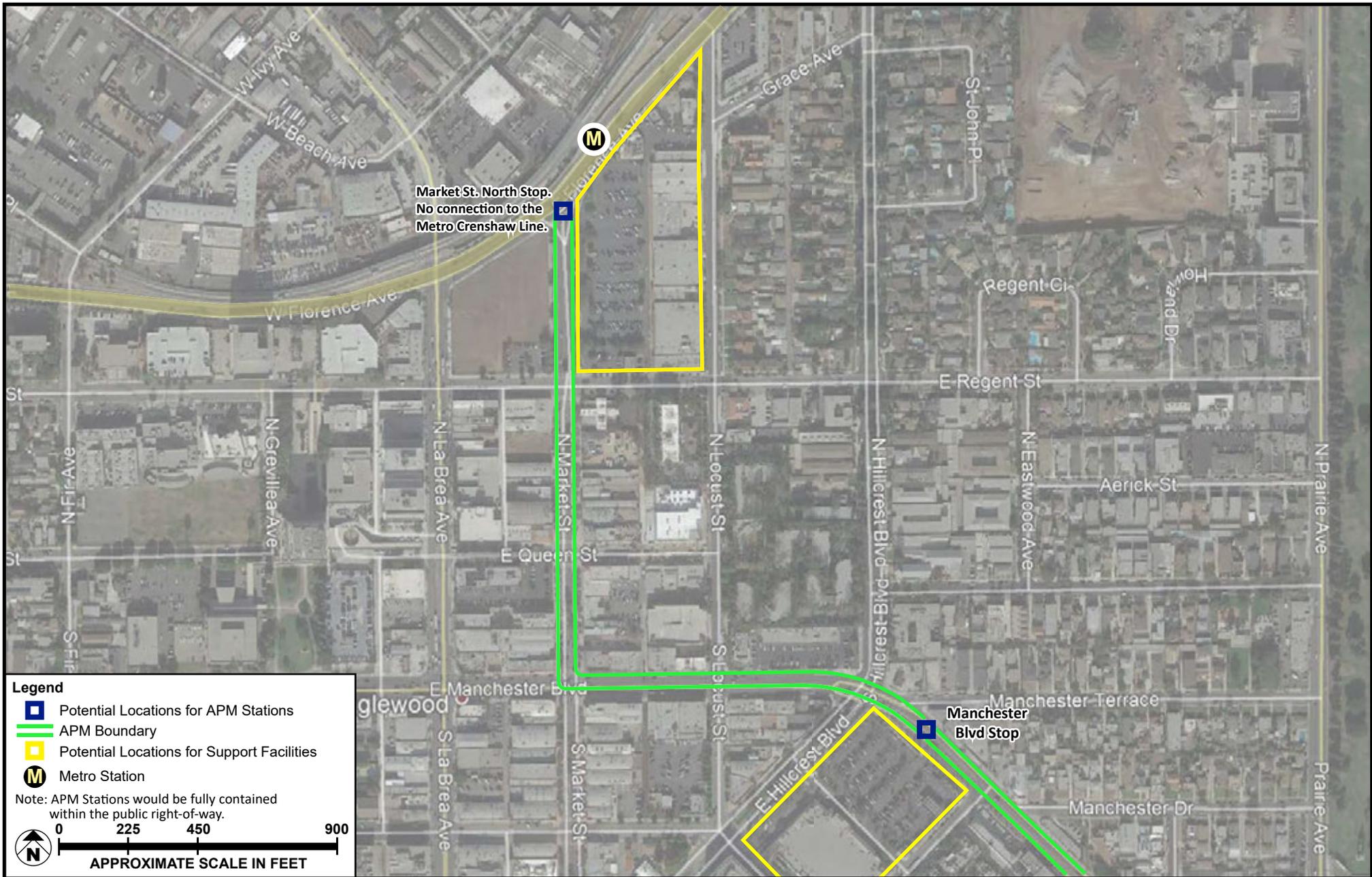


SOURCE: Google Earth - 2018

FIGURE 3

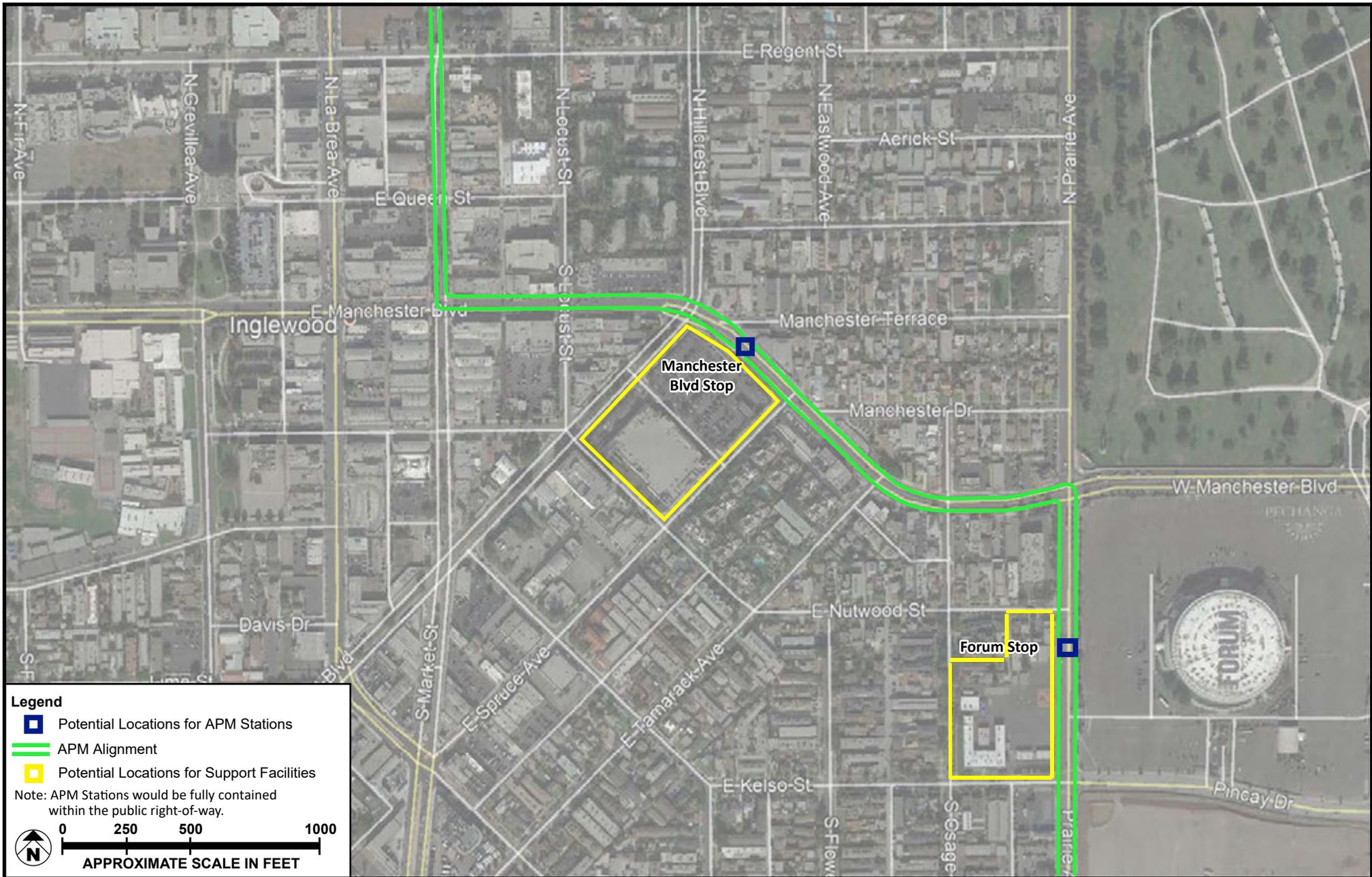


Project Vicinity Map



SOURCE: Google Earth - 2018

FIGURE 4a

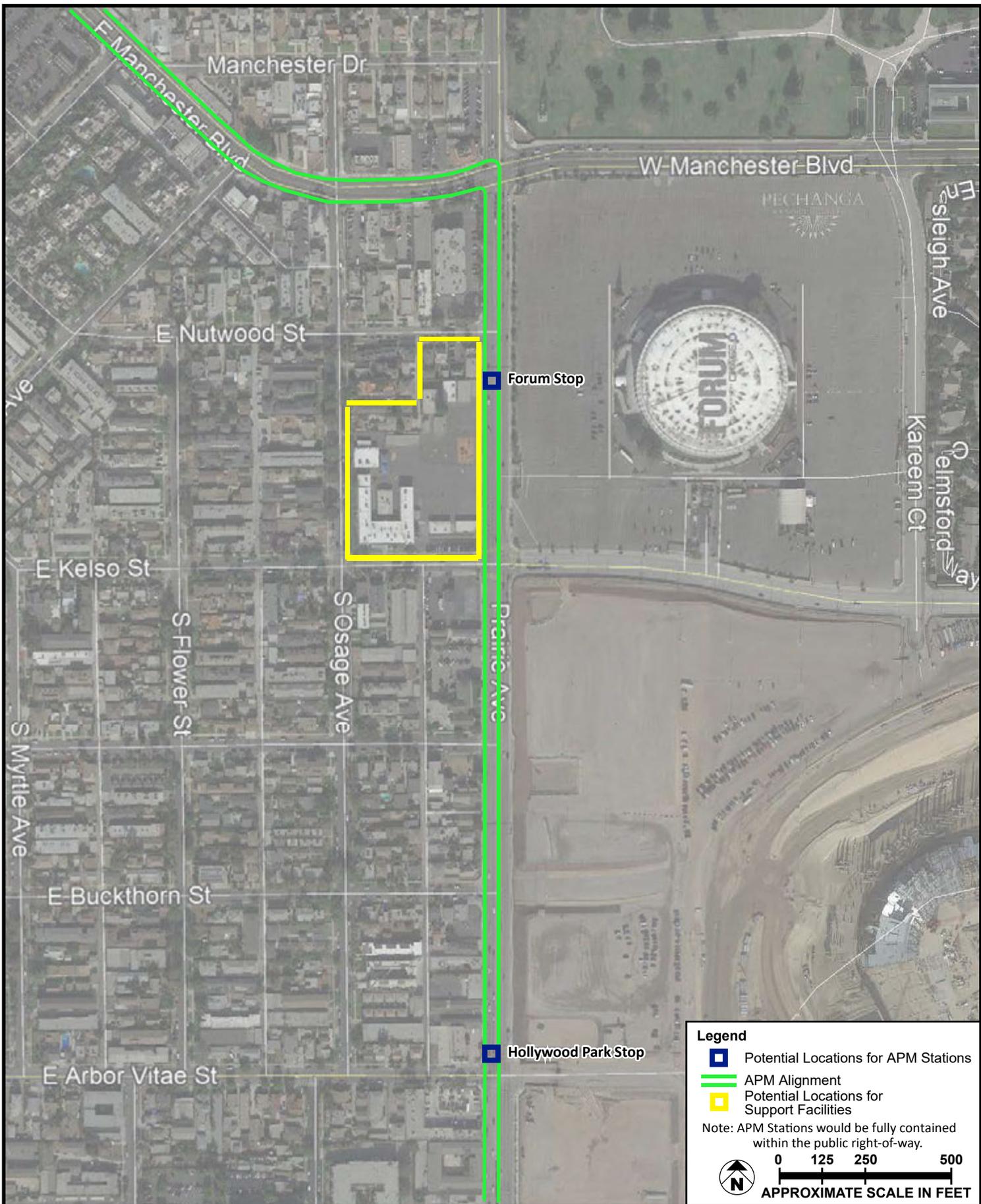


SOURCE: Google Earth - 2018

FIGURE 4b



Project Location Map



SOURCE: Google Earth - 2018

FIGURE 4c



Project Location Map



SOURCE: Google Earth - 2018

FIGURE 4d



Project Location Map

9. Surrounding land uses and setting:

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

The APM system will have supporting uses (MSF and ITFs) that would be located adjacent to the alignment; the surrounding land uses are similar to that of the APM.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

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

- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the RWQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction;
- California Public Utilities Commission (CPUC) review and approval of a System Safety Program Plan and Security Plan for the proposed APM; and,
- Approvals for state financing plans or districts.

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

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

Yes.

If so, has consultation begun?

No.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

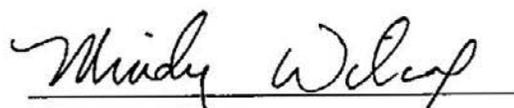
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

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


Signature

7-16-18
Date

POTENTIAL ENVIRONMENTAL IMPACTS

2.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.3 Air Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.5 Cultural Resources

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

2.6 Geology and Soils

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.7 Greenhouse Gas Emissions

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

2.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, Would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.9 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.10 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.11 Mineral Resources

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

2.12 Noise and Vibration

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, Would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, Would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.13 Population and Housing

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

2.14 Public Services

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

2.15 Recreation

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

2.16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
facilities, or otherwise decrease the performance or safety of such facilities?				

2.17 Tribal Cultural Resources

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

2.18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.19 Energy Resources

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
Would the Project:				
a. Cause wasteful, inefficient, and unnecessary use of energy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.20 Mandatory Findings of Significance

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

1.0 PROJECT DESCRIPTION

1.1 Introduction

The City of Inglewood is actively transforming into a world-class sports and entertainment capital in the Southern California region. The City is home to the revitalized Forum, which is one of the leading concert and event venues in the country. The Los Angeles Stadium and Entertainment District at Hollywood Park is under construction. When completed, this district will include a new world-class 75,000 seat stadium for both the National Football League (NFL) Los Angeles Rams and Los Angeles Chargers, as well as millions of square feet of office space, retail, and a hotel. The stadium is scheduled to open in 2020. The Los Angeles Clippers of the National Basketball Association (NBA) recently announced a proposal to relocate their headquarters, training facilities and new arena to the City. The Girl Scouts of America, the NFL west coast headquarters and NFL network studio, and a new Los Angeles Philharmonic state-of-the-art music and cultural campus for the Youth Orchestra Los Angeles (YOLA) designed by renowned architect Frank Gehry, will also be headquartered in Inglewood. These new venues are transforming the City into a focal point for business centers, sports, arts, and entertainment in the region.

As these facilities are completed, the number of vehicle trips in and around the City is expected to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year. Many key intersections and highway corridors are already experiencing congestion. Approximately 80–85 percent of event patrons are expected to use privately occupied vehicles to the City's major venues. At present, these patrons would use existing traffic corridors that may be physically constrained or congested. The Los Angeles County Metropolitan Transportation Authority (Metro) has made great progress developing the County's regional rail network and creating more transportation options such as with the construction of the Metro Crenshaw/LAX Line. Those who wish to use the Metro Crenshaw/LAX Line to travel to events at the Forum, the NFL stadium, the proposed Clippers' arena, or other activity sites, however, face a last-mile gap of approximately 1.5 to 2 miles between this rail line and the City's new activity centers; this gap is longer than a convenient distance for patrons traveling to the City's activity centers. The City has been studying the existing transportation infrastructure and circulation system in order to explore ways in which to provide convenient connections between regional transit and the City's emerging activity centers. The City is working to identify opportunities to implement transportation improvements, such as Intelligent Transportation Systems (ITS) strategies to improve levels of service and increase capacity of the existing roadway network. The City is also working to enhance Metro and municipal bus operations and service to the City, and create connections from the Metro Rail system to the City's major activity centers with an independent APM system.

The City proposes a “last-mile” fixed-guideway transit (APM) connector, referred to as the “Inglewood Transit Connector (ITC) Project” (proposed Project). The proposed Project will provide a transit connection from the Metro Crenshaw/LAX Line in Downtown Inglewood to the Los Angeles Stadium and Entertainment District (LASED) area and would be designed to integrate with local economic activity, transit-oriented development, and other initiatives in the area. Up to five stations are proposed at the following locations: (1) Market Street at or near Florence Avenue adjacent to the Metro Crenshaw/LAX Line Downtown Inglewood Station; (2) Manchester Boulevard at or near Market Street; (3) the Forum; (4) the LASED at Hollywood Park; and (5) Proposed Inglewood Basketball and Entertainment Center (IBEC).

The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction. The proposed Project is designed as an aerial APM system that runs approximately 1.8 miles along Market Street between Florence Avenue and Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue for approximately one mile.

The proposed Project may include ITFs that provide areas for accessible pickup and drop-off to other transit systems, charter buses, TNCs, taxis, and private vehicles or other transportation modes. These potential ITFs provide an opportunity to limit the amount and type of road-based traffic into the area especially during special events. Such limits may be voluntary, based on convenience, and/or controlled through regulatory policies such as possible congestion pricing for access.

Providing transit access to the City’s new activity centers would advance local and regional goals to increase transportation choice, reduce greenhouse gas emissions, improve air quality and human health, reduce per-capita vehicle miles traveled (VMT), reduce the growth of congestion on City roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment. The City of Inglewood is working to ensure that its residents, businesses, employees, and visitors have a high level of reliable, convenient and efficient access to both its downtown area and to its new destinations. Specifically, the City’s goals and objectives for the proposed Project are to:

- Provide direct connections between regional transit provided by Metro and other transit providers and the City’s major activity centers;
- Reduce the City’s traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both event and non-event days;
- Encourage intermodal transportation systems by providing convenient, reliable time-certain transit;
- Increase transit mode split, reduce vehicle trips, and reduce per-capita vehicle miles traveled (VMT) to the City’s major activity centers, with corresponding improvement in air quality, public health, and

reductions in greenhouse gas emissions from transportation sources in accordance with the City's goals under Senate Bill (SB) 375 and State policy with respect to climate change.

- Encourage redevelopment and investment within the City in areas served by the ITC;
- Connect City residents to jobs, education, services, destinations within the City and within the region, and support regional efforts to become more efficient, economically strong, equitable, and sustainable; and
- Provide convenient access to businesses in the City so that they are accessible to their workforce and customers.

1.2 Project Background

In 2017, the City of Inglewood partnered with Metro to prepare a focused analysis of viable transit connection options from the Metro Crenshaw/LAX Line to the Inglewood NFL Stadium/Hollywood Park mixed-use development. With the City's input, Metro explored how best to connect the LASED in Inglewood with the Metro Rail system via a high-capacity transit connection. The Metro study analyzed (1) an Interlined Operability connection from the Metro Crenshaw/LAX Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Metro Crenshaw/LAX Line, and (2) Independent Operability options for independent services that could provide a connection from the Metro Rail system at nearby Metro stations along the Crenshaw/LAX Line to the NFL stadium. The Metro study found that the Interlined Operability Scenario would disrupt Metro regional network operations due to the introduction of an additional route to NFL Stadium/Hollywood Park to address special-event/game-day ridership demands. The Interlined Operability alternative was deemed not feasible due to the costs and operational impacts on the regional system. Consistent with Metro's recommendations, Inglewood has continued to analyze several Independent Operability transit connections to the City's activity centers.

Building upon the work initiated by Metro, the City refined the Inglewood Transit Connector Options designed to achieve the City's goals and objectives. The City has evaluated several independent "last-mile" fixed-guideway APM connector options, comparing these options against key screening criteria and evaluating each option against the City's stated goals and objectives. The City evaluated four conceptual APM alternatives:

- Alternative A: Market/Manchester Alignment
- Alternative B: Fairview Heights Alignment
- Alternative C: Arbor Vitae Alignment
- Alternative D: Century Blvd Alignment

The City compared ridership, constructability, potential conflicts with utilities, impacts to rights of way, overall Project costs, cost effectiveness, and parity with City goals. The City also evaluated a range of APM

technologies to determine the viable classes of technologies that can potentially meet the anticipated requirements for the proposed Project. Driverless technologies are expected to be used because these technologies are in wide use for such systems; they are similar to manually operated technologies except that with an automated train control system, the driverless technologies can be operated at shorter (more frequent) headways. The specific technology is expected to be selected through a competitive procurement process and is not dependent on the selection of the preferred alignment for the proposed Project.

The City recommended that Alternative A: Market/Manchester Alignment be advanced for further environmental analysis as the preferred Inglewood Transit Connector Project proposal. This alternative performed well on a number of key measures including projected high annual ridership for peak hours during events at including the LASED (in excess of 2,500,000 riders annually), minimal conflicts related to utility and construction impacts, and cost effectiveness. The Market/Manchester Alignment also provides for increased economic opportunities for downtown Inglewood.

1.3 Environmental Setting

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

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

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

periods. I-105 and I-405 experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport.

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

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

Minor or secondary arterials are similar to major arterials except that they may be discontinuous with the City, they may carry less traffic volume, and/or may serve as extensions of other major arterials. Several roadway improvements within the City of Inglewood are either programmed or under construction. They include Citywide Intelligent Transportation System improvements and physical roadway and intersection improvements along Century Boulevard and Prairie and Florence Avenues.

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

The proposed Project is designed as an aerial APM system that runs approximately 1.8 miles in total length including approximately one-quarter of a mile along Market Street between Florence Avenue and

Manchester Boulevard, where it transitions east along Manchester Boulevard for approximately half a mile to Prairie Avenue. The alignment is proposed to continue for approximately one mile south of Manchester Boulevard along Prairie Avenue to Century Boulevard.

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

- The Metro Crenshaw/LAX Line’s Downtown Inglewood Station near Market Street and Florence Avenue. This station provides Inglewood with a new gateway to the region and provides the region with a new way to connect with Inglewood. The Downtown Inglewood Metro Rail Station is located adjacent to the proposed APM at the northern end of Market Street.
- The Civic Center, which has approximately 2,000 workers at City Hall, the Library, and Courthouse. These workers may benefit from increased high-capacity transit connectivity with the Metro Rail system and are potential customers for downtown businesses.
- Downtown Inglewood has thousands of existing parking spaces in public structures that are currently underutilized and present a major resource for off-site event parking and for supporting the area’s revitalization.
- The approved development of the City-owned D3 Site—bounded by Florence Avenue, Market Street, Regent Street, and La Brea Avenue—is redeveloping into a mixed-use project with 5 stories of residential use over ground-floor retail.
- Market Street has a number of older structures and an ambiance resulting from past City investments in streetscape improvements. The City is encouraging the design and development of new mixed-use and retail along Inglewood’s Market Street, along with signage, marketing, landscaping, and traffic-calming improvements. Situated in the heart of Inglewood’s Historic Core, the Miracle Theater was once connected to greater Los Angeles by the Red Car system. In the late 1940s through the early 1960s, Inglewood’s Market Street hosted Hollywood film premieres at several movie houses, including the Fox Theater, the United Artist’s Theater, and the Ritz Theater. Built in 1937, the Ritz—now revived as the Miracle—is once again home to local and international entertainment. Featuring music, movies, comedy, and community events, the Miracle Theater provides a venue for arts and culture on Market Street.

1.4 Relationship to Existing Plans and Documents

1.4.1 *Southern California Association of Governments 2016 RTP/SCS*

The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the primary planning document for regional transportation infrastructure in the Greater Los Angeles Area. With a horizon year of 2040, this long-range plan, required

by the State of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change.

Although demographic growth in the six-county SCAG region is slowing, the overall regional population is expected to exceed 22 million by 2040—an increase of nearly 4 million people from the 2016 baseline. According to SCAG, population, housing, and employment growth are expected to be particularly strong in the Cities of Los Angeles, Inglewood, and Culver City; unincorporated areas of Los Angeles County; and portions of the South Bay Cities, consisting of El Segundo, Hawthorne, and others.

The City of Inglewood is coordinating with SCAG as it is updating the RTP/SCS to include the Inglewood Mobility Plan and the proposed Project in the future.

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

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

The Mobility Plan will include performance measures that address short-term and long-term transportation improvements and policy recommendations designed to improve and enhance the City’s local and regional transportation networks. If approved, the proposed Project will serve as an integral component of the Inglewood Mobility Plan.

1.4.3 *Hollywood Park Specific Plan*

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

The LASED project, which complies with the Specific Plan, includes a new mixed-use, master planned community on the site of the former Hollywood Park racetrack and equestrian training facility, started construction in 2014 and is slated for completion by 2023. The proposed Project will transform

underutilized asphalt lots and the former racetrack into a vibrant mixed-use community. The proposed Project includes a number of new uses including 2,500 residential units, 890,000 square feet of retail, 780,000 square feet of office and a 300-room hotel, as well as 25 acres of new recreational and park amenities for the City. The signature component of the LASED project is the 75,000-seat NFL stadium, which includes a 6,000-seat performance venue, and that will be home to both the NFL Los Angeles Rams and Los Angeles Chargers teams. The stadium is set to open in 2020.

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

1.4.4 City of Inglewood TOD Plans

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

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

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

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

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

1.5 Project Characteristics

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

1.5.1 Automated People Mover

The proposed APM system would be a fully automated, grade-separated, mass transit system, along an elevated dual-lane guideway with a total of up to five stations for passenger loading and unloading. The APM would be a driverless, self-propelled electric train built entirely above grade and thereby avoid traffic and alleviate congestion on the roadway network. The APM would provide reliable, time-certain access for passengers and users traveling to and from the Metro Crenshaw/LAX Line to the City's major activity centers. The APM guideway would be approximately 1.8 miles in length and would be up to approximately 60 feet in height above existing grade.

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

The APM would transport passengers between up to five stations and would accommodate up to nine 4-car trains operating approximately every 6 to 6½ minutes during normal day and weekends, and every 1½ to 3½ minutes during special events. Each APM station would have platforms sized to accommodate an APM train length of up to four train cars and would be up to approximately 60 feet in height above existing grade. Each train car would be up to 45 feet long; in total, the train length could reach approximately 175 feet.

Based on preliminary analysis, event annual ridership is anticipated to reach over 1 million passengers, and total non-event annual ridership is expected to reach over 1.5 million passengers. Preliminary ridership projections also indicate that the peak ridership is expected to occur on NFL Rams game days and could potentially reach nearly 9,000 riders occurring in the 1-hour period after a game.

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

The APM stations would be designed to include, among others, features such as mezzanine areas, escalators and elevators, signage, and walkways connecting the stations to the street or intermodal

transportation facilities. APM stations would accommodate passengers waiting to board APM vehicles and the boarding/deboarding of passengers to and from the vehicles. Station platforms would also provide the required space for passengers to circulate between the station platform and the adjacent facilities. Station platform minimum widths would be based on queuing and circulation analysis results.

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

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

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

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

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

1.5.2 *APM System Support Facilities*

The proposed Project would include an elevated APM system with stations and other support components to provide for maintenance and addition access areas that could be either co-located or individually

located at several potential sites adjacent to the APM alignment. These support facilities would include a Maintenance and Storage Facility (MSF), one or more ITFs and other components such as a power traction system. The MSF would consist of a single 4- to 6-acre facility to service the APM cars and other system components. The ITFs that would multimodal access to the APM for passengers to conveniently transfer to/from the APM to other modes of travel, including but not limited to Metro and municipal bus lines, shared-ride vehicles, TNCs, and taxis as well as provide for parking areas and drop-off and pickup locations.

Potential locations for support facilities are shown on **Figure 2** and include locations east of North Market Street, south of Manchester Boulevard between Spruce Avenue and Hillcrest Boulevard, across Prairie Avenue from the Forum, and at either the northwest or southwest corner of Prairie Avenue and Century Boulevard.

Maintenance and Storage Facility

A Maintenance and Storage Facility (MSF) is included as part of the proposed Project to provide for regular and preventative maintenance of the APM system cars and equipment, as well as provide space for storage of the vehicle fleet.

The MSF would consist of a multi-level building on an approximately 4- to 6-acre site with sufficient space for maintenance facilities, administration facilities, an automatic car wash for exterior vehicle cleaning, equipment and materials storage area, shipping/receiving areas, and sufficient parking for staff.

The MSF would and house the operations control center where automated train operations are monitored and controlled. The MSF also include but are not limited to and service bays (including under vehicle bays), equipment and materials storage areas, offices, lunch/break area(s), restrooms, locker area(s), personnel wash facilities, and loading platforms, paint booth, and other work areas.

Design of the MSF would also include access driveways, landscaping, exterior lighting, parking, signage, and secured fencing controlling access into and out of the MSF.

Intermodal Transportation Facilities

Intermodal Transportation Facilities (ITFs) are proposed to provide convenient and accessible pickup and drop-off areas for passengers to conveniently transfer to the APM system from other modes of travel including but not limited to from Metro transit, other municipal bus lines, shared-ride vehicles, TNCs, taxis, and privately occupied vehicles.

The ITFs would be designed to provide a location for the City to intercept passengers traveling to the City's major activity centers and reduce traffic congestion by capturing them before they enter the roadway

network adjacent to the venues. Preliminary locations for the ITFs could be co-located with potential MSF facilities and other support facilities.

The ITFs will be sized to accommodate traffic projections that will vary based on special events and will include limited passenger amenities such as information kiosks, wayfinding, waiting areas, and other amenities.

1.5.3 *Utilities*

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

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

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

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

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

1.5.4 *Enhanced Infrastructure Financing District*

The proposed Project is anticipated to be implemented in part through the development of an Enhanced Infrastructure Financing District (EIFD) in accordance with Senate Bill 628 (Beal), which provides for the

creation of such districts to accommodate the construction or rehabilitation of public infrastructure facilities. The City of Inglewood will be the Public Financing Authority (PFA) for the EIFD; as such it, will determine boundaries of the EIFD. The EIFD, governed by the PFA, implements an Infrastructure Financing Plan adopted the City that describes the type of public facilities and development that will be financed by the EIFD. In addition to the EIFD, the City anticipates securing funding from other local, state, or federal sources, including the potential for public-private partnerships and/or joint funding and development tools.

1.6 Required Approvals/Consultations

1.6.1 City of Inglewood

The City of Inglewood will consider approval of the following discretionary actions for the proposed Project:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan Land Use Element and Transportation Element. These changes relate to conforming the plans, as necessary, to reflect the physical Projects within the Inglewood Transit Connector Project and technical amendments necessary for the construction and operation of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Los Angeles County (as the City's contractor) Fire Department approval;
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tract/parcel map and zone change approvals;
- Approvals for federal, state, or local financing plans or districts;
- Approving contracts for the design and construction of the Project; and
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the Project.

1.6.2 Other Approvals

Other approvals may be needed from the following regional agencies for Project approval and implementation:

- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Regional Water Quality Control Boards (RWQCB) administer regulations regarding water quality. Permits or approvals required from the RWQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction;
- California Public Utilities Commission (CPUC) review and approval of a System Safety Program Plan and Security Plan for the proposed APM; and
- Approvals for state financing plans or districts.

1.6.3 Potential Funding Approvals

The following regional agencies may provide access to programs and sources that could be utilized:

- County of Los Angeles;
- Los Angeles County Metropolitan Transportation Authority (Metro); and
- Southern California Association of Governments (SCAG).

2.0 EXPLANATION OF INITIAL STUDY CHECKLIST DETERMINATIONS

The following analysis provides supporting documentation for the determinations presented in the Initial Study Checklist. Each response provided below evaluates how the proposed Project, as defined in the Project Description, may affect existing environmental conditions at the proposed Project's location and the surrounding area. The EIR will further evaluate topics where the potential for a significant impact has been identified. The Initial Study Checklist questions that are carried forward for additional analysis may be further refined as thresholds in the EIR or combined when they address overlapping environmental issues. The EIR will analyze the identified potentially significant impacts and, where appropriate, identify mitigation measures and explain how such measures would reduce significant impacts.

2.1 Aesthetics

Would the proposed Project:

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

Less than Significant Impact.

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

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

The proposed Project is located entirely within the City of Inglewood in a highly developed urban area characterized by commercial, residential, and industrial uses. The existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are

present in the City,¹ nor does the General Plan designate any scenic vistas within the City or its vicinity. Additionally, the Project is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.² The nearest surrounding mountains, the Santa Monica Mountains, are more than 10 miles to the north.³ No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

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

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

Less than Significant Impact.

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

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

c. Substantially degrade the existing visual character or quality of the site and its surroundings

Potentially Significant Impact.

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

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

2 *National Wild and Scenic Rivers System*, accessed June 2018, <https://www.rivers.gov>.

3 *Google Maps*, accessed June 2018, <https://www.google.com/maps>.

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

The proposed Project would also include support facilities consisting of an MSF, which would occupy a 4- to 6-acre site, as well as ITFs located on additional 3- to 5-acre sites that may be co-located with the MSF or on separate locations. The MSF would consist of an elevated structure to provide space for maintenance and storage of the vehicle fleet, as well as to house the operations control center. The ITFs would multimodal access to the APM for passengers to conveniently transfer to/from the APM to other modes of travel, including but not limited to Metro and municipal bus lines, shared-ride vehicles, TNCs, and taxis, as well as provide for parking areas and drop-off and pickup locations.

Height and Massing

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

Along South Prairie Avenue, buildings to the west of the proposed Project are primarily commercial (heavy, general, and airport commercial) and multifamily residential uses, while uses to the east include major entertainment venues, such as the Forum and the under-construction NFL stadium. These entertainment venues include wide setbacks from the rights-of-way (approximately 300 feet or greater) and are characterized by heights in excess of 100 feet. Although the appended historic resource assessment (see **Appendix B**) identifies structures in the vicinity of the proposed Project that are or could be considered historic resources, the proposed Project would not be significantly taller than existing structures in the area. Therefore, impacts would be less than significant, and this topic does not require further evaluation in an EIR.

Views

Private views are not protected by viewshed protection ordinances or by policies in the City's General Plan. Accordingly, the alteration of private views would not constitute a significant impact. The visual impact of one structure blocking another structure is not considered a significant impact because the

general characteristics of the urban setting would not be altered. However, the construction of an elevated APM as proposed by the proposed Project could obstruct views from the public rights-of-way. As such, impacts are potentially significant and will be further evaluated in an EIR.

Streetscape and Landscaping

The streets bounding the proposed Project contain sidewalks and street trees. Sidewalks and pedestrian access ways would be maintained upon implementation of the proposed Project. The façades of the proposed APM stations and APM system support infrastructure would be articulated with geometric forms and variations in color that would reduce any conflict with the visual effect of the existing building masses.

Landscaping is present in limited areas throughout the rights-of-way along the APM system alignment and consists primarily of street trees and other ornamental landscaping. A complete list of the tree species that exist on site can be found in **Appendix A**. Implementation of the proposed Project could require the removal of street trees, although these would be replaced at a 1:1 ratio as required by the IMC.⁴

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

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to introduce new sources of light or glare on or from the Project that would be incompatible with the areas surrounding the Project or would pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether the proposed Project results in a significant nighttime illumination impact will be made considering the change in ambient illumination levels as a result of the proposed Project's sources and the extent to which the proposed Project's lighting would emanate in to the local surroundings and affect adjacent light-sensitive areas.

Light

Due to the urban setting of the proposed Project's location, ambient nighttime light already exists. Existing nighttime lighting sources near the proposed Project include street lights, vehicle headlights, and interior and exterior building illumination. Night lighting for the Project would be provided for exterior illumination of APM stations and along the APM alignment, in addition to interior lighting of the APM's vehicle fleet, largely to provide adequate night visibility for users and to provide a measure of security.

4 Inglewood Municipal Code (IMC), ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-112, Definitions, accessed July 11, 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_112.

The Project would utilize outdoor lighting designed and installed to meet City code requirements for shielding. However, exterior and interior lighting associated with the proposed Project could impact adjacent properties. As such, impacts will be further evaluated in an EIR.

Glare

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

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

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

2.2 Agriculture and Forestry Resources

Would the proposed Project:

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

No Impact.

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

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the location of the proposed Project has not been previously mapped.⁵ However, the City is highly developed and entirely urbanized; no portion of the City, including the proposed Project location and surrounding development, is currently in agricultural use. As such, no portion of the proposed Project's location would qualify for designation as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

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

No Impact.

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

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

c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact.

Significant impacts would occur if the proposed Project were to result in the conversion of existing Farmland to nonagricultural use.

The proposed Project's locations are not designated, zoned, or in agricultural use. No impacts would occur, and no further evaluation of this topic area is required in an EIR.

5 California Department of Conservation (CDC), Farmland Mapping and Monitoring Program, *California Important Farmland Finder*, accessed June 12, 2018, <https://maps.conservation.ca.gov/DLRP/CIFF/>.

- d. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact.

Significant impacts would occur if the proposed Project were to result in adverse impacts to forest or timberland.

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

- e. **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact.

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

2.3 Air Quality

Would the proposed Project:

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

Potentially Significant Impact.

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

The Project is in the South Coast Air Basin (Basin). Within the Basin, the SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The SCAQMD's *2016 Air Quality Management Plan (AQMP)* contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving AAQS.⁶

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

According to the SCAQMD, there are two key indicators of consistency with the applicable air quality plan: whether the proposed Project would (1) result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and (2) would cause the area to exceed the forecasted growth incorporated into the applicable air quality plan. Construction and operation of the proposed Project are evaluated in the context of both of these indicators.⁷

Construction emissions during the construction of the APM system itself, as well as associated stations, MSF, and ITF facilities, have the potential to adversely affect the implementation of the AQMP. Ongoing operations (particularly at the MSF facility because the APM will be powered by electrical guideways) also have the potential for adverse effects on AQMP implementation. Thus, additional analysis, including quantification of construction and operational emissions, is required to determine whether the proposed Project would have the potential to conflict with the SCAQMD's current AQMP and will be further addressed in an EIR.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact.

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

The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.⁸ The proposed Project is located within the South Coast Air Basin (SCAB) where these thresholds apply. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NOX), carbon monoxide (CO), sulfur oxides (SOX), and respirable particulate matter less than 10 microns in diameter (PM10) and fine particulate matter less than 2.5 microns in diameter (PM2.5) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

As stated above, the proposed Project's construction and operational activities would potentially generate pollutant emissions that could contribute to an existing or projected air quality violation. Specifically, construction of the APM system and associated stations, MSF, and ITF facilities would lead to emissions from construction equipment that could contribute to a violation of air quality standards adopted for the

⁷ SCAQMD, *CEQA Air Quality Handbook* (November 1993).

⁸ SCAQMD, *CEQA Air Quality Handbook*.

SCAB. Ongoing operations that would occur upon the proposed Project's implementation could also lead to emissions that could contribute to air quality violations, particularly as a result of activities at the MSF and ITF facilities. Further analysis of the proposed Project's emissions, including quantification of construction and operational emissions and comparison to SCAQMD-recommended thresholds, is required to determine whether the proposed Project has the potential to violate air quality standards. This topic will be further analyzed in an EIR.

- c. 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?**

Potentially Significant Impact.

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

The United States Environmental Protection Agency (USEPA) is responsible for the implementation of portions of the 1970 CAA,⁹ which regulates certain stationary and mobile sources of air emissions and other requirements. USEPA sets national vehicle and stationary source emission standards; oversees the approval of all State Implementation Plans;¹⁰ provides research and guidance for air pollution programs; and sets National Ambient Air Quality Standards (NAAQS).¹¹ NAAQS for the seven common air pollutants, Ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb), are identified in the CAA. **Table 1-1: Common Sources of Health Effects for Criteria Air Pollutants** details these pollutants.

The California Air Resources Board (CARB) is the state agency responsible for setting the California Ambient Air Quality Standards (CAAQS).¹² USEPA and CARB designate air basins as nonattainment areas where air pollution levels exceed federal or state ambient air quality standards, respectively. If standards are met, the area is designated as an attainment area. If there is inadequate or inconclusive data to make a definitive attainment designation, an area is considered unclassified. Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from

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

10 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards (NAAQS).

11 The NAAQS were set to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

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

standards. The current federal and State attainment designations for the Basin are shown in **Table 1-2: South Coast Air Basin Attainment Status**.

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

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

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

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

**Table 1-2
South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone (O3)	Nonattainment	Nonattainment
Carbon monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur dioxide (SO2)	Attainment	Attainment
Lead (Pb)	Attainment	Nonattainment
Suspended particulate matter (PM10)	Nonattainment	Attainment
Fine particulate matter (PM2.5)	Nonattainment	Nonattainment

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

paving, and other activities associated with the construction of the APM apparatus itself, as well as the APM's associated stations, MSF, and ITF, have the potential to emit diesel particulates typical of construction activity. Ongoing operations at the MSF and ITF sites also have the potential to increase the emission of the specific pollutants mentioned above, including those for which the Basin is already in nonattainment of federal and state air quality standards. Therefore, implementation of the proposed Project could potentially contribute to air quality impacts that may also be cumulatively considerable with other related projects. As such, this issue will be further addressed in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact.

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

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

Although the APM will be powered by overhead electricity, the potential exists for impacts to sensitive receptors during the proposed Project's construction, as well as during ongoing operations, particularly at the MSF and ITF facilities. This would be as a result of typical construction practices such as grading and excavation, as well as ongoing operations at the MSF and ITF sites.

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

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact.

Impacts would be considered potentially significant if the proposed Project were to result in the creation of objectionable odors with the potential to affect substantial numbers of people, or if construction or operation of the proposed Project would result in the creation of nuisance odors that would be noxious to a substantial number of people as codified in SCAQMD Rule 402 (Nuisance).¹³

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

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

According to the SCAQMD *CEQA Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies, and fiberglass molding.¹⁴ The proposed Project would not include any of these odor-producing uses. Odors associated with the proposed Project's operation would be limited to on-site waste generation and disposal, as well as cleaning operations at the MSF. All trash

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

14 SCAQMD, *Air Quality Handbook*, accessed June 2018, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations and be emptied on a regular basis.¹⁵

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

2.4 Biological Resources

The discussion provided in this section is based on information provided by Meridian Consultants (see **Appendix A: Tree Inventory Memorandum** and **Appendix C: Biological Survey Memorandum**).

Would the proposed Project:

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

Less than Significant Impact.

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

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

A biological assessment for the proposed Project's location was completed to determine the presence or absence of any sensitive biological resources (see **Appendix C**). As part of the biological assessment, the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB)¹⁶ was used to conduct a 9-quadrant survey. In the Inglewood quadrant, 29 species were previously identified as seen in **Table 2-1: CNDDDB Inglewood Quadrant Species List**.

15 County of Los Angeles Department of Public Health, "Solid Waste Management Program," accessed June 2018, http://publichealth.lacounty.gov/eh/EP/solid_waste/solid_waste_main.htm.

16 California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), "Maps and Data," accessed April 2018, <https://www.wildlife.ca.gov/Data/CNDDDB>.

There were five species listed on the CNNDDB that have been observed within the proposed Project location and surrounding area: crotch bumble bee, pocketed free-tailed bat, southern tarplant, spreading navarretia, and prostrate vernal pool navarretia. Fourteen of the species listed in **Table 2-1** are found no closer than 2 miles from the proposed Project.

The sensitive species listed in quadrants adjacent to the proposed Project, but not with the proposed Project's footprint as noted above, only occur in specific habitats that do not occur within the Inglewood quadrant; examples are the Santa Monica Mountains to the northwest and the coastal regions to the west. The area is also completely developed and paved with no natural plant communities, excluding street trees along portions of the alignment that could potentially provide habitat for nesting birds (see **Appendix C**).

None of the species listed in the CNDDDB was found to be present within or surrounding the proposed Project (see **Appendix C**) during the field survey on May 23, 2018.

The only plant species on site were landscaping as well as weeds and ruderal vegetation. A complete list of the tree species that exist along the APM alignment can be seen in **Appendix A**. Of these species, none listed is a candidate, sensitive, or special-status species.

The proposed Project is not located in a significant ecological area defined in the County of Los Angeles (the "County") General Plan.¹⁷ Moreover, the City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City.¹⁸

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

17 Los Angeles County, Department of Regional Planning (LA County DRP), *General Plan 2035, "General Plan Update Program—Interactive Map (GP-NET),"* accessed June 2018, <http://planning.lacounty.gov/gpnet>.

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

**Table 2-1
CNDDDB Inglewood Quadrant Species List**

Scientific Name	Common Name	Distance to Proposed Project Site (miles)
<i>Spea hammondii</i>	Western spadefoot	Unprocessed
<i>Nycticorax</i>	Black-crowned night heron	Unprocessed
<i>Ammodramus savannarum</i>	Grasshopper sparrow	Unprocessed
<i>Spizella breweri</i>	Brewer's sparrow	Unprocessed
<i>Agelaius tricolor</i>	Tricolored blackbird	3.06 SE
<i>Setophaga petechia</i>	Yellow warbler	Unprocessed
<i>Athene cunicularia</i>	Burrowing owl	4.19 NE
<i>Polioptila californica</i>	Coastal California gnatcatcher	2.01 NW
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher	4.19 NE
<i>Vireo bellii pusillus</i>	Least Bell's vireo	4.59 NE
<i>Bombus crotchii</i>	Crotch bumble bee	On site
<i>Eumops perotis californicus</i>	Western mastiff bat	1.89 SE
<i>Nyctinomops femorosaccus</i>	Pocketed free-tailed bat	Unprocessed
<i>Microtus californicus stephensi</i>	South coast marsh vole	2.01 NW
<i>Taxidea taxus</i>	American badger	4.19 NE
<i>Lasionycteris noctivagans</i>	Silver-haired bat	Unprocessed
<i>Anniella stebbinsi</i>	Southern California legless lizard	Unprocessed
<i>Phrynosoma blainvillii</i>	Coast horned lizard	5.70 S
<i>Eryngium aristulatum var. parishii</i>	San Diego button-celery	2.12 SW
<i>Centromadia parryi ssp. australis</i>	Southern tarplant	On site
<i>Lasthenia glabrata ssp. coulteri</i>	Coulter's goldfields	0.77 NE
<i>Atriplex coulteri</i>	Coulter's saltbush	4.44 SE
<i>Astragalus tener var. titi</i>	Coastal dunes milk-vetch	0.77 NE
<i>Sidalcea neomexicana</i>	Salt spring checkerbloom	3.07 NW
<i>Camissoniopsis lewisii</i>	Lewis' evening-primrose	Unprocessed
<i>Hordeum intercedens</i>	Vernal barley	Unprocessed
<i>Orcuttia californica</i>	California Orcutt grass	3.69 SW
<i>Navarretia fossalis</i>	Spreading navarretia	On site
<i>Navarretia prostrata</i>	Prostrate vernal pool navarretia	On site

Source: California Natural Diversity Database (CNDDDB); see **Appendix C**.

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

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

No Impact.

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

The proposed Project is located in an area that consists of paved rights-of-way, as well as developed or previously developed urban parcels adjacent to the proposed alignment. As such, no riparian habitat or sensitive natural community is located in the area.¹⁹ In addition, the Project is not located in a significant ecological area defined in the County's General Plan²⁰ or the City's General Plan.²¹

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

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact.

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

The proposed Project is not in proximity to, nor does it contain, wetland habitat or a blue-line stream that is subject to the jurisdiction of the US Army Corps of Engineers or the CDFW. The National Wetlands Mapper does not show any federally protected streams, wetlands, or other water bodies, or any riparian habitat on site or adjacent to the proposed Project.²²

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

19 CDFW, CNDDDB, "Maps and Data."

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

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

22 US Fish and Wildlife Service (USFWS), *National Wetlands Inventory*, "National Wetlands Mapper," accessed June 2018, <https://www.fws.gov/wetlands/data/mapper.html>.

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

Less than Significant Impact.

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

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

The City of Inglewood has an adopted tree preservation ordinance.²³ The intent of these regulations is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.²⁴ A total of 354 trees located within and surrounding the proposed Project have the potential to be impacted by construction or removed altogether (see **Appendix A**). Of those, 230 meet IMC requirements to be considered a protected tree. For all of the protected trees that would be impacted or removed, permits would be filed with the City and the regulations set forth in the IMC would be followed, reducing impacts to less than significant.²⁵

The street trees within the footprint of the proposed Project (see **Appendix A**) have the potential to be utilized by migrating bird species. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA)²⁶ and the California Fish and Game Code. Fully protected birds and migratory nongame birds as designated by the MBTA, including raptors, or nests or eggs of any bird, except as otherwise provided by the Fish and Game Code, may not be taken, possessed, or destroyed at any time. As such, the trees that would be removed could have potentially significant, albeit temporary, impacts on nesting birds. Therefore, this topic area will be further evaluated in an EIR.

23 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-116, Permits Required, accessed June 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_116/.

24 IMC, ch. 12, Planning and Zoning, art. 32, Tree Preservation, sec. 12-110, Purpose and Intent, accessed June 2018, http://www.qcode.us/codes/inglewood/?view=desktop&topic=12-32-12_110.

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

26 USFWS, Congressional and Legislative Affairs, "Migratory Bird Treaty Act of 1918," accessed June 2018, <https://www.fws.gov/laws/lawsdigest/migtrea.html>.

No wildlife mitigation corridors are found near the Project.²⁷ Implementation of the proposed Project would not interfere with the movement of native resident or migratory fish species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

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

Potentially Significant Impact.

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

As described above, the City has an adopted tree preservation ordinance.²⁸ The intent of this regulation is to protect and preserve significant trees and control the reshaping, removal or relocation of those trees that provide benefits for the neighborhood or the entire community.²⁹ Street trees located within and surrounding the footprint of the proposed Project have the potential to be impacted from construction or removed. Approximately 230 trees meet IMC requirements to be considered a protected tree that potentially would be impacted or removed³⁰ for any impacted trees, the City would abide by its ordinance and the specified regulatory requirements would be followed, reducing impacts to less than significant.

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

No Impact.

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

No adopted HCP, NCCP, or similar plan applies to the proposed Project's area.³⁰ Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan and therefore no impacts would occur.

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

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

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

30 CDFW, "NCCP Plan Summaries," accessed April 2018, <https://www.wildlife.ca.gov/conservation/planning/nccp/plans>.

2.5 Cultural Resources

The discussion provided in this section is based on information provided by Historic Resources Group (HRG) (see **Appendix B: Preliminary Historic Resources Investigation Memorandum**) and PaleoWest Archaeology (see **Appendix D: Cultural Resource Investigation Memorandum**).

Would the proposed Project:

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

Potentially Significant Impact.

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

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

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

The City does not currently have a historic preservation ordinance or program in effect; however, the City published a historic resources study in 2000³¹ that identified potentially eligible historic properties in downtown Inglewood, an area bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. Because potentially eligible historic properties

31 City of Inglewood, *Main Street Inglewood: Historic Resources Survey* (2000), accessed June 11, 2018, https://www.laconservancy.org/sites/default/files/community_documents/Main%20Street%20Inglewood%20Historic%20Resources%20Survey%2C%202000.pdf.

are located adjacent to the proposed alignment along North Market Street and East and West Manchester Boulevard, impacts are potentially significant and will be analyzed in detail in an EIR.

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

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

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

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

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

As mentioned above, the proposed Project includes an MSF and ITF locations along the proposed alignment that are under consideration. Depending on the final location, construction of the MSF and ITFs may require demolition of existing improvements at those locations. Historic resources do not appear to be present at these sites. Pending further analysis to determine if any historic resources are located on

the proposed locations, construction of the MSF and ITFs has the potential to result in direct or indirect impacts to previously unidentified historic resources.

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

This topic will be further evaluated in an EIR.

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

Less than Significant Impact.

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

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

A literature review and records search was conducted (see **Appendix D**) at the South Central Coastal Information Center housed at California State University, Fullerton. The records search included the proposed Project's area (half-mile radius). The records search indicated that no prehistoric or historical archaeological resources have been recorded within the area or within a half-mile radius of the area.

The records search indicated that at least 21 previous studies have been conducted within a half-mile of the proposed Project's area since 1984; none of these studies appears to include the proposed Project's area. As such, no significant archeological resources have been documented in the area.

The City would be required to comply with existing regulations, including PRC Section 21083.2, which specifies the protocol if archaeological resources are discovered during any excavation, grading, or construction activities.

Potential archeological impacts would be less than significant, and no further evaluation of this topic area is required.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact.

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

The area under consideration for the proposed Project has been previously graded and is not known to contain any unique paleontological resource or site or any unique geologic feature. Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. However, due to the elevated nature of the APM alignment, impacts on a unique paleontological resource or site or unique geologic feature would be minimized. Further, if artifacts are unearthed during construction activities, they will be documented and preserved in the same manner as archaeological resources as required by PRC Section 21083.2.

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

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

Less than Significant Impact.

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

Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. Thus, the potential to disturb human remains exists. However, potential impacts would be minimized because any remains that would be discovered during excavation would be subject to California Health and Safety Code Section 7050.5 and PRC Section 5097.98.

Impacts would therefore be less than significant, and no further evaluation of this topic is required.

2.6 Geology and Soils

The discussion provided in this section is based on information provided by Geosyntec Consultants (Geosyntec) in **Appendix E: Geology and Soils Technical Memorandum**.

Would the proposed Project:

- a. **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i. ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?***

Potentially Significant Impact.

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

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

As mentioned above, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone.³² Although no site-specific investigation has been performed, there have been investigations in the area, and none of them has identified a fault with the potential for surface rupture. The potential for surface rupture at the site due to faulting at the ground surface during the design life of the proposed Project is considered low. However, the potential exists for nearby faults to result in a seismic event that could result in adverse substantial impacts to people or structures constructed and operated by the proposed Project.

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

To address potential significant impacts that may result from seismic shaking from both known and unknown faults that could affect the proposed Project, a geotechnical investigation will be performed to address geological conditions within the alignment the for the locations of the support facilities of the

32 CDC, California Geological Survey (CGS), "Release of Official Maps of Revised Earthquake Fault Zones" (June 15, 2017), http://www.conservation.ca.gov/cgs/rghm/ap/Pages/official_release.aspx.

proposed Project. The geotechnical study will identify and confirm the presence of known active faults with the potential for surface rupture to ensure that Project components are designed to comply with seismic safety standards set forth in the California Building Code, as adopted by the City of Inglewood Building Safety Division.

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

ii. Strong seismic ground shaking?

Potentially Significant Impact.

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

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

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

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

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

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact.

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

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

According to the CGS, the location of the proposed Project is not within an area susceptible to liquefaction.³³ Based on previous investigations and available geologic data, liquefaction zones are not mapped or known to exist beneath the proposed Project.

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

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

iv. Landslides

No Impact.

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

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

33 CDC, CGS, *Earthquake Zones of Required Investigation*, interactive map, accessed June 2018, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

According to the CGS,³⁴ the proposed Project is not located within an Earthquake-Induced Landslide Zone as shown on the Earthquake Zones of Required Investigation, Inglewood Quadrangle map. The probability of seismically induced landslides occurring within the area of the proposed Project is not significant due to the general lack of elevation difference in slope geometry across or adjacent to the site. In addition, development of the Project would not substantially alter the existing topography of the area.

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

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

Less than Significant Impact.

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

The location of the proposed Project has been substantially developed with impermeable surfaces with only small areas of vegetative planters, and no areas of the site are susceptible to erosion under existing conditions. The area is highly urbanized and developed; the land is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Although development of the proposed Project has the potential to result in the erosion of soils during construction activities, erosion would be reduced through implementation of SCAQMD Rule 403—Fugitive Dust to minimize wind- and waterborne erosion.

The proposed Project's construction would temporarily expose on-site soils to surface water runoff. Compliance with construction-related best management practices (BMPs), as detailed in a Storm Water Pollution Prevention Plan (SWPPP), would control and minimize erosion and siltation. Appropriate erosion-control BMPs may include but are not limited to silt fencing, fiber rolls, sand bag barriers, gravel bag berms, stabilized construction site entrances/exits, and any other practices laid out in the City's *Low-Impact Development (LID) Standards Manual*.³⁵ Following construction activities, treated runoff would be directed into existing storm drains that receive surface water runoff under existing conditions, and runoff would not encounter unprotected soils.

Because the proposed Project is greater than 1 acre in size, the proposed Project will implement a SWPPP in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-

³⁴ CDC, CGS, *Earthquake Zones of Required Investigation*.

³⁵ IMC, ch. 10, Public Works, art. 16, LID Standards Manual, incorporated by reference.

specific SWPPP would be prepared prior to earthwork activities and would be implemented during the proposed Project's construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in stormwater discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping; proper waste disposal; vehicle and equipment maintenance; concrete washout area; materials storage; minimization of hazardous materials; proper handling and storage of hazardous materials; etc.) and erosion- and sediment-control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City.

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

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

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

Less than Significant Impact.

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

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The proposed Project does not involve the creation of new groundwater wells.

Subsidence and ground collapse can also occur during dewatering activities. However, dewatering is not necessary for the proposed Project. US Geological Survey groundwater measurements indicate that nearby groundwater is at least 85 feet below grade. Given that the proposed Project does not include

substantial excavation or subterranean structures, groundwater would not be encountered during construction. The proposed Project's design features and construction would comply with all applicable building codes and standards.

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

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

Less than Significant Impact.

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

Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the within the proposed Project's location may have the potential to shrink and swell due to changes in the moisture content. However, the proposed Project would incorporate standard construction practices to maintain the integrity of the Project's proposed structures. Additionally, the proposed Project's design features and construction would comply with all applicable building codes and standards. With adherence to existing regulations, impacts related to expansive soils would be less than significant. No further study is required.

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

No Impact.

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

The proposed Project is located in a highly urbanized area where wastewater infrastructure is currently in place. The proposed Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the proposed Project would not

result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

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

2.7 Greenhouse Gas Emissions

Would the proposed Project:

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

Potentially Significant Impact.

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

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

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

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

Potentially Significant Impact.

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

Given that the proposed Project would have the potential to emit GHG emissions from both construction and ongoing operations at both the MSF and ITFs, the proposed Project has the potential to conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. These plans, policies, and regulations and the proposed Project's consistency with them will be evaluated in an EIR.

2.8 Hazards and Hazardous Materials

The discussion provided herein is based on information provided by Geosyntec in their evaluation of potential hazards and hazardous materials impacts (see **Appendix F: Hazardous Material Assessment Technical Memorandum** and **Appendix G: Hazard and Hazardous Materials Technical Memorandum**).

Would the Project:

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

Less than Significant Impact.

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

The transport of hazardous material along these routes is regulated by Caltrans and the California Highway Patrol. Although the proposed Project will primarily be built in existing, paved rights-of-way on City streets, the construction of the MSF and ITFs could necessitate the demolition of existing structures depending on the sites chosen for these activities. Demolition activities have the potential release hazardous materials, such as asbestos containing material, lead-based paint, and other potentially hazardous building materials in some form as part of the building materials, such as polychlorinated biphenyl, mercury, or chlorofluorocarbons found in fluorescent lighting and electrical switches.

During construction activities, excavation of soil impacted with petroleum hydrocarbons or dry-cleaning solvents or other contaminants may be encountered. In addition, common construction materials, such as fuels, paints, cleaners, solvents, and welding materials, would be utilized. However, because the materials listed above will be stored and handled in accordance with all applicable local, State, and federal regulation,—such as implementation of a Risk Management Plan, Hazardous Material Business Plan, and Emergency Response Plan—impacts would be less than significant.

Manchester Boulevard and Prairie Avenue are major roadways along the APM alignment that are designated truck routes.³⁶ These routes are permitted for use by any vehicle exceeding a maximum gross weight of 3 tons and includes the routine transport of hazardous materials by such trucks. While hazardous materials, with some exceptions, can be transported on all City roadways, Section 31303 of the California Vehicle Code and US Department of Transportation regulations require that hazardous materials be transported by routes with the least overall travel time, ensuring that freeways and major boulevards are primarily used for the transport of hazardous materials. Because hazardous materials are permitted to be transported on existing roads that would be utilized for the proposed Project's construction, impacts would be less than significant.

Construction

Construction activities would involve the use of materials—including fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions—that would require special handling, transport, and disposal. The NPDES General Construction Permit described above in **Section 2.6: Geology and Soils**, which would include the submittal of a SWPPP, identifies various BMPs and other measures, including proper material storage, prevention, and containment of accidental spills of hazardous materials and wastes, to ensure hazardous materials are contained.

The transport, use, and/or disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing activities. Therefore, the proposed Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant.

Operation

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

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

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

Less than Significant Impact.

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

As discussed in **Threshold 2.8-a** above, compliance with federal, State, and local laws and regulations relating to transport, storage, disposal, and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials.

The proposed Project would involve the construction of an elevated APM within the public rights-of-way along the APM alignment, in addition to both MSF and ITF uses on adjacent parcels. The MSF is expected to 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. However, because the proposed Project would comply with existing regulations governing the storage and handling of such chemicals, and applicable to responding to accidental release of such chemicals, impacts would be less than significant.

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

Less than Significant Impact.

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

The proposed Project is located within 0.25 miles of several existing schools: Kelso Elementary School (809 East Kelso Street), ICEF Inglewood Middle Charter Academy (304 E. Spruce Avenue), ICEF Inglewood

Elementary Charter Academy (434 S. Grevillea Avenue), Dolores Huerta Elementary School (4125 W. 105th Street), Crozier Middle School (120 W. Regent Street), and Inglewood High School (231 W. Grevillea Avenue).

Although hazardous materials have the potential to be transported near these locations, the routes used will be the same designated truck routes described above. In addition, all activities associated with the proposed Project would comply with existing regulations governing the storage and handling of such chemicals as they relate to hazardous materials. Therefore, implementation of the proposed Project would not lead to a greater risk of significant impacts with respect to this threshold.

Construction

As discussed in **Threshold 2.8-a** above, construction of the proposed Project could involve the use of hazardous materials that are typically necessary for construction of mechanical infrastructure and industrial warehouses (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed Project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. However, construction activities are temporary by nature, and the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities.

Operation

Operation of the proposed Project would require a modest amount of hazardous materials typical of mechanical infrastructure and an industrial warehouse, including the necessary chemicals and devices associated with mechanical activities. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported and/or stored on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions, and handled in compliance with applicable standards and regulations. Impacts would therefore be less than significant.

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

Less than Significant Impact.

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

California Government Code Section 65962.5 requires various state agencies, including but not limited to the Department of Toxic Substances Control and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.³⁷

The State of California maintains the Hazardous Waste and Substances Site List, also known as the Cortese List, as a planning document that assists Lead Agencies with CEQA compliance as it relates to hazardous materials and sites. Although portions of the proposed Project's location are known to be on the historical Cortese list, no portions of the site are on the active Cortese list of sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant, and no further evaluation is required.

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

No Impact.

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

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

Airport operation hazards include incompatible land uses or features such as power transmission lines, wildlife hazards, and tall structures that can interfere with aircraft operations. The proposed Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations. Therefore, no impacts would occur to people residing or working in the area of the proposed Project.

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

f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact.

Significant impacts would occur if the proposed Project were located near a private airstrip and would pose safety hazards as a result of such a location.

The proposed Project is not located near a private airstrip. As discussed previously, the proposed Project is not subject to the Los Angeles County Airport Land Use Plan, and no private airstrips are located near the proposed Project.

Airport operation hazards include incompatible land uses or features, such as power transmission lines, wildlife hazards, and tall structures, that can interfere with aircraft operations. The Project would not construct any buildings or structures to a height that would interfere with or obstruct any local airport operations, nor is the proposed Project in a height-restricted area. Therefore, no safety hazard impacts would occur to people residing or working in the area of the proposed Project.

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

Less than Significant Impact.

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

The proposed Project is located largely within public rights-of-way. For this reason, construction activities associated with the proposed Project would likely cause the closure of travel lanes in streets along the APM alignment. The City of Inglewood has planned evacuation routes that assume worst-case displacement and surface rupture from a seismic event in the region along the Newport-Inglewood Fault or Potrero Fault, as described in the Safety Element of the City's General Plan.³⁸

However, the closure of lanes would be temporary because such closures would be only associated with the construction phase of the proposed Project. If the proposed Project is approved, a traffic management plan will be prepared to ensure that interference with area traffic is minimized. This would include ensuring that routes to the emergency room at the adjacent Centinela Hospital Medical Center would be maintained. The plan will require that emergency access is maintained throughout the proposed Project's

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

construction. Therefore, the Project's impacts on emergency response or evacuation plans would be less than significant.

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

No Impact.

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

The City is highly developed and entirely urbanized and is without an urban/wildland interface. The proposed Project is not within a Moderate, High, or Very High Fire Hazard Severity Zone as designated by CAL FIRE. As such, the proposed Project would not increase or create the potential for wildland fires to occur near the proposed Project. No impacts would occur, and no further evaluation is required in an EIR.

2.9 Hydrology and Water Quality

The discussion provided herein is based on information provided by Geosyntec in their evaluation of potential hydrology and water quality impacts (see **Appendix H: Hydrology and Water Quality Technical Memorandum**).

Would the proposed Project:

- a. Violate any water quality standards or waste discharge requirements?**

Less than Significant Impact.

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

Construction

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

General Permit (CGP). Under the CGP, the proposed Project will prepare an approved SWPPP and implement construction BMPs. The CGP will be enforced through the City's construction, grading, and excavation permitting process.

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

Operation

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

The proposed ITF and MSF sites would be converted to fully impervious surfaces. If all five existing sites were to be fully impervious in the proposed condition, impervious surface area could be increased. However, the MSF and ITF sites would be constructed in full compliance with the City's and County's MS4 Permits and LID Ordinance requirements to address any potential pollutant or pollutant loading impacts.

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

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

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less than Significant Impact.

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

Construction

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

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

Operation

The proposed Project could result in increased demand of potable and non-potable water from APM system operation and addition of commercial sites. The proposed Project's water supply during the operation phase will be provided by the City of Inglewood, which depends on a combination of extracted groundwater from City-owned wells and potable and non-potable water purchased from WBMWD. However, according to the City of Inglewood's 2015 Urban Water Management Plan Update (UWMP), the City cannot meet increased water demand through an increase in groundwater extraction due to limitations in water rights. Therefore, projected demands are anticipated to be met through a combination of conservation of local surface water, imported water, graywater, stormwater capture, ocean desalination, and/or other non-groundwater sources.

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

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?**

Less than Significant Impact.

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

Construction

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

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

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

Operation

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

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

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

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?**

Less than Significant Impact.

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

Construction

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

Impacts related to altering the existing drainage pattern of the proposed Project's location that would result in flooding on or off site during the construction phase would be less than significant, and no further analysis is required.

Operation

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

Impacts related to altering the existing drainage pattern of the proposed Project's location that would result in flooding on or off site during the operation phase would be less than significant, and no further analysis is required.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less than Significant Impact.

A significant impact would occur if surface water runoff were to exceed the capacity of existing or planned storm drain systems serving the proposed Project, or if the proposed Project were to substantially increase the sources of polluted runoff.

Construction and Operation

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

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

- f. Otherwise substantially degrade water quality?**

Less than Significant Impact.

A significant impact would occur if the proposed Project were to otherwise substantially degrade water quality.

Construction

Regular construction activities have the ability to result in the degradation of water quality, most noticeably from erosion and sedimentation. Loose sediment itself may degrade water quality and has the capacity to carry such pollutants as heavy metals, nutrients, pathogens oil and grease, and fuels. Additionally, construction may expose the proposed Project's location and stormwater to trash, solvents, paint, etc. The CGP requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges and prohibits the discharge of non-stormwater from construction sites because these non-stormwater discharges are likely to carry pollutants to receiving waters. The

BMPs detailed in the SWPPP will minimize potential for impacts from erosion and sedimentation during construction. The SWPPP will also detail use of BMPs to minimize the potential for spills of toxic or hazardous chemicals or substances into surface or ground waters.

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

Operation

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

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

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact.

A significant impact would occur if the proposed Project were located within a 100-year floodplain and included housing construction.

Construction and Operation

The proposed Project is located outside the 100-year Federal Emergency Management Agency (FEMA) flood hazard area.³⁹ The proposed Project does not propose housing. Hence, both the construction and operation phases of the proposed Project would not place housing within 100-year flood hazard areas.

The proposed Project would have no impact related to placing housing within a 100-year flood hazard area for either the construction or the operational phase, and no further evaluation of this topic area is required.

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

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact.

A significant impact would occur if the proposed Project Site were located within a 100-year floodplain and included structures that would impede or redirect flood flows.

Construction and Operation

The proposed Project proposed is located outside the 100-year FEMA flood hazard area. Hence, both the construction and operation phases of the Project will not place any structure within the 100-year flood hazard area.

The proposed Project would have no impact related to impeding or redirecting flood flows for either the construction or the operational phase, and no further evaluation is required.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact.

A significant impact would occur if the proposed Project were located within an area susceptible to flooding because of the failure of a levee or dam.

Construction and Operation

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

Therefore, the proposed Project would have no impact related to exposing people or structures to loss, injury, or death involving flooding during either the construction or operational phases. No further evaluation of this topic area is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact.

A significant impact could occur if the proposed Project were located in an area subject to inundation by seiche, tsunami, or mudflow.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity.

Construction and Operation

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

Therefore, neither the construction nor operational phase of the proposed Project would have any impacts related to inundation by seiche, tsunami, or mudflow that could result in loss, injury, or death. No impacts would occur, and no further evaluation of this topic area is required.

2.10 Land Use and Planning

Would the proposed Project:

a. Physically divide an established community?

Potentially Significant Impact.

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

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

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

- b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Potentially Significant Impact.

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

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

The northern portion of the proposed Project is within the City's 2016 Transit Oriented Development (TOD) Plan area of The New Downtown Inglewood, which supports the community's vision by creating a pedestrian-friendly, mixed-used Historic Downtown.⁴⁰ The purpose of the TOD Plan and Design Guidelines is to explain and implement the City's vision for transforming the quality of the environment within Downtown. It includes zoning districts and the purpose of each, as well as the use restrictions in each zoning district and other legal issues.

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

The entirety of the proposed Project's location is within the City's Zoning Code and Zoning Map.⁴¹ Along Manchester Boulevard, from Spruce Avenue to South Prairie Avenue, both sides of the street are zoned

40 City of Inglewood, *Transit Oriented Development Plan 2016*, "Part II: The New Downtown Inglewood," Chapter 3: Downtown Zoning, accessed June 2018, <http://inglewood.arroyogroup.com/reports-and-documents/>.

41 City of Inglewood, *Zoning Code and Map*, accessed June 2018, <https://www.cityofinglewood.org/192/Zoning-Code>.

for General Commercial (C-2). Along South Prairie Avenue, from Manchester Boulevard to West Century Boulevard, the west side of the street is zoned for C-2. Also, on South Prairie Avenue, from Manchester Boulevard to Pincay Drive, the east side of the street is zoned for Commercial Recreation. Along South Prairie Avenue, from Pincay Drive to West Century Boulevard, the east side of the street is zoned for the Hollywood Park Specific Plan (HPSP). The HPSP was developed to ensure there was a complete, comprehensive code to regulate the unique development of the area, as permitted by Sections 65450-65457 of the California Government Code.⁴²

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

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact.

Significant impacts would occur if the proposed Project were to conflict with any adopted HCP or NCCP.

No adopted HCP, NCCP, or similar plan applies to any part of the City or the surrounding area.⁴³ Consequently, implementation of the proposed Project would not conflict with the provisions of any adopted conservation plan.

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

2.11 Mineral Resources

Would the Project:

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

No Impact.

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

42 City of Inglewood, *Hollywood Park Specific Plan 2014*, accessed June 2018, <https://www.cityofinglewood.org/203/Hollywood-Park-Specific-Plan>.

43 CDFW, "NCCP Plan Summaries."

The proposed Project is located within a Mineral Resources Zone 3 (MRZ-3), which is an area where significant mineral deposits cannot be evaluated based on current and available data.⁴⁴ The state of California has not classified or designated mineral resource zones within the area, and the Bureau of Land Management mineral potential maps also indicate no prospective valuable deposits.⁴⁵

In addition, the proposed Project is located entirely within a highly developed urban area characterized by commercial, industrial, and residential land uses. No records exist with respect to the presence of valuable mineral resources within the proposed Project's area or the immediate surrounding area, and no mining is currently taking place in the City.⁴⁶

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

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

No Impact.

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

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

As mentioned above, the proposed Project is located entirely within a highly developed urban area characterized by commercial and residential uses and no mining operations are currently being conducted in the City. There are no records of valuable mineral resources within the proposed Project's footprint or the immediate surrounding area.⁴⁷

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

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

45 CDC, CGS, *Mineral Lands Classification*, data portal, accessed June 2018, <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

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

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

2.12 Noise and Vibration

Would the proposed Project:

- a. **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact.

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

Section 5, Article 2 (Noise Regulations) of the IMC governs noise measurement and acceptable levels in the City.⁴⁸ For construction of the type that would be associated with the proposed Project, construction activities would not be permitted between 8 PM and 7 AM.

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

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

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

- b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact.

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

48 IMC.

Ground-borne vibration and ground-borne noise could occur during construction of the proposed Project, especially during paving, demolition, earth movement activities, pile driving, and other activities associated with the construction of an elevated APM line. Operation of the proposed Project could involve vibration, especially near the MSF and ITF facilities. Therefore, analysis of potential impacts of ground-borne noise and vibration impacts will be further addressed in an EIR.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to cause a substantial permanent increase in noise levels above existing ambient levels.

The proposed Project's construction would be expected to generate a temporary increase in ambient noise levels in the proposed Project's vicinity. Ongoing, permanent operational noise impacts could be generated near both the MSF and ITF facilities as these would see maintenance activity on APM components and the potential for increased vehicular traffic respectively. Therefore, this topic is potentially significant and will be further evaluated in an EIR.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact.

A significant impact would occur if the proposed Project were to result in substantial temporary or periodic increase in ambient noise levels.

Demolition, grading, pile driving, paving, and other activities typical of construction activities would occur upon proposed Project implementation. As discussed above, the proposed Project's construction would be expected to generate an increase in ambient noise levels in the proposed Project's vicinity on a temporary basis. This topic will be further evaluated in an EIR.

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

Less than Significant Impact.

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

The Federal Aviation Administration (FAA) requires airports to prepare noise contour maps to assess the effects of aircraft noise to surrounding land uses. These maps can be used as an indicator of potential impacts. The closest airports to the proposed Project are the Hawthorne Municipal Airport (HHR), approximately 1.5 miles to the south, and Los Angeles International Airport (LAX), approximately 2 miles to the west of the proposed Project. HHR noise contours remain confined within the runway of the airports and not within the proposed Project immediate area.⁴⁹ In addition, according to the Los Angeles World Airports' Noise Contour Map for the first quarter of 2018, the proposed Project does not fall within any of these noise contours.⁵⁰

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

f. For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact.

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

The proposed Project is not near a private airstrip. Accordingly, the proposed Project would not expose people working or residing in the Project area to excessive noise levels from a private airstrip. Therefore, no impacts would occur.

2.13 Population and Housing

Would the Project:

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

No impact.

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

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

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

The proposed Project does not include the development of any new residential or commercial land uses and would therefore not directly introduce population growth from the construction of new homes or businesses. The proposed Project proposes to construct an elevated APM system connecting the future Metro Crenshaw/LAX Line with the Forum, the LASED (including the NFL stadium), and the proposed IBEC. The APM system would lessen automobile trips and mobilize large numbers of persons in a short amount of time. The proposed Project represents an alternative to automobile traffic for access to the venues at the LASED and therefore has no aspects that would contribute to population growth either directly or indirectly.

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

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact.

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

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

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact.

A significant impact would occur if implementation of the proposed Project were to result in the displacement of substantial numbers of people.

The proposed Project is an APM system that would be constructed almost entirely within existing public rights-of-way along existing City streets. The potential sites for the MSF and ITF facilities are either vacant or are currently occupied by nonresidential uses. As such, no population displacement would occur due to the proposed Project's implementation and no impacts would occur.

2.14 Public Services

Would the proposed Project:

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

Less than Significant Impact.

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

The City is served by Battalion 20 within Division 6 of LACFD. Battalion 20 operates six stations in total; four of these serve the City (Fire Stations 170, 171, 172, and 173). Fire Station 171 is located approximately 0.25 miles west of the proposed Project at 141 W. Regent Street; Station 172 is approximately 0.7 miles north at 810 Centinela Avenue; Station 173 is approximately 1 mile east at 9001 S. Crenshaw Boulevard; and Station 170 is approximately 1.1 miles southeast at 10701 S. Crenshaw Boulevard. The stations are staffed in three rotating shifts (A, B, and C). A three-platoon schedule is based on 24-hour shifts that start at 8 AM. Standard company staffing is generally a minimum of 25 personnel per shift. An assistant deputy chief oversees each of the three divisions.

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

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

ii. Police protection?

Less than Significant Impact.

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

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

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

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

iii. Schools?

No Impact.

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

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

construction or expansion of schools would not be required because of the proposed Project's implementation.

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

iv. Parks?

No Impact.

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

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

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

v. Other public services?

No Impact.

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

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

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

2.15 Recreation

Would the proposed Project:

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

No Impact.

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

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

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

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

No Impact.

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

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

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

2.16 Transportation and Circulation

Would the proposed Project:

- a. **Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Potentially Significant Impact.

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

The proposed Project would not result in a significant net increase in development that could result in an increase in daily and peak-hour traffic within and near the proposed Project. Along the APM alignment, South Prairie Avenue and East Manchester Boulevard are designated as north–south and east–west Major Arterial routes, respectively, and Market Street (North and South) is designated as a north–south Minor Arterial.⁵¹ In addition, construction of the proposed Project has the potential to affect the transportation system through the hauling of excavated materials and debris; the transport of construction equipment; the delivery of construction materials; and travel by construction workers to and from the proposed Project.

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

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

- b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact.

A significant impact could occur if the proposed Project were to conflict with an applicable congestion management program.

Within Los Angeles County, Metro administers the Congestion Management Program (CMP), a state-mandated program designed to address local and regional impacts of urban congestion. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project.

The CMP for Los Angeles County, including the City of Inglewood, requires an analysis of any project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the AM or PM weekday peak hours.

Implementation of the proposed Project would serve to reduce vehicle trips in the area because the proposed system would be an alternative to private vehicles both for workday commuters as well as those attending events at LASED. However, due to a potential increase at CMP-covered intersections, potentially associated with the ITF specifically, impacts are potentially significant and will be further evaluated in an EIR.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact.

A significant impact could occur if the proposed Project were to result in the need for a change in existing air traffic patterns.

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

Because the proposed Project does not have components that would potentially affect air traffic patterns, no impacts would occur, and no further study is required.

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

Potentially Significant Impact.

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

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

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

e. Result in inadequate emergency access?

Potentially Significant Impact.

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

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

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact.

A significant impact would occur if a project were to conflict with adopted policies or involve modification of existing alternative transportation facilities located on or off site.

Relevant policies that apply to the City of Inglewood include an Active Transportation Plan that is part of the Imagine Inglewood⁵² effort and the SCAG 2016 RTP/SCS.

Construction of the proposed Project would likely involve temporary closure of portions of public rights-of-way, including both automobile travel lanes shared by bicycles and pedestrian sidewalks. Additionally, the proposed Project is served by a variety of public transit options and alternative transportation facilities that are located adjacent to or near the proposed Project, including several Metro Local and Rapid bus lines.

As such, public transportation may be affected as a result of construction associated with the proposed Project, including with the plans identified above. Although the transit nature of the proposed Project represents an expansion of public transportation infrastructure, a consistency analysis with existing policies will be conducted. Therefore, impacts related to alternative transportation facilities would be potentially significant, and this topic will be evaluated further in an EIR.

2.17 Tribal Cultural Resources

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

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

Less than Significant Impact.

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

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

52 City of Inglewood, *Imagine Inglewood*, <http://www.imagineinglewood.com/>.

The construction associated with the proposed Project has the potential to affect previously undiscovered historic resources. Because the entirety of the proposed Project is largely disturbed and previously developed, the risk that historic resources of tribal significance as described above would be encountered is considered very low. In addition, the California Native American Heritage Commission (NAHC) was contacted to ascertain if any known historic sites of Native American significance were known to exist in the proposed Project's area; no sites of significance are known to the NAHC (see response below). Therefore, impacts would be less than significant, and no further study is required.

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

Less than Significant Impact.

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

In accordance with AB 52, tribal outreach and consultation will be completed as part of the environmental review process. Should any Tribes request consultation, the City will contact these Tribes to determine if they have any tribal cultural resources (TCRs) that may be impacted.

No known TCRs are present on or surrounding the site. However, should the proposed Project uncover any undiscovered TCRs during construction, construction activities would immediately cease, and the NAHC and the appropriate Tribe would be contacted. Therefore, potential impacts would be less than significant, and no further evaluation is required.

2.18 Utilities and Service Systems

The discussion provided herein is based on information provided by Pacifica Services, Inc in their evaluation of potential utility impacts (see **Appendix I: Utility Technical Memorandum**).

Would the proposed Project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact.

A significant impact would occur if a project were to exceed wastewater treatment requirements of the applicable RWQCB.

Currently, wastewater from the proposed Project's location is conveyed via municipal sewage infrastructure maintained by the City and the Los Angeles Bureau of Sanitation to the Joint Water Pollution Control Plant (JWPCP) (advanced primary with partial secondary treatment), a public facility subject to the RWQCB requirements. Though the Project would generate more wastewater than is currently generated on the proposed Project, pollutant loads would be typical of urban wastewater already processed by the JWPCP. As such, impacts would be less than significant, and no further evaluation is required.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

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

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

Development of the proposed Project would not significantly increase the demand for water and wastewater treatment services within the City because it is an APM project. The APM is an electrified system; the operation of the train itself would not require significant water resources because none of its constituent components is water dependent. In addition, activities at the MSF and ITF sites would not require additional water demands such that existing facilities would need expansion or new facilities constructed. The routine maintenance and storage of parts of the APM apparatus at the MSF would not require significant amounts of water. Activities that would take place at the MSF includes service activities to the APM cars, vehicle storage, loading platforms, and a paint booth. Although water and wastewater lines may need to be relocated, no aspect of the construction or operation of the proposed Project would require new or expanded water or wastewater treatment facilities.

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

- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact.

A significant impact would occur if surface water runoff were to exceed the capacity of existing or planned storm drain systems serving the proposed Project, or if the proposed Project were to substantially increase the sources of polluted runoff.

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

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

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

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

The proposed Project does not have features that would result in the creation of structures or systems that would significantly increase stormwater discharges in the proposed Project area. The APM, associated stations, and MSF and ITF facilities are all proposed for previously developed land on impervious surfaces. In addition, as detailed previously under **Section 2.9 Hydrology and Water Quality**, if storm drain upgrades are required to address increases in peak-flow or runoff volumes, these will be made as part of the proposed Project's drainage design. The Construction General Permit SWPPP for the proposed Project would require BMPs that would preclude any additional sources of polluted runoff during both construction and operations.

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

d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new and expanded entitlements needed?

Less than Significant Impact.

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

Water supply to the City of Inglewood is provided through WBMWD and the West Coast Groundwater Basin via City wells.⁵³ The City's UWMP concludes that Inglewood has sufficient existing water supplies so that a non-water-intensive project, such as the one proposed, would not result in a strain on existing water supplies. Because water supplies in the proposed Project area are more than sufficient, impacts would be less than significant, and no further study is required.

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

Less than Significant Impact.

The Project would have a significant wastewater impact if (a) the proposed Project were to cause a measurable increase in wastewater flows to a point where and a time when a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the proposed Project's additional wastewater flows were to substantially or incrementally exceed the future scheduled capacity

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

of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

As detailed above, the proposed Project is an APM system consisting of an APM that would not require a significant amount of water for either its construction or operation. Maintenance activities would be limited to repairs typical of vehicle repair, and no water-intensive activities would take place at the MSF site. Therefore, impacts would be less than significant, and no further study is required.

f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

Less than Significant Impact.

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

Solid waste services in the City are provided by Consolidated Disposal Service (CDS); trash collected in the City is taken to CDS's American Waste Transfer Station in the City of Gardena, where it is sorted; residual garbage is taken to the Consolidated Volume Transport Disposal and Recycling Center (CVT) in the City of Anaheim, and recycling and green waste is taken to CDS's Compton Transfer Station in the City of Compton.⁵⁴ Solid waste generated in the City is ultimately disposed of at various landfill facilities located throughout Los Angeles County.

The proposed Project would generate additional solid waste from construction debris, activities, and site preparation, as well as during operation of the proposed Project. Solid waste generated during construction and operation of the proposed Project would have to be separated and recycled. As described in Los Angeles County's most recent landfill disposal capacity report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.⁵⁵ The proposed Project would not drastically change the amount of solid waste disposal projected by the County due to the fact that the operations phase would generate minimal waste. Impacts would be less than significant, and no further study is required.

54 City of Inglewood, "Waste Collection FAQs," accessed June 2018, <https://www.cityofinglewood.org/FAQ.aspx?TID=30>.

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

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact.

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

Assembly Bill (AB) 939 requires every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.⁵⁶ In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.⁵⁷

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

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

2.19 Energy Resources

Would the proposed Project:

a. Cause wasteful, inefficient, and unnecessary use of energy?

Potentially Significant Impact.

Construction

Project construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site; construction worker travel to and from the Project site; and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). The amount of energy that would be consumed by these uses

56 CalRecycle, "Assembly Bill 939," accessed June 2018, <http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm>.

57 CalRecycle, "Ordinances, Resolutions, and Policies," accessed June 2018, <http://www.calrecycle.ca.gov/LGCentral/Library/LocalDocs/Policy.htm>.

would not be considered excessive and would be similar to that consumed for other large construction projects. Electricity consumption that would be required during construction would be limited and temporary, and would cease upon the completion of construction.

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

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

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

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

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

Operation

During operation of the proposed Project, energy would be consumed for multiple purposes, including but not limited to, heating, ventilating and air conditioning; lighting; and the use of electronics, equipment and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's operating components would utilize electrical energy for the operation of the APM, as well as aspects of related Project support features, such as the MSF, ITFs, and the stations. Electricity is provided to the Project area by Southern California Edison (SCE). SCE provides roughly 90 billion kilowatts of electricity to more than 15 million people in Southern California.⁵⁸

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

With modern, energy-efficient construction materials and operating equipment, the proposed Project would comply with applicable Title 24 regulations and applicable City regulations and policies. The California Green Building Code imposes energy conservation measures for all new projects to further reduce energy demands with new buildings. Implementation of the California Green Building Code measures would meet or exceed the Title 24 energy efficiency regulations and further reduce demand for electricity.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. Transportation fuels, primarily gasoline and diesel, would

58 Southern California Edison, "About Us: Who We Are," accessed July 2018, https://www.sce.com/wps/portal/home/about-us/who-we-are!/ut/p/b1/IVPLbslWEpyVXnI0XrCdR29BRRcqtKAILkgO3FCWohDMND262sQUotUEvDBsq2d0czsGkd4jqOC7_OM61wVfHw8R_ai7fb9QTCGoD-hDIJuxyH9bkAmPWYKQIMAV5YPJ7zXh95g-HbEjwgEZASvY98nADae4QhHcaFLvcThNpaLWBVaFnohCwwOZwu4UDv9sNtacFgqdJClV_IILOM8waGTJhQoEJTaQiLqOm3EWeyZLWHclq5IUvcstEZJdEnSs_4moKGoE5GG6JqCmuIo2yIxKkvoV8I4mY4qmQqK1m1dpV5Xmpdbh8tMEEdDq1MqWwIW7FaW_AfZKm2Gs8vk3FojDpXJT4zPP5NnseEeTEXqONIG1GRAOKmCciTrkdIwiiHtlmwcZfh8Ize5e-bTeSb0TqO0Kdx2Thb9TonbfpX500jV084JXcTDm_4jfcbv_hU5Xq6dsIXjj7SF80EK_ffk3Q9Q1y4QNggq-wHf5g_Q/dl4/d5/L2dBISEvZ0FBIS9nQSEh/.

be provided by local or regional suppliers. The Project site is close to numerous bus routes and the Metro Crenshaw/LAX Line light rail stations.

On-road vehicular transportation sources from the subarea of Los Angeles County within the SCAQMD consumed 3.89 billion gallons of gasoline and 0.66 billion gallons of diesel fuel in 2016. The net increase of the proposed Project's operational gasoline consumption would be minimal in terms of Countywide gasoline and diesel consumption.

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

- b. Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact.

As discussed above, the proposed Project area's electricity needs are provided by SCE. Natural gas service is provided by Southern California Gas Company. Because specific Project design features are not yet known in terms of their energy requirements, this topic will be further evaluated in an EIR.

2.20 Mandatory Findings of Significance

Would the Project:

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

Potentially Significant Impact.

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

The proposed Project is located entirely within the City in a highly developed urban area characterized by commercial and residential uses. It is made up of paved and active streets with various landscaping. The

existing level of development on the site and in the surrounding area is not compatible with supporting wildlife and natural plant communities. No native vegetation exists on the site, although street trees are present along the alignment (see **Appendix A**). However, any street trees removed as a result of Project implementation will be replaced per the requirements of the IMC and described above under **Section 2.4: Biological Resources**.

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the proposed Project's location.⁵⁹ The proposed Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, as discussed above under **Section 2.5: Cultural Resources**, the proposed Project does have the potential to affect historic resources in portions of the proposed Project's location of vicinity. As a result, impacts under this topic area are potentially significant and will be further evaluated in an EIR.

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

Potentially Significant Impact.

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

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

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

Less than Significant Impact.

⁵⁹ CDFW, "NCCP Plan Summaries."

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

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

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5.0 TERMS, DEFINITIONS, AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
APM	automated people mover
AQMP	SCAQMD 2016 Air Quality Management Plan
Basin	South Coast Air Basin
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CDS	Consolidated Disposal Service
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CGS	California Geological Survey
City	City of Inglewood
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
County	County of Los Angeles
CPUC	California Public Utilities Commission
CVT	Consolidated Volume Transport Disposal and Recycling Center
EIFD	Enhanced Infrastructure Financing District
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
Geosyntec	Geosyntec Consultants
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HRA	Health Risk Assessment
HRG	Historic Resources Group
IBEC	Inglewood Basketball and Entertainment Center
IMC	City of Inglewood Municipal Code

IPD	Inglewood Police Department
ITC	Inglewood Transit Connector
ITF	intermodal transit facility
JWPCP	Joint Water Pollution Control Plant
LACDRP	Los Angeles County Department of Regional Planning
LACFD	Los Angeles County Fire Department
LADWP	City of Los Angeles Department of Water and Power
LASED	Los Angeles Sports and Entertainment District
LAX	Los Angeles International Airport
LID	low-impact development
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MRZ-3	Mineral Resources Zone 3
MS4	Municipal Separate Storm Sewer System
MSF	maintenance and storage facility
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
National Register	National Register of Historic Places
NBA	National Basketball Association
NCCP	Natural Community Conservation Plan
NFL	National Football League
NPDES	National Pollutant Discharge Elimination System
PFA	Public Financing Authority
PRC	Public Resources Code
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	tribal cultural resource
TNC	transportation network company
TOD	Transit Oriented Development
TOD Plan	City of Inglewood 2016 <i>New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines</i>
USEPA	United States Environmental Protection Agency

USFWS	United States Fish and Wildlife Service
UWMP	City of Inglewood <i>2015 Urban Water Management Plan Update</i>
VMT	vehicle miles traveled
WBMWD	West Basin Municipal Water District
YOLA	Youth Orchestra Los Angeles