

3.0 PROJECT DESCRIPTION

3.1 BACKGROUND

The City of Inglewood (City) is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. First, in 2012, over \$100 million was invested in the Forum, making it one of the largest indoor concert venues and host of some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units, millions of square feet (SF) of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of the LASED is the new \$5 billion-dollar, 70,240-seat SoFi Stadium shared by the Los Angeles Rams and Los Angeles Chargers. SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. In August 2020, the City approved the Inglewood Basketball and Entertainment Center (IBEC), which will be home to the Los Angeles Clippers of the National Basketball Association (NBA) and includes the team's arena, headquarters, and training facilities. There are other exciting developments in the City including housing, retail commercial and hotel projects in the application pipeline. Additionally, the new Los Angeles Philharmonic music and cultural campus for the Youth Orchestra Los Angeles (YOLA), designed by architect Frank Gehry which will be headquartered near Inglewood City Hall and, is currently anticipated to be completed by Winter 2020.¹

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

As Inglewood transforms into a major regional housing, employment and activity center, the number of vehicular trips associated with new jobs, retail, entertainment, and residential opportunities is anticipated

1 Los Angeles Times, *How will the L.A. Phil carry on amid COVID-19? Dudamel and Smith lay out a plan*, July 16, 2020.

to increase. Based on historic traffic counts, traffic volumes have been increasing at the rate of 1.5 percent per year, and many key intersections and highway corridors already experience congestion. According to the Southern California Association of Government's (SCAG) *Connect SoCal - 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* Demographics and Growth Forecast, substantial socioeconomic and demographic growth is projected in the region. The City is projected to be one of the highest growing housing and employment centers in Los Angeles County, with growth rates of 20 percent in population, 27 percent in number of households, and 36 percent in employment from 2016 to 2045². In response to the anticipated increases in traffic associated with these new sports and entertainment venues in the City is updating its Mobility Plan, developing a Stadium Events Transportation Management and Operations Plan (TMOP), working with transit agencies to improve transit operations to the City given existing limited service, creating an off-site satellite parking program with event shuttle service, installing a comprehensive intelligent transportation system, and implementing a city-wide permit parking program to protect neighborhoods. The physical capacity of the existing local and regional roadway network may still challenge the ability of residents and visitors to access the City's amenities easily in the future. Bus transit, shuttles, and other alternative modes still compete with existing traffic on the City's roadway network.

The City proposes the Inglewood Transit Connector Project (ITC or proposed Project) to close the last-mile gap between the Crenshaw/LAX line and the City's new activity centers, allowing passengers to transfer to or from the Crenshaw/LAX line. The ITC is a 1.6-mile, three station, fully elevated, electrically powered APM system that will connect passengers directly from the Metro Crenshaw/LAX Line Downtown Inglewood station.

Over 80 percent of the Project corridor (defined as the area within ½ mile of the proposed Project stations) is located within census tracts ranked in the top 25% of census tracts in California with the highest pollution burden and socioeconomic vulnerabilities based on the CalEnviroScreen Model³. The proposed Project will offer the community a new transit connection to the Metro Rail system and regional employment opportunities including those at LAX. The Project would also ensure that long-time residents, employees, and business are provided a direct connection to the Metro Rail system while also providing visitors with a seamless connection to event venues, which, in turn, would assist Inglewood's transformation into a world-class city.

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

The City proposes the Project to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. Providing transit access to the City's new activity centers would advance local and regional goals to increase transportation choice, significantly reduce Greenhouse Gas (GHG) emissions, improve air quality and human health, reduce per-capita Vehicle Miles Traveled (VMT), reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment. The proposed Project is designed to support the City's growth by serving an annual ridership of 13.9 million by 2076, reducing over 2.3 billion VMT by 2076, and improving air quality throughout the South Coast Air Basin by reducing GHG emissions by approximately 768,922 metric tons of carbon dioxide equivalent (MTCO₂e) over the life of the Project.

3.1.1 Evolution of the Inglewood Transit Connector Project

As early as 2017, in an effort to address the City's critical mobility issues, the City partnered with Metro to analyze viable transit connection options from the Metro Crenshaw/LAX Line to the LASED, which includes SoFi Stadium. With the City's input, Metro conducted a study⁴ to explore how best to connect the LASED to 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) operability options for independent services that could provide connections from the Metro Rail system at nearby Metro stations along the Metro Crenshaw/LAX Line to SoFi Stadium. At the conclusion of the study, the City and Metro agreed that the interlined operability scenario is infeasible due to the cost and complexity that would be created on the Metro Rail system.

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

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

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

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

- Changes to the proposed Project's alignment from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment follows the same route as the original alignment Beginning at the intersection of Market Street and Florence Avenue, continuing along Manchester Avenue and Prairie Avenue, and terminating at the intersection of Prairie Avenue and Hardy Street.
- Refinements and modifications to the proposed stations as follows:
 - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to three stations. The original five station locations were at the following locations:
 - Market Street Station: at the intersection of Market Street and Regent Street on Market Street;
 - Manchester Boulevard Station: between Hillcrest Boulevard and Spruce Avenue on Manchester Avenue adjacent to the maintenance and storage facility (MSF);
 - Forum Station: north of the intersection of Prairie Avenue and Pincay Drive on Prairie Avenue;
 - Hollywood Park Station: between Arbor Vitae Street and Hardy Street on Prairie Avenue adjacent to the City's intermodal transit facility (ITF) located on the southeast corner of Prairie Avenue and E. Arbor Vitae Street; and
 - Century Boulevard Station: at the intersection of Prairie Avenue and Century Boulevard on Prairie Avenue.
 - New locations for the three stations:
 - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
 - Prairie Avenue/ Pincay Drive Station: at the intersection of Prairie Avenue and Pincay Drive; and
 - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street
 - A passenger connection, consisting of an elevated pedestrian bridge over Florence Avenue, has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw/LAX line Downtown Inglewood station on the northside of Florence Avenue.

- Removal of the ITF as part of the proposed Project. The City has already constructed the ITF project as a separate and independent project on the City's Civic Center site on Prairie Avenue.
- Reduce the potential number of traction power substations from three to two. One will be located on the MSF site and the other will be located on the City's Civic Center site on Prairie Avenue.

3.2 ITC PROJECT OVERVIEW

The proposed APM guideway is approximately 1.6-miles long, elevated, and primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue with limited encroachments in some locations outside of the public right-of-way. The proposed Project will serve three stations with an elevated guideway with dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership needs.

The proposed transit technology is a form of light rail technology that can be rubber tired, magnetically levitated, or steel-wheel/steel rail, supported on dual rails, which may be steel rail or concrete plinths, or straddling or suspended from a single beam/rail such as in a monorail type technology and that will operate within a dedicated trainway. Power distribution will be through a third rail instead of overhead catenary to avoid the visual impacts associated with overhead catenary system wires and support structures. It will be fully automated (i.e., driverless) which is necessary to operate at the headways to meet the projected ridership needs. The vehicles are smaller than traditional heavy rail technology and can maneuver the tight curves required for the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people mover or simply monorail; regardless of the terminology used, it is a form of a light rail technology.

The APM trains will operate in a pinched loop mode on dual tracks along the alignment, wherein trains follow each other and switch back at the end-of-line stations to make the return journey on the other track. As planned, the trains can be operated in multiple different configurations, ranging from a one-car train to multiple-car length trains with a maximum train length of approximately 200 feet. Depending on the ridership demands, which will be time of day and event day dependent, multiple trains of up to the maximum train length can be operated at varying headways, as close as 1.5 minutes, to provide the necessary peak and reserve capacity. Scenarios for ridership demand, operating strategies and resultant capacities are provided in **Table 3.0-3: Peak Period Ridership Headway Fleet Capacity**.

The three stations are:

- The Market Street/Florence Avenue station generally located between Market Street and Locust Street that provides connections to the Metro Crenshaw/LAX Line and Downtown Inglewood;
- The Prairie Avenue/Pincay Drive station generally located at the intersection of Prairie Avenue and Pincay Drive that provides connections to the Forum and LASED including SoFi Stadium; and

- The Prairie Avenue/Hardy Street station located just north of the intersection of Prairie Avenue and Hardy Street that provides connections to the LASED including SoFi Stadium, and the IBEC.

The station locations were chosen to be near major activity centers, including the Forum, LASED and SoFi Stadium, the IBEC, and Downtown Inglewood, which the City is seeking to enhance and activate.

The proposed stations are configured as center-station platforms. This configuration minimizes the total footprint of the station and guideways, provides easy way-finding for passengers by directing all passengers to the same platform where they board their train. This configuration also provides greater flexibility in maintaining operations in the event of equipment failures.

Each station includes ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation elements, consisting of stairs, escalators, and elevators from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. The mezzanine level provides passenger walkways to travel over streets located below the stations and avoid at-grade passenger crossings. The stations will be sized to support the projected ridership demands, including the boarding and deboarding demands at the station, under normal scenarios as well as in a worst case event scenario due to emergency conditions and/or system failure.

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

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the APM trains, vehicle storage, and an operations control center. **Figure 3.0-2: Vicinity Map**, identifies the location of the proposed MSF. The MSF building will be approximately 97,400 SF in size and will be elevated to match the track elevation. A limited amount of parking will be provided under the MSF for employees and visitors. The MSF will be designed in accordance with the Design Guidelines for the Inglewood Transportation Connection (ITC Design Guidelines) which address the massing, façade, materials, colors, roof, and lighting for this facility, how the MSF will engage with the pedestrian and vehicular circulation around it, and sustainability features. (see **Appendix 3.0.3: Draft Design Guidelines**).

The proposed Project also includes two traction power substations (TPSSs). These substations will be the service connection points and will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. The

proposed locations for the TPSSs are shown on **Figure 3.0-14: Potential Locations for Traction Power Substations**.

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

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pickup and drop off areas on Locust Avenue and Regent Street.
- Approximately 50 parking spaces would be provided in a surface parking lot at 150 S. Market Street.
- Approximately 450 parking spaces would be provided in a surface parking lot at the MSF Facility site at 500 E. Manchester Boulevard.

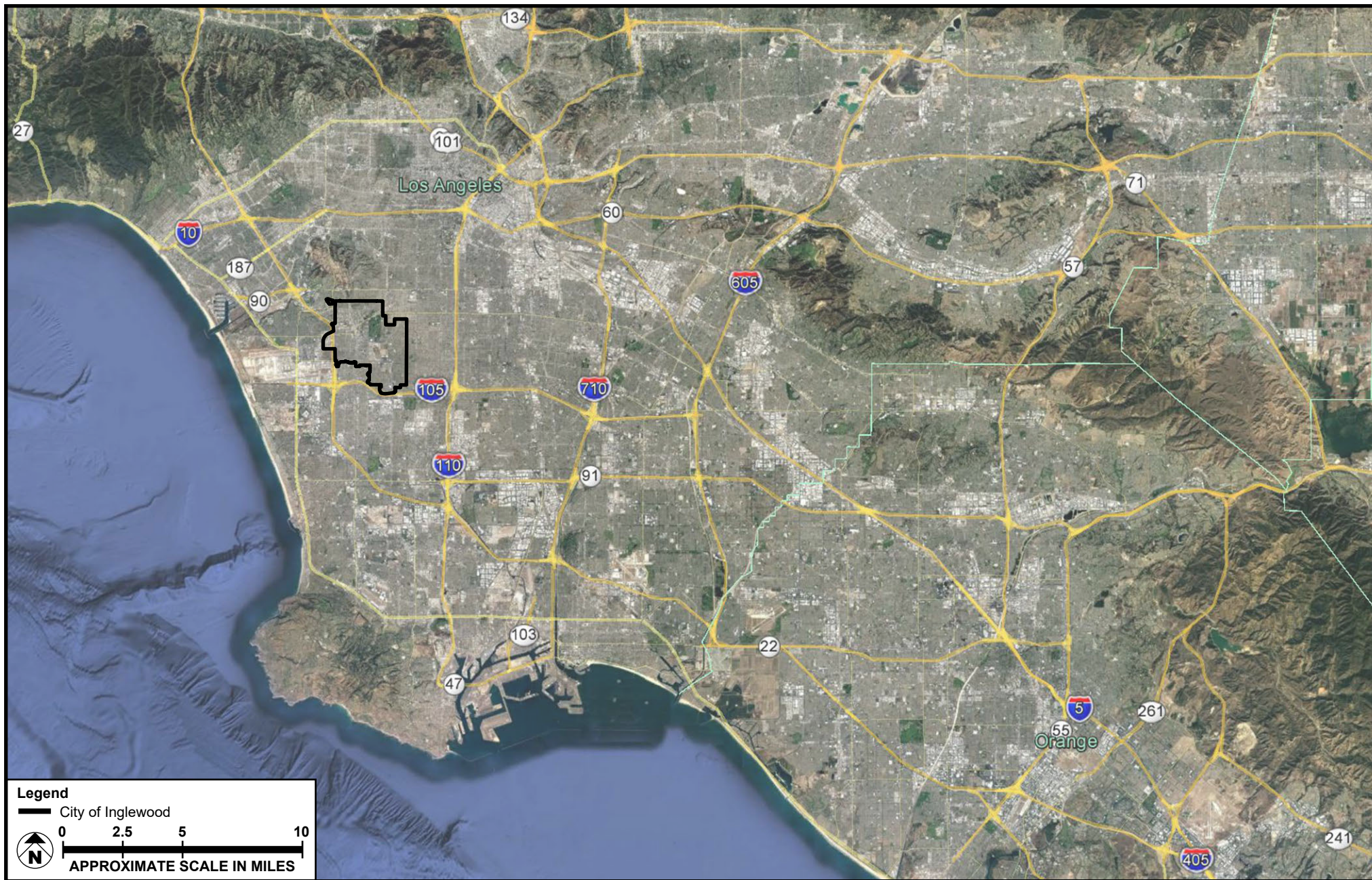
These parking areas will be used as staging areas during construction but will ultimately provide public parking needed in the City to support use of the ITC Project. While the ITC Project is designed and intended to attract transit riders from the Metro Rail system, the City recognizes that many visitors will also still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To avoid visitors parking in residential areas, the City proposes to provide parking in close proximity to the ITC Project stations and downtown Market Street area. These parking areas will also provide replacement parking for public parking on streets that may be removed as part of the implementation of the ITC Project.

3.3 PROJECT LOCATION

The proposed Project is located in the central and northern portions of the City, east of the San Diego Freeway (I-405) and north of the Glenn Anderson Freeway (I-105) in Los Angeles County, California, as shown in **Figure 3.0-1: Project Regional Location Map**.

The Project would be constructed in an area generally bounded by the Metro Crenshaw/LAX Line to the north; Hardy Street to the south; the LASED including SoFi stadium, and the Forum to the east; and La Brea Avenue to the west, as shown in **Figure 3.0-2: City Location Map**.

The Project extends from the Metro Crenshaw/LAX Line Downtown Inglewood station southwest to the intersection of Market Street and Regent Street, continues south on Market Street, east on Manchester Boulevard, and south on Prairie Avenue to Hardy Street, as shown in **Figure 3.0-3: Project Vicinity Map**. The elevated guideway and stations would be largely located within the public rights-of-way for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue with some limited encroachments on property located adjacent to the public right of way for vertical circulation features, such as stairways.

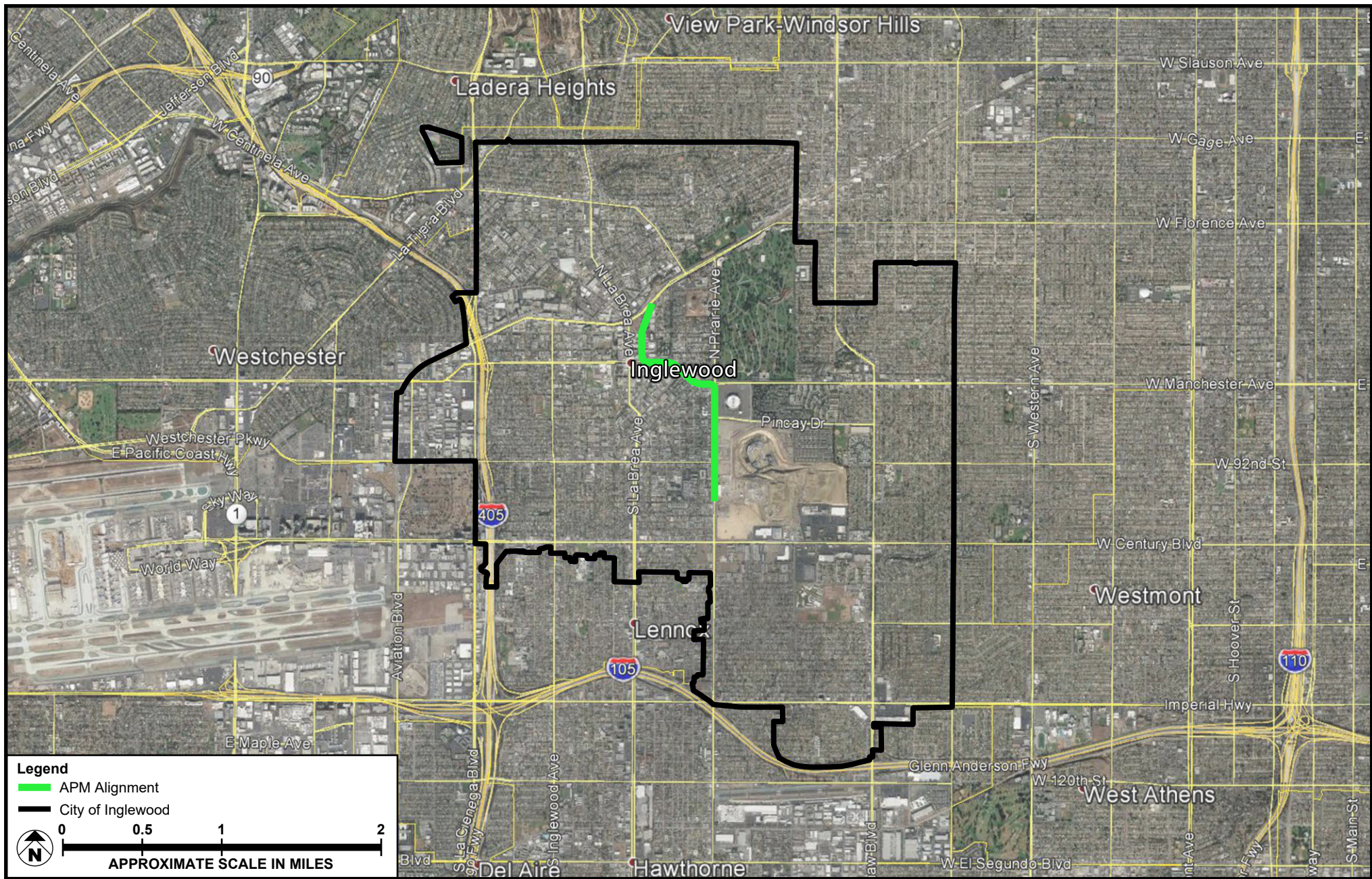


SOURCE: Google Earth - 2020

FIGURE 3.0-1



Project Regional Location Map

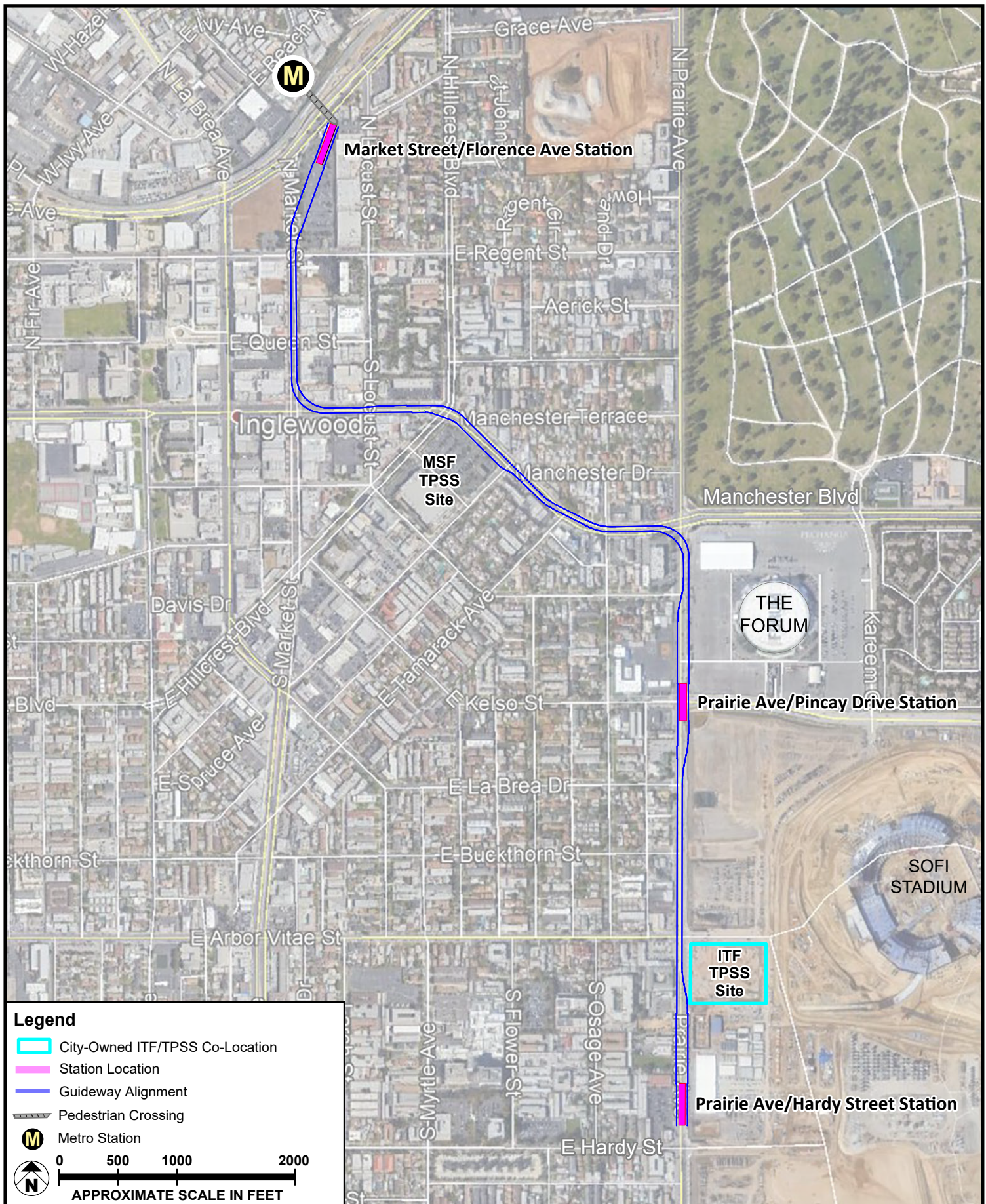


SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE 3.0-2



City of Inglewood



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

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

FIGURE 3.0-3



3.4 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines states that the Project Description shall contain “[a] statement of the objectives sought by the proposed project.” In addition, Section 15124(b) of the State CEQA Guidelines further states, “[t]he statement of objectives should include the underlying purpose of the project.”

The City’s goals and objectives for the proposed Project are as follows:

- Provide direct and convenient connection to the Metro regional transit system for local residents and the region to access the City’s new major employment, commercial, and activity centers;
- Provide sufficient transit connection capacity between the Metro regional transit system and the City’s new major activity centers with enhanced travel time certainty and sufficient capacity to meet peak ridership demands to encourage transit as a travel mode choice;
- Maintain existing roadway capacity;
- Reduce the City’s traffic congestion and alleviate growing demand on the existing roadway network on both major arterials and residential streets for both nonevent and 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 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 SB 375 and State policy with respect to climate change;
- Support the ongoing economic revitalization, growth opportunities for transit-oriented development (TOD) within the Downtown TOD Plan area, including commercial and residential uses, including through the creation of public parking facilities;
- Encourage redevelopment and investment within the City in areas served by the proposed Project;
- Provide safe, reliable, and convenient access to businesses in the City so that they are accessible to their workforce and customers;
- Connect the Inglewood community and citizens to jobs, education, services, and destinations within the City and within the region by providing transit within safe and accessible walking distances; and
- Support regional efforts to become more efficient, economically strong, equitable, and sustainable.

3.5 PROJECT CHARACTERISTICS

The Project Description and analysis in this EIR are based on the Conceptual Plans for the ITC Project⁵. The Conceptual Plans identify the proposed Alignment for the APM, which will be in the public right-of-way, with some supporting facilities on private property located adjacent to the public right-of-way as described further in this section. These Conceptual Plans will likely be refined as design of the Project progresses; however, for EIR purposes, the Conceptual Plans, including, among other things, the APM Guideway, columns, and other components of the Project as defined in the Conceptual Plans are analyzed to disclose the likely maximum potential impact of the Project. The location, layout, and size of the proposed stations, traction power substations, and maintenance and storage facility as illustrated in the Conceptual Plans also represent the likely maximum potential size of these facilities for the purpose of analyzing the potential impacts of the Project. The description of the proposed changes to streets described in this section are also illustrative and identify the likely maximum potential extent of changes to existing streets proposed as part of the Project. Engineering and design-level details of the Project will be refined as the Project moves through the environmental review, approval, procurement, and design phases.

Table 3.0-1: ITC Project Component Locations and Sizes provides information on the components of the proposed Project which include:

- An APM train operating on an elevated dual lane guideway with three stations;
- Passenger walkway systems connecting the stations to the street, mezzanine areas, escalators and elevators, storage areas, communications systems, and signage, among other features;
- An MSF to provide regular and preventive maintenance of the APM trains and equipment, as well as space for storage of the vehicle fleet and the operations control center, among other functions;
- TPSSs located at the MSF site and the City’s Civic Center site on Prairie Avenue to provide power for the proposed Project including traction/propulsion power, auxiliary power, and housekeeping power; surface public parking lots located at the Market Street/Florence Avenue Station, which will also contain multimodal pick-up and drop-off areas, 150 S. Market Street, and the MSF site to support use of the ITC Project and Downtown Inglewood;
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project;
- Roadway and streetscape modifications and improvements to accommodate the guideway alignment and support structures; and

5 Lea+Elliott, Inc. *Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020. (Appendix 3.0-1)*

- Land acquisitions, acquisitions of air rights, easements and encroachment rights, subdivision of parcels, and/or other reconfigurations of parcels, dedications, vacations and/or temporary closures of public rights-of-way, as necessary.

The City will contract with a design/build/finance/operate/maintain (DBFOM) contractor to complete the proposed Project. With the DBFOM approach, the responsibilities for designing, building, financing, operating, and maintaining the Project are bundled together and transferred to private sector partners. In this structure, the City will enter into an agreement with a private sector party to finalize the design, build, operate, and maintain the APM system.

Figure 3.0-4a to 3.0-4g: Proposed Project Alignment Plans and Profiles shows the proposed alignment through the City and the locations of the three proposed stations. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Avenue for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles, ending north of Century Boulevard at approximately Hardy Street. The alignment profile was developed assuming that a minimum clearance of 16 feet 6 inches is required above all roadways. The height of the guideway is dictated by the elevation at the stations and the existing grade, which varies along the alignment.

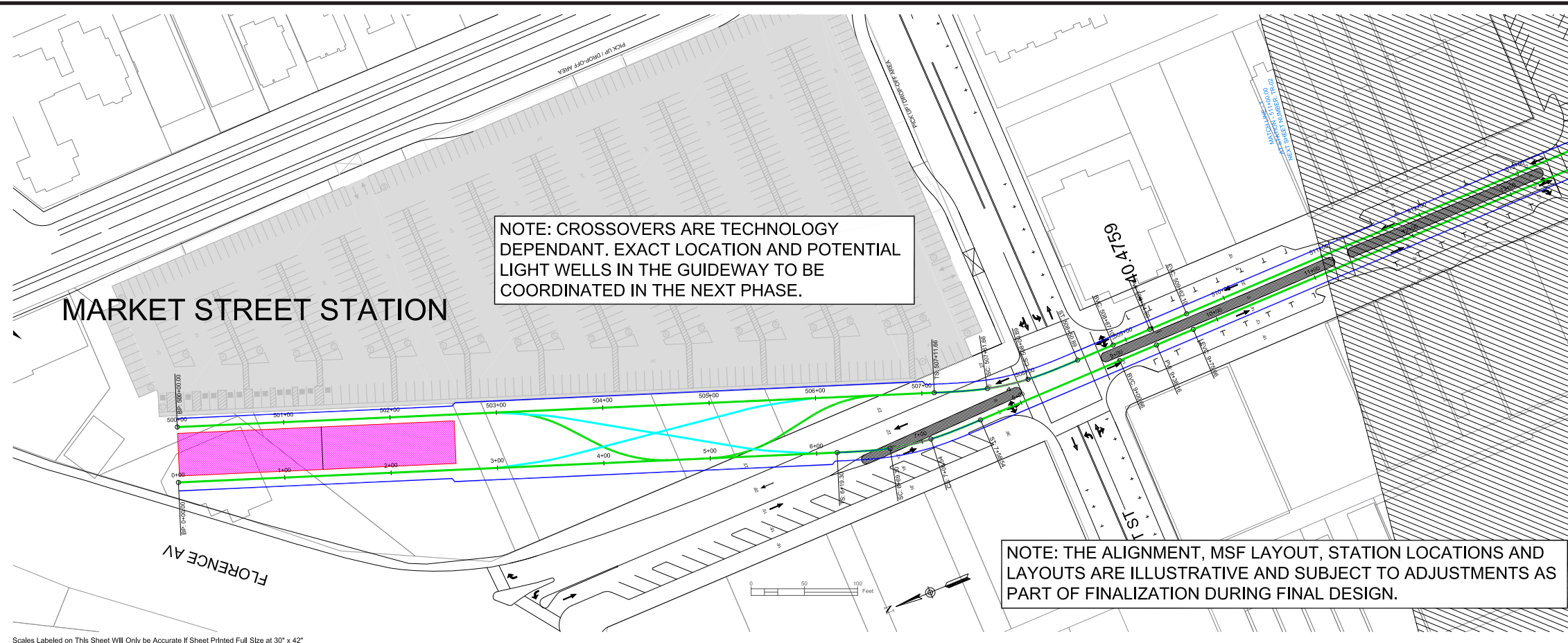
The Market Street/Florence Avenue station is located on Market Street, just south of Florence Avenue, to provide a connection to the future Metro Crenshaw/LAX Line Downtown Inglewood Station on Florence Avenue. The two stations located along Prairie Avenue – the Prairie Avenue/Pincay Drive station and Prairie Avenue/Hardy Street station are centered over the roadways to minimize impacts to existing developments.

The proposed Project will be a pinched-loop system, with APM trains operating back and forth from the Market Street/Florence Avenue station to the Prairie Avenue/Hardy Street station, stopping at each station along the way and reversing at the end of the system. Trains will crossover to the adjacent guideway prior to entering the Market Street/Florence Avenue station and reverse direction when leaving the station. At the Prairie Avenue/Hardy Street station, trains will also crossover prior to entering the station and reverse direction when leaving the station. Where possible, the dual tracks are narrowed and configured to facilitate the use of single columns to support the structure, thus minimizing the infrastructure needs.

Table 3.0-1
ITC Project Component Locations and Sizes (Conceptual)

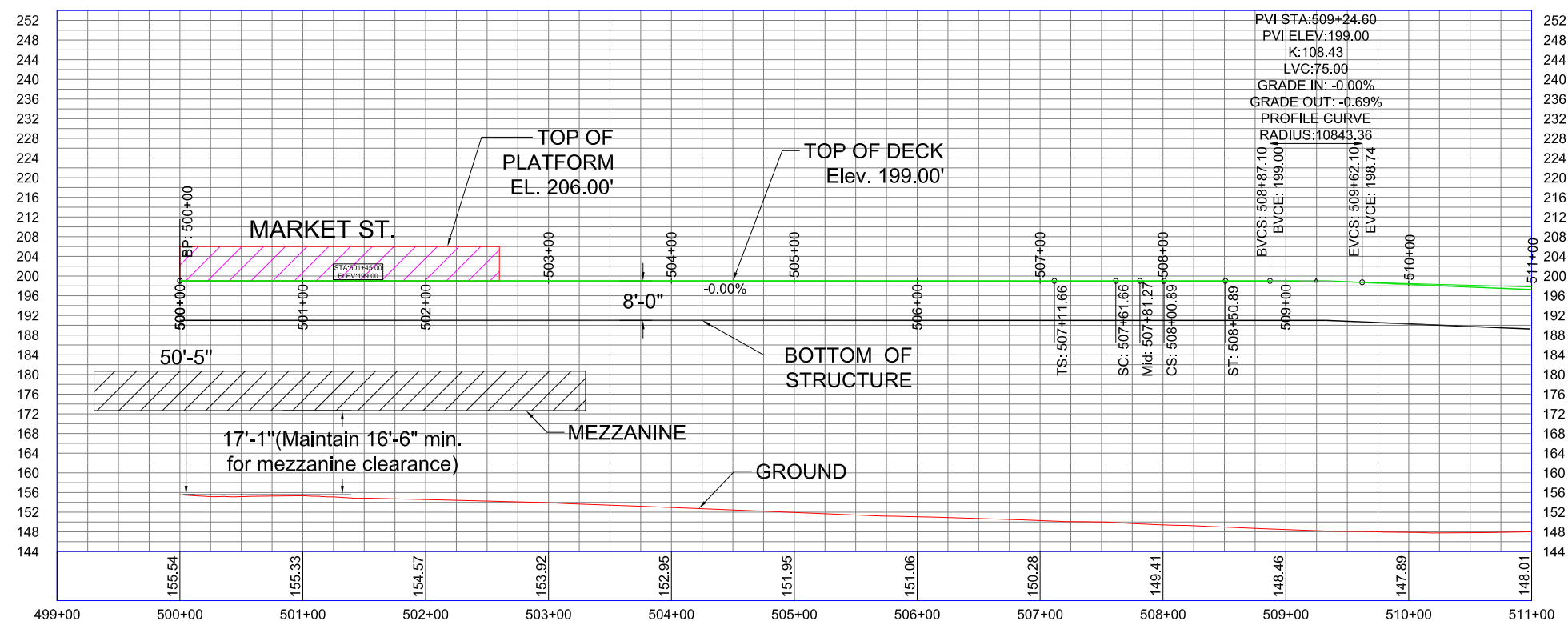
Project Component	General Location	Approximate Size
Guideway	<ul style="list-style-type: none"> Located within the existing public rights-of-way of Market Street, Manchester Boulevard, and Prairie Avenue Acquisitions, and some encroachments onto existing private properties for air rights and/or easements may be required 	<ul style="list-style-type: none"> Approximately 1.6 miles dual lane, end to end The guideway will vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck The dual lane guideway width will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approach to stations.
Stations		
<i>Market Street / Florence Avenue Station</i>	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue 	<ul style="list-style-type: none"> Up to ~90 feet measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~250 feet long platform for train berthing
<i>Prairie Avenue / Pincay Drive Station</i>	<ul style="list-style-type: none"> Located within the public right-of-way at the intersection of Prairie Avenue / Pincay Drive 	<ul style="list-style-type: none"> Up to ~90 feet measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~250 feet long platform for train berthing
<i>Prairie Avenue / Hardy Street Station</i>	<ul style="list-style-type: none"> Located within the public right-of-way just north of the Prairie Avenue / Hardy Street intersection 	<ul style="list-style-type: none"> Up to ~90 feet measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only, not including vertical circulation) ~250 feet long platform for train berthing
Vertical Circulation Elements	<ul style="list-style-type: none"> Located at each station within the public right-of-way Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways. In some cases, may be located within adjacent private properties beyond existing public rights-of-way 	<ul style="list-style-type: none"> Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level
Passenger Walkway	<ul style="list-style-type: none"> Located above Florence Avenue connecting the Market Street/Florence Avenue Station to the Metro Crenshaw/LAX Line Downtown Inglewood Station Specific location will be determined at time of design and coordinated with Metro 	<ul style="list-style-type: none"> Up to ~65 feet measured from existing grade to top of structure ~30 feet wide for passenger walkway ~280 feet long Minimum vertical clearance of 10 feet within the walkway interior
Maintenance and Storage Facility (MSF)	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at 500 E. Manchester Boulevard 	<ul style="list-style-type: none"> ~97,400 sf building area Up to ~75 feet measured from existing grade to top of roof
Traction Power Substation (TPSS)	<ul style="list-style-type: none"> Two TPSS's; one located at the MSF site and the second at the 	<ul style="list-style-type: none"> ~30 feet wide x ~100 feet long

Project Component	General Location	Approximate Size
	City's Civic Center Intermodal Transportation Facility (ITF) site located at the southeast corner of Prairie Avenue and Arbor Vitae Street <ul style="list-style-type: none"> Specific locations within each site will be determined during the design phase 	<ul style="list-style-type: none"> Up to ~20 feet clearance measure from floor to ceiling If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary
Roadway Improvements	<ul style="list-style-type: none"> Market Street, Manchester Boulevard and Prairie Avenue 	<ul style="list-style-type: none"> New roadway striping, lane re-configurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, and traffic signal adjustments as needed
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	<ul style="list-style-type: none"> Market Street/Florence Avenue Station site 150 S. Market Street 500 E. Manchester Boulevard 	Surface level parking at each site: <ul style="list-style-type: none"> ~650 spaces at Market Street/Florence Station ~50 spaces at 150 S. Market Street ~450 spaces at 500 E. Manchester Boulevard Pick-Up/Drop-Off Area: <ul style="list-style-type: none"> Market Street/Florence Avenue Station site on Locust Street south of Florence Avenue, and Regent Street between Locust Street and Market Street



East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

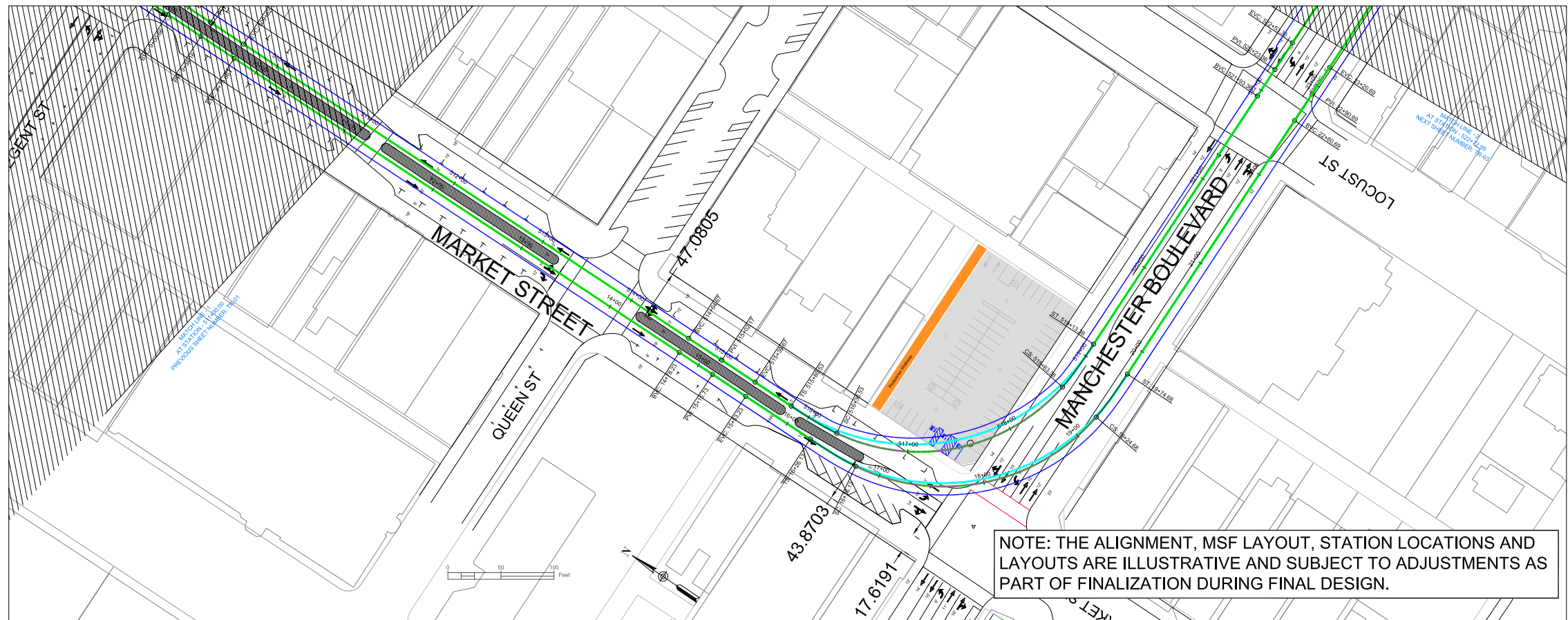
SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4a



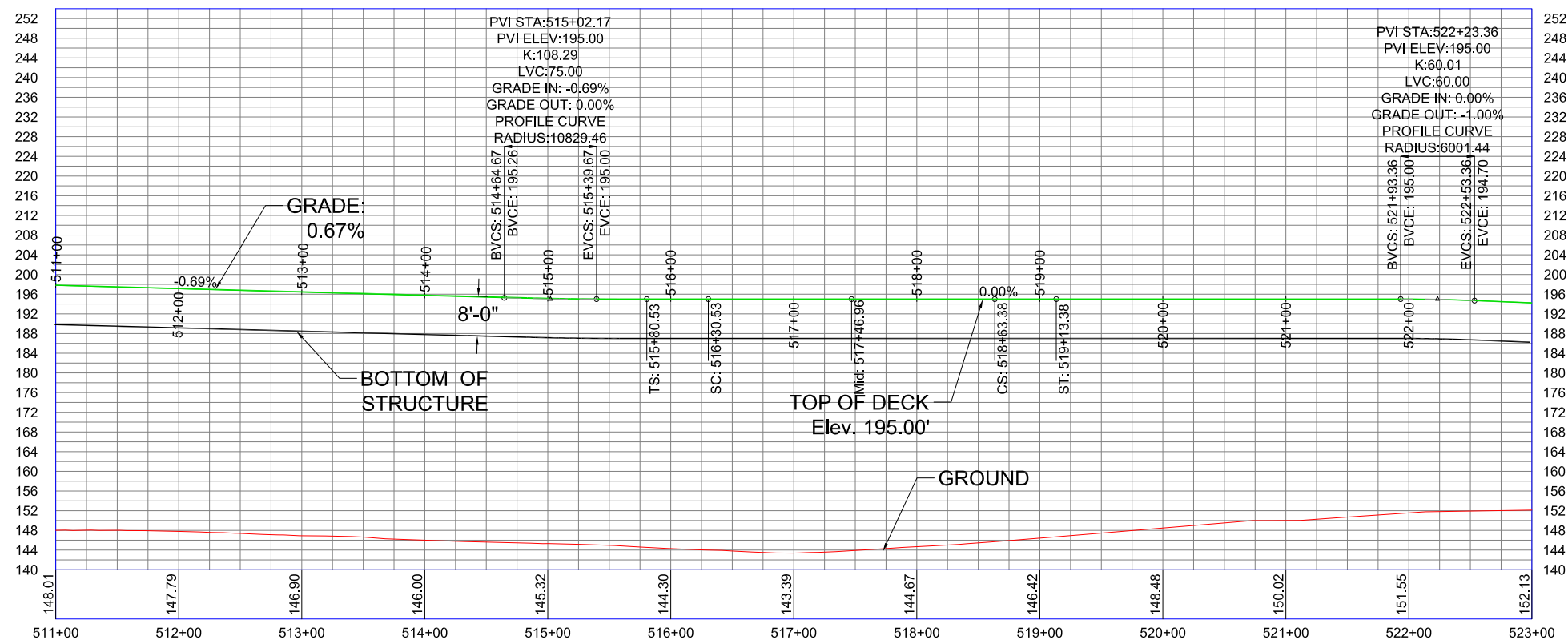
Proposed Project Alignment Plans and Profiles – Market Street and Market Street/Florence Avenue Station



Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4b



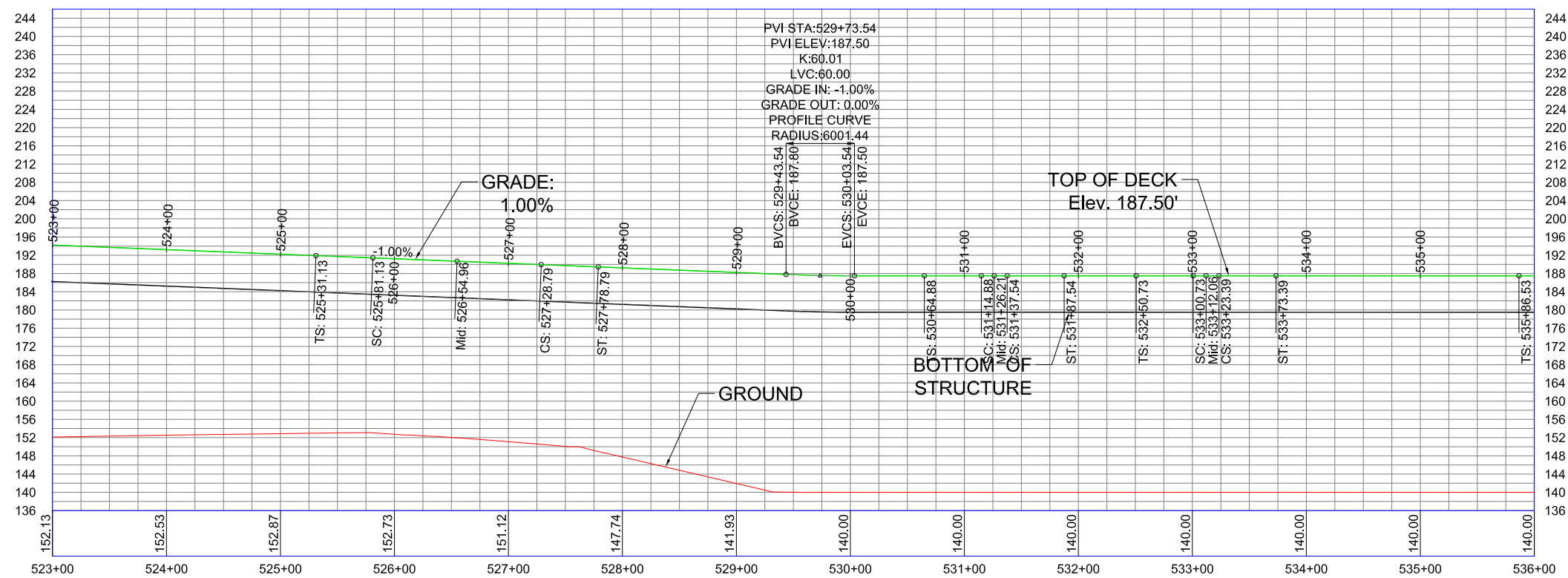
Proposed Project Alignment Plans and Profiles – Market Street and Manchester Boulevard



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East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

Legend

- Edge of Guideway
- APM Tracks
- Monorail Tracks
- MSF Site

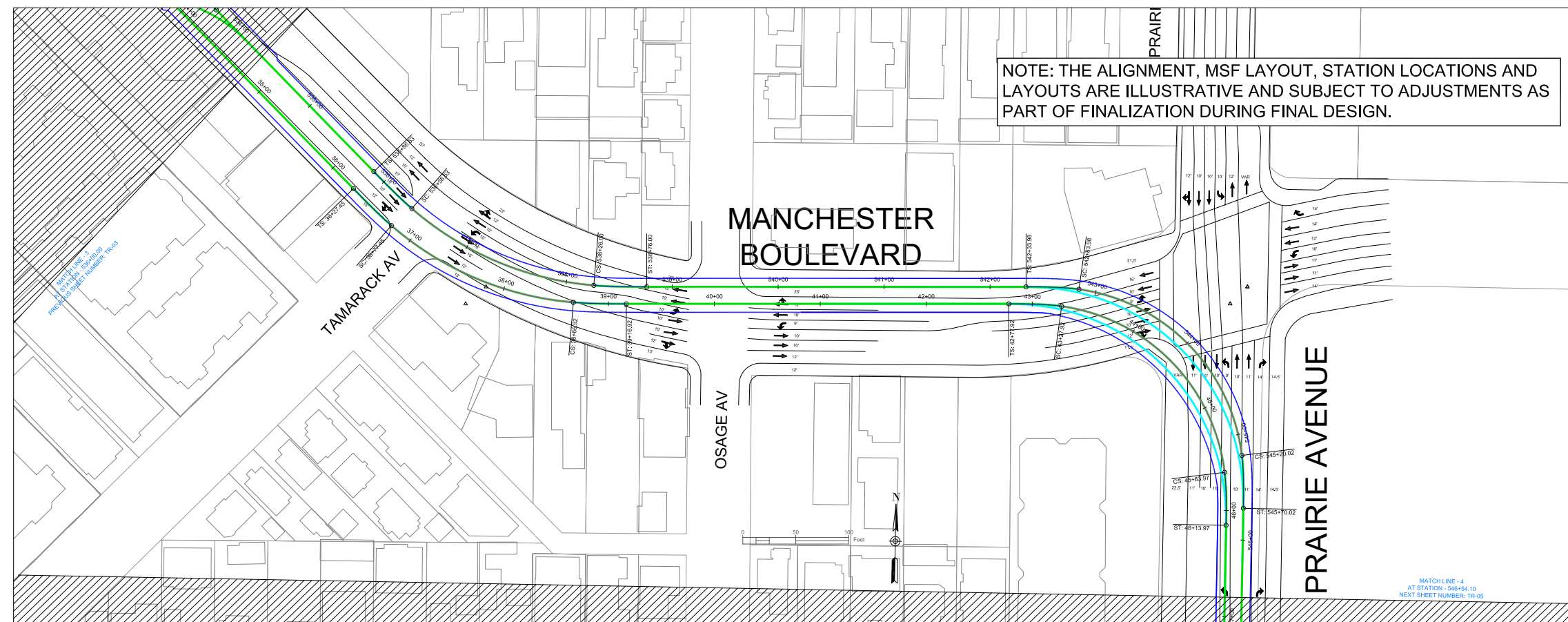
SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4c



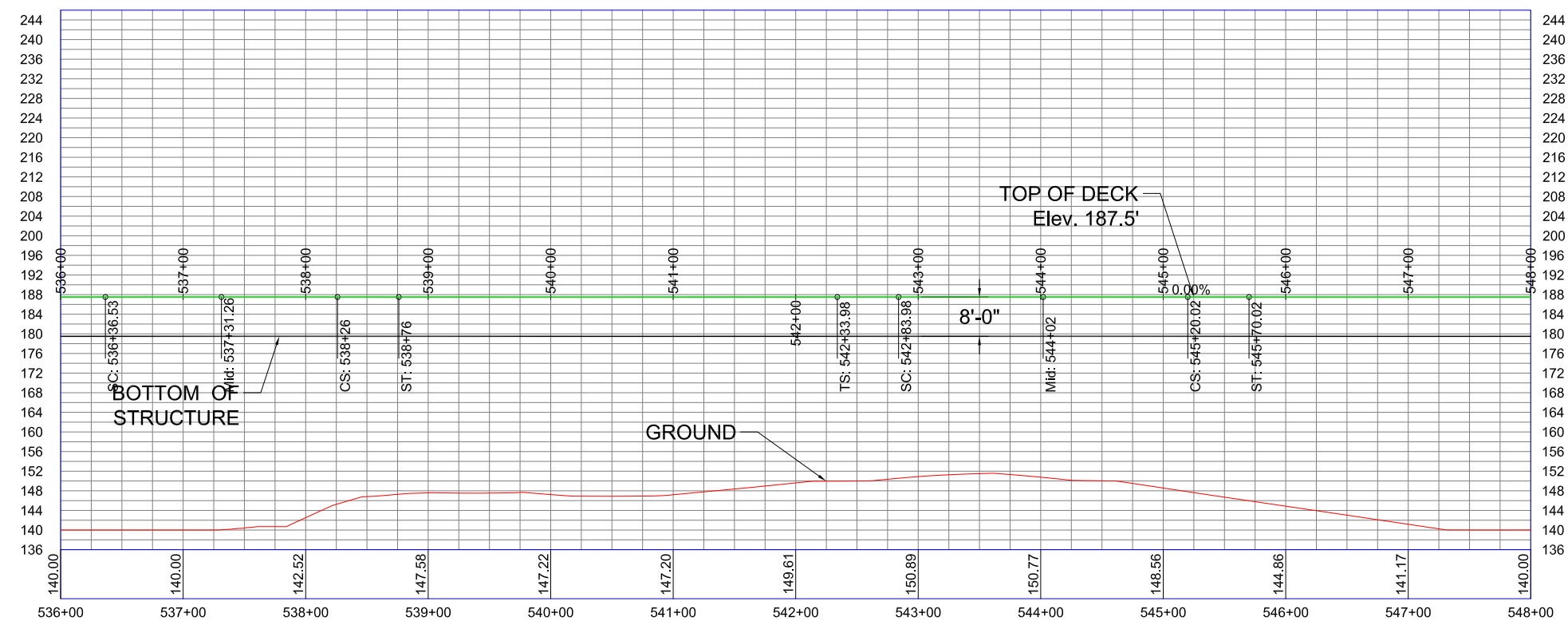
Proposed Project Alignment Plans and Profiles – Manchester Boulevard and MSF Site



Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

Legend

- Edge of Guideway
- APM Tracks
- Monorail Tracks

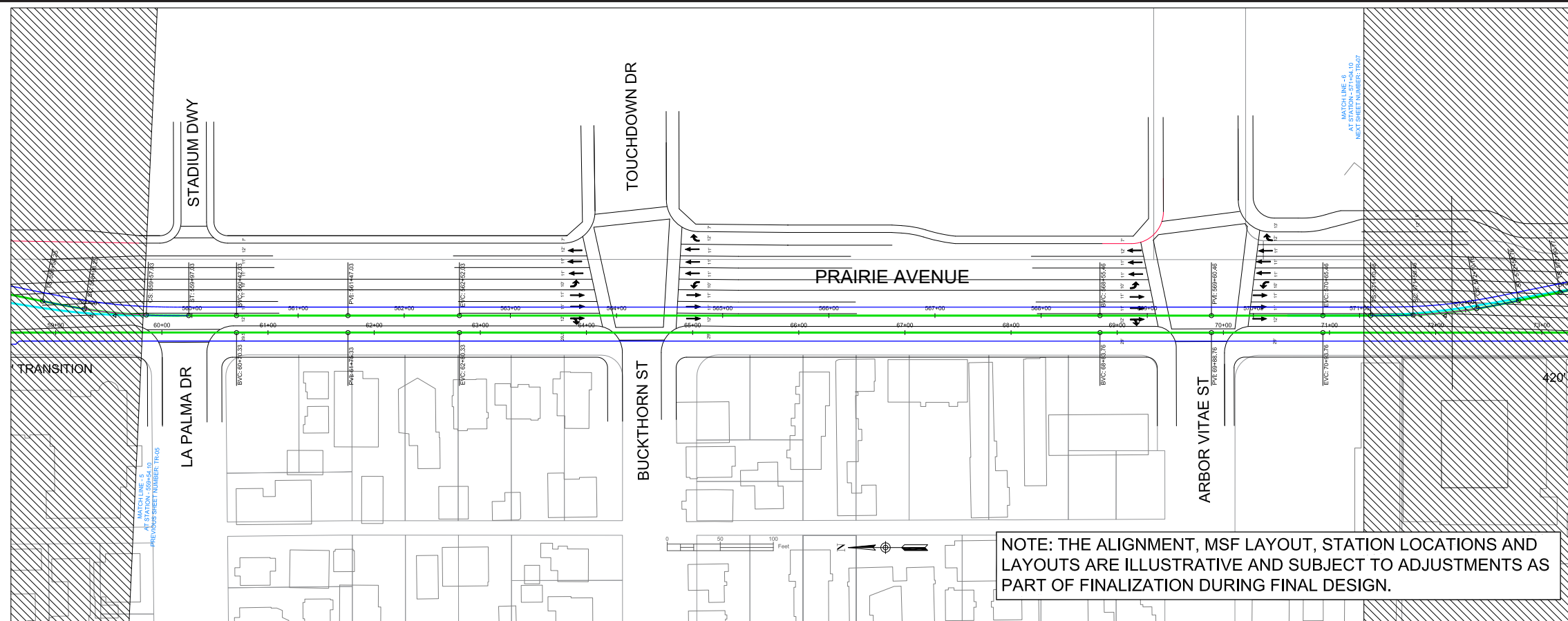
SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4d



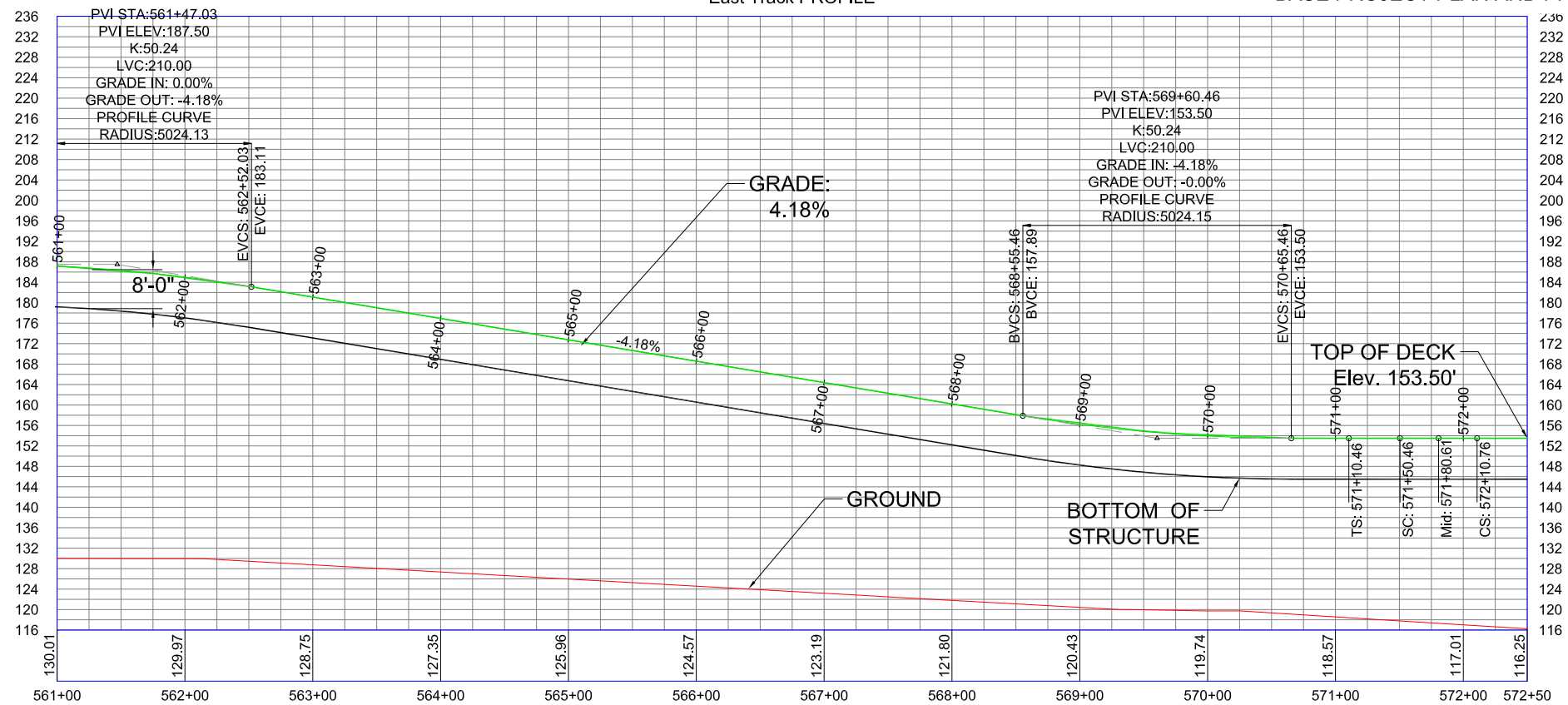
Proposed Project Alignment Plans and Profiles - Manchester Boulevard and Prairie Avenue



Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Legend

- Edge of Guideway
- APM Tracks
- Monorail Tracks

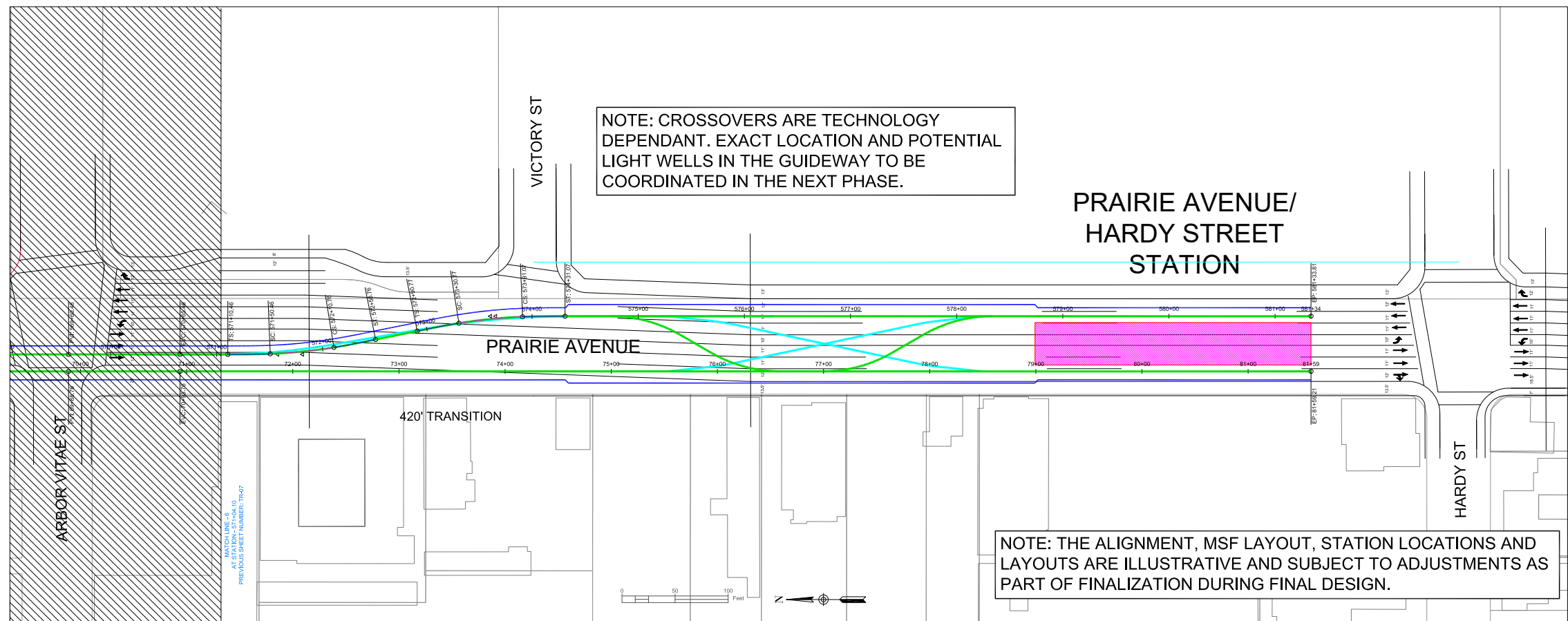
Scales Labeled on This Sheet Will Only be Accurate If Sheet Printed Full Size at 30" x 42"

SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4f

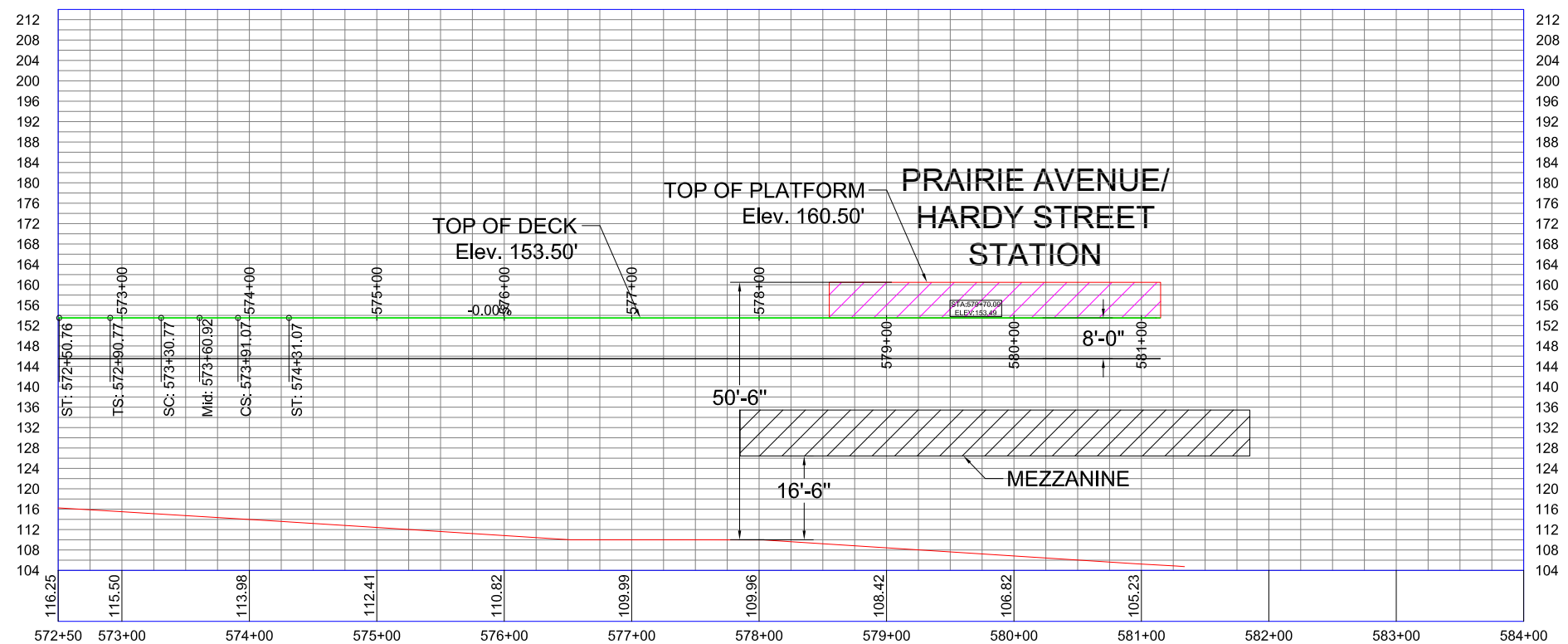




Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

East Track PROFILE

BASE PROJECT PLAN AND PROFILE; NOV 2020.



Scales Labeled on This Sheet Will Only be Accurate if Sheet Printed Full Size at 30" x 42"

Legend

- Edge of Guideway
- APM Tracks
- Monorail Tracks
- Station Location

SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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

FIGURE 3.0-4g



Proposed Project Alignment Plans and Profiles – Prairie Avenue and Prairie Avenue/Hardy Street Station

3.5.1 Operational Characteristics

The operating system for the proposed Project consists of various integrated subsystems including the APM train vehicles, automated train control, power distribution, guidance, propulsion, communications systems, and other equipment to create a fully functional, automated, and driverless system.

Automated People Mover Technology

The physical requirements for the proposed Project including the turn radii required for the alignment, guideway widths, station dimensions, traction power substations and MSF were developed based on maximizing the types of automated transit system technologies that may be viable options for the Project. Factors affecting the viability of available technology options include ridership capacity, ability to fit within the physical limitations of the existing rights-of-way, APM train requirements, operational flexibility, and noise during operations.

The APM trains would be either a rubber-tire, steel-wheel system, or a monorail system. The technical requirements for large, automated monorail, rubber-tire APM train, and automated steel-wheel/steel-rail, also known as automated light rail transit (ALRT) were reviewed against the public rights of-way and property availability to determine the technologies best applicable for the proposed Project. While rubber tired APM trains (including monorail systems) can meet the Project's defined physical requirements, steel wheel/steel rail technologies may also be viable provided this technology can comply with the established Project requirements including maximum limits on noise and ability to fit within the defined physical space available for the Project. Certain suppliers offer or are in the process of updating their steel wheel/steel rail technologies, such that they may meet these requirements. For these reasons, it is prudent to allow the market to determine the best solution in terms of the proposed technology as part of the procurement process.

In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency lighting, communications and wayfinding 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.

Operation and Ridership

The operating system components are sized based on the projected future peak demand. Ridership projections⁶ were based on existing and future mode-share assumptions and future passenger volumes.

6 Lea+Elliott, Inc. *Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020.*

Ridership

Weekday and weekend ridership demand was estimated and used to determine the peak hour demands to determine the required operations for the proposed Project. For event ridership, pre-and post-event demand for small, medium, and large events at the Forum, the SoFi Stadium at LASED and IBEC were estimated using an event based travel demand model. It is anticipated and assumed that riders will be distributed at various points as they travel to the Prairie Avenue and Hardy Station from the event venues, including through walking distances to the stations from venue locations, ticket purchase areas at each Station, passage through fare gates and passage through designated exists. Riders were assumed to arrive in a fairly consistent rate throughout the hour.

Table 3.0-2: Projected Ridership Projections shows the projected ridership for the proposed Project. The proposed Project has been designed to accommodate a projected demand of approximately 8,910 passengers per hour per direction (pphpd) for NFL events.⁷ In addition, the operations to serve the normal weekday peak-hour are planned to be approximately 441 pphpd.⁸ At 2.1 minutes headway, the system capacity is approximately 11,500 pphpd (assuming increased operating fleet by introducing a “spare train” into service).

**Table 3.0-2
Projected Ridership Projections**

Event	Projected Peak Ridership
Normal Weekday/Weekend	441 peak hour passengers
Single Large Event (NFL game)	8,910 passengers departing within the one hour after the end of the event
Three-event scenario (SoFi event, IBEC or Forum concert)	9,600 passengers departing Market Street/Florence Station

Source: Lea& Elliott Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT -. June 2020. Table 4-1

Fleet Size and Line Capacity

Line capacity is defined as the number of pphpd that the system can carry past any particular point. The estimated fleet size considers the operating fleet, which is the number of vehicles required to provide the necessary line capacity to meet the projected demand, as well as the spare fleet, comprised of the “hot”

⁷ Lea+Elliot, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020.-.

⁸ Lea+Elliot, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020

⁸ Lea+Elliot, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020

standby and maintenance trains to ensure that the number of trains required for operations is always available.

Operating Fleet: The proposed Project is designed to serve the most frequent, largest event, which is considered to be an NFL game at LASED. The fleet size and line capacity analysis therefore sized the operating fleet so that the system can fully serve the 8,910 pphpd demand for NFL events. To serve the 8,910 pphpd ridership demand, a fleet of 5 trains, operating at a 2.5 minute headway is required. A maximum APM train length of 200 feet is required; this results in a generic vehicle 4-car train.

Spare Fleet: For the proposed Project, only one APM train is assumed to be used for “hot” standby or maintenance.

For normal weekday and weekend service, the 4-car self-propelled APM trains may be de-coupled into smaller 1- or 2-car trains to provide service that is more optimized to the time -specific and lower projected demands. Splitting one 4-car train into two 2-car trains and operating a headway of 6.3 min provides a reasonably good level of service for both commuter and daily service and optimizes the utilization of the fleet with respect to the lower demand. Large monorails are more difficult to de-couple so would likely operate the full 4-car train length for normal weekday/weekend operations.

The headways of the operating fleet to serve the projected number of passengers are shown in **Table 3.0-3**. For purposes of defining the train, a generic vehicle dimension has been used with a maximum train length for a 4-car train of approximately 200 feet. Vehicle/car/train capacities are based on a passenger space allocation of 2.7 SF per passenger; this is consistent with the passenger space standards applied to urban transit systems.

Table 3.0-3
Peak Period Ridership Headway Fleet Capacity

Peak Period	Projected Ridership (pphpd)	Headway	Fleet	Capacity
Normal Weekday	441	6.3 minutes	2 x 2-car trains or 1 x 4-car trains	1,850 to 1,950
NFL Event	8,910	2.5 minutes	5 x 4-car trains	9,300 to 9,700
Three-Event Scenario	9,600	2.1 minutes	6 x 4-car trains	11,100 to 11,500

Source: Lea+Elliott, Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT -June 2020. Table 5-2.

The proposed Project has the ability to provide even more additional capacity, should this be necessary in the future to accommodate changes in demand levels, event sizes, event schedules, etc. This reserve capacity can be tapped into through the introduction of additional trains stored at the MSF as noted in **Table 3.0-3**. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configuration are required if the reserve capacity is utilized.

Operations

The APM trains would typically operate daily for commuters, activity center visitors and employees 7 days per week for 18 hours per day, from 6:00 AM to 11:59 PM (midnight). The proposed Project would typically be closed with no trains operating from 12 AM to 5:59 AM, for 6 hours per day; during this time, maintenance activity would occur. Occasionally, as events at the venues along the proposed Project may occur past midnight, the APM trains may operate for an extended period.

As event attendees travel from their event center to and from the nearest station, they are would be metered and distributed at various points, including. through walking distances to the stations from venue locations, ticket purchase areas at each Station, passage through fare gates and passage through designated exists. As noted above, riders were assumed to arrive in a fairly consistent rate throughout the hour. At the start of service, the Central Control Operator (CCO) will issue a command to initiate the required operations. The Automated Train Control (ATC) system will then automatically dispatch the necessary number of trains to the mainline from the MSF. The ATC system will be designed so that the station dwell times are adjusted until the trains are equally spaced at the required headway. To adjust the operating fleet for special event service, the CCO will issue commands to inject trains onto the mainline guideway. For removal of trains from the system, maintenance personnel will be staged at one or more stations to ensure that all passengers have deboarded the trains prior to the trains going out of service.

Total travel time from one end to the other of the proposed Project would be approximately 6.8 minutes.

Table 3.0-4: Forecasted Northbound Station-to-Station In-Vehicle APM Train Travel Times shows travel times between stations. These travel times include 40 second dwells (stops) at each station. Top APM train speed of 50 miles per hour (mph) is achievable but the actual operational speed will be limited to a maximum of 45 mph for passenger comfort and will be further governed by the speed restrictions imposed by the City as a condition of operation.

Table 3.0-4
Forecasted Northbound Station-to-Station In-Vehicle APM Train Travel Times (minutes)

Station	Market Street/Florence Avenue Station	Prairie Avenue / Pincay Drive Station	Prairie Avenue / Hardy Street Station
Market Street/Florence Avenue	N/A	4.7	6.8
Prairie Avenue/Pincay Drive	3.7	N/A	2.1
Prairie Avenue/Hardy Street	5.7	2.0	N/A

Source: Lea+Elliott Inc. Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition DRAFT - June 2020.
 Table 5-1

3.5.2 APM System Configuration and Alignment

Along its length, the elevated guideway structure would have a minimum clearance of 16 feet 6 inches feet above all roadways. The alignment elevation is dictated by the elevation of the grade (that varies along the alignment) and the station platform elevations (that must be situated above the mezzanine level which provides connectivity to touch down points on either side of the roadway); the alignment elevation between stations is then adjusted to ensure that the minimum roadway clearance is maintained while simultaneously lowering the guideway elevation to the extent feasible. The dual lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, or other event and enable sectional track bypass for failure management. The exact switch configuration and whether the train switches tracks before or after entering the end of line station will be optimized through the design process depending on the selected technology.

For the length of the alignment, the proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The train tracks are spaced as close together as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations and the guideway location relative to potential column placements). While the final column locations and designs will be finalized by the selected DBFOM contractor, in consultation with the City, the alignment has been optimized to minimize the number of columns and potential double column/bents to the extent feasible. This approach optimizes the construction costs while simultaneously reducing the visual impact of the guideway.

To minimize the overall footprint of the proposed Project, and therefore its impact on the adjacent neighborhoods, the crossovers at the end stations, Market Street/Florence Avenue station on the

northern end and Prairie Avenue/Hardy Street station on the southern end, are located at the entrance to each of the stations.

The alignment of the guideway and station locations is shown in **Figures 3.0a** through **3.0-4g**.

Market Street/Florence Avenue Segment

The Market Street/Florence Avenue segment is approximately .35 miles in length. The proposed Project would connect to the Metro Crenshaw/LAX Line Downtown Inglewood station at the northern end of this segment. The guideway alignment is elevated and travels from the southeast corner of Market Street/Florence Avenue southwest towards the corner of Market Street/Regent Street where it runs along the center of Market Street until it turns east on Manchester Boulevard.

The guideway would begin at the Market Street/Florence Avenue station, situated diagonally over the current location of the retail commercial center on the northeast corner of Market Street and Regent Street, between the intersections of Florence Avenue/Locust Street and Market Street/Regent Street. The existing parcels to be used by the proposed Project are currently zoned as Transit Oriented Development Mixed Use 1 (MU-1); required actions relating to acquisitions that would allow for the proposed Project are further described in **Section 3.6: Property Acquisitions** in this section.

Exiting the Market Street/Florence Avenue station, the guideway would continue to extend south in the center of Market Street and within the public right-of-way, as shown in **Figure 3.0-4a**.

As shown in **Figure 3.0-4b**, at the northeast corner of the Market Street and Manchester Boulevard intersection, the guideway would partially extend beyond the public right-of-way and into the property at 150 S. Market Street (AIN 4021-010-015). This parcel is currently zoned in the Downtown Transit Oriented Specific Plan⁹ as Historic Core and occupied by a 2-story commercial building (World Hat and Boot Mart). Acquisition of this parcel would be required to implement the Project. Specifically, this parcel would accommodate the guideway and public parking as described above.

Manchester Boulevard Segment

The Manchester Avenue segment of the guideway is approximately .50 miles in length. This segment extends from the intersection of Market Street/Manchester Avenue to the west, and the intersection of Prairie Avenue/Manchester Avenue to the east as shown in **Figure 3.0-4c** and **3.0-4d**. At the intersection

9 City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

of Prairie Avenue/Manchester Avenue, the guideway will turn south towards The Forum, LASED at Hollywood Park/SoFi Stadium, and the IBEC Project.

The MSF is located on this portion of the alignment to the southwest of Manchester Boulevard and is accessed by the APM trains from the elevated guideway (see **Figure 3.0-4c**). The MSF is located at the southeast corner of Hillcrest Boulevard/Manchester Avenue bounded by Hillcrest Boulevard, Nutwood Street, Spruce Avenue, and Manchester Avenue. The MSF houses functional spaces required for the operation and maintenance.

The proposed MSF facility will be located on the parcel containing an existing retail commercial center at 500 E. Manchester Boulevard. The guideway would include a side (tertiary) track to access the facility. Additional track switches would be needed to allow for the access of trains from the guideway to and from the MSF; these switches would be located on the east side of the MSF near Manchester Boulevard's intersections with Hillcrest Boulevard and Spruce Avenue. As the guideway continues from the MSF along Manchester Boulevard, at the southeastern corner of Manchester Boulevard and Spruce Avenue, the edge of the guideway could partially extend beyond the public right-of-way and into portions of the parking lot of the 1-story automobile supply and repair business, currently zoned C-2. This would necessitate an easement or an acquisition of a portion of this property at the northwestern corner as further described in **Section 3.6: Property Acquisitions** in this section.

At the southwestern corner of the Manchester Boulevard and Prairie Avenue intersection, the edge of the guideway would partially extend beyond the public right-of-way and into the parking lot of the 1-story commercial property at 401 Prairie Avenue, currently zoned C-2 (see **Figure 3.0-4d**). This would necessitate an easement or an acquisition of a portion of this property at the northeastern corner as further described in **Section 3.6: Property Acquisitions** in this section.

Prairie Avenue Segment

The Prairie Avenue segment is approximately .75 miles in length mile-long connection beginning at the intersection of Prairie Avenue and Manchester Boulevard and provides access to the Forum, LASED including SoFi Stadium, and the IBEC. This segment extends from the intersection of Prairie Avenue/Manchester Avenue to the north, to the intersection of Prairie Avenue/Hardy Street to the south as shown in **Figure 3.0-4e** through **3.04g**. The guideway would extend south along Prairie Avenue and cross the intersections of Prairie Avenue with Nutwood Street, Kelso Street/Pincay Drive, La Palma Drive, Buckthorn Street, and Arbor Vitae Street, before ending just north of Hardy Street. There are two center

platform stations located at Prairie Avenue and Pincay Drive, and Prairie Avenue and Hardy Street (both located over the public right-of-way).

South of the intersections of Prairie Avenue/Manchester Boulevard and Prairie Avenue/Pincay Drive, the guideway would pass Nutwood Street. The guideway would approach the Prairie Avenue/Pincay Drive station with dual tracks straddling the center platform station over the Prairie Avenue right-of-way and include crossover rail switches located on the northern approach of the station (see **Figure 3.0-4e**). The Prairie Avenue/Pincay Drive station would be located above the intersection of Prairie Avenue and Pincay Drive, largely within the right-of-way of the existing roadway, providing access to The Forum. The elevated guideway would be located primarily on the western side of Prairie Avenue except for areas on approach and departure from the. One passenger exit will be located on the southwest corner of The Forum property and the other passenger exit will be located on the northwest corner of the LASED property.

Upon exiting the Prairie Avenue/Pincay Drive station and continuing south, the elevated guideway would continue along the Prairie Avenue right-of-way until both tracks gradually transition together along the western side of Prairie Avenue near La Palma Drive and continue in this configuration until just south of Arbor Vitae Street see **Figure 3.0-4f**), where the tracks diverge to enter into the Prairie Avenue/Hardy Street station (see **Figure 3.0-4g**). The guideway would terminate at Hardy Street and the station would be located just north of the Prairie Avenue and Hardy Street intersection.

Columns and Structures

Over the length of the alignment, the Project has been configured to minimize impacts on existing facilities, roadways and to create an alignment envelope that would minimize the need for columns and double column/straddle bent support systems. The final column locations will ultimately be defined by the selected contractor as part of the final design process in consultation with the City. The columns, for the most part, will be required to be located within the public right-of-way, either within sidewalks or parking lanes.

Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Column foundation depths would range from 60 to 100 feet.

Market Street/Florence Avenue Segment

This segment includes one center platform station on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue; the station is connected to the Metro Crenshaw/LAX Line Downtown Inglewood station via an easily accessible passenger bridge. This passenger bridge will

connect passengers from the at-grade plaza at the Metro station to the mezzanine level of the proposed APM Market Street/Florence Avenue station to avoid the need for passengers to crossing Florence Avenue at-grade.

The Market Street/Florence Avenue station would be supported by straddle bent columns from the northern terminus to just north of Regent Street. Here, the dual lane tracks are separated to accommodate the station's center platform and turn-back switches that facilitate in-bound trains to switch to the other track for its outbound journey. As the guideway approaches Regent Street, the dual lane tracks converge and are supported by single columns until Manchester Avenue. From Manchester Avenue, the guideway turns eastward towards Prairie Avenue. The columns would be primarily located in the existing median area along Market Street between Regent Street to Manchester Avenue.

Manchester Boulevard Segment

As the guideway turns east onto Manchester Boulevard, the guideway would transition from single columns to straddle bents to support the turn onto Manchester Boulevard. The straddle bents will span across the northern and eastern portions of the intersection of Market Street and Manchester Boulevard.

The guideway along Manchester Boulevard will be supported by straddle bents for the most part. Columns will be placed in sidewalks and/or parking lanes so as to not reduce the existing roadway capacity of Manchester Boulevard.

Prairie Avenue Segment

Straddle bents will support the guideway as it proceeds south onto Prairie Avenue and past Nutwood Street, the Prairie Avenue/Pincay Drive station, and Pincay Drive. Just past the Pincay Drive intersection, as the guideways converge, there are opportunities to have single columns located on the western side of Prairie to support the guideway. Straddle bents would become necessary to support the guideway as it begins diverging on its approach to the Prairie Ave/Hardy Street station and to support the station structure.

Maintenance and Emergency Access

A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuating passengers and safe access for operations and maintenance personnel to access guideway and wayside equipment. For the proposed Project, the walkway is assumed to be between the tracks, providing access into the center platform stations.

Maintenance walkway considerations and requirements will comply with the applicable requirements that generally include the following:

- The walkway must be continuous through crossovers/switches or other elements that may act as barriers.
- The walkway should be located at or below the vehicle floor level under both normal and worst-case vehicle suspension failure conditions. It is desirable to locate the emergency walkway not more than 12 inches below the vehicle floor level. The walkway must not be more than 40 inches below the vehicle floor level under any circumstances.
- Walkways without a railing should be at least 44-inches wide and walkways with a railing should be at least 30-inches wide.
- The walkway should provide a clear cross-sectional envelope at least 30 inches wide to a height of 6 feet-8 inches above the walkway surface.
- Emergency walkway lighting is required along the entire walkway and egress route and will normally be turned on only when passengers are required to evacuate a train or during maintenance activities.

3.5.3 Stations

The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Pincay Drive, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station provides connections to the Metro Crenshaw/LAX Line and Downtown Inglewood. The Prairie Avenue/Pincay Drive station provides connections to the Forum, LASED including SoFi Stadium, while the Prairie Avenue/Hardy Street station provides connections to LASED including SoFi Stadium and the IBEC.

Each station is designed in three levels including the ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation (stairs/escalators/elevators) from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. The mezzanine level provides connections for passengers over the active roadways below the stations and avoids at-grade passenger crossings. The Market Street/Florence Avenue Station will include an elevated passenger walkway connecting to the Metro Crenshaw/LAX Line Downtown Inglewood station. **Figure 3.0-5: Typical Station Design** shows the configuration that would be used for the stations; the typical design would be modified as needed to address site specific conditions.

Station design capacity would be established by passenger demand volumes under typical peak conditions, service disruptions, and emergency evacuation situations. Queuing and circulation requirements would be determined using the number of peak-hour passengers boarding and deboarding the APM trains defined by the long-range planning horizon. Like all public elements of the Project, stations would be required to be fully accessible to passengers with disabilities. The station configurations would be refined as necessary to reflect the designs of the major venues the system would serve, accommodate

the activity generator facility designs passenger access/egress concepts, and utility alignments, as well as right-of-way constraints.

Center platform configurations generally result in a smaller footprint and are proposed for the stations. These platforms would be located between guideways and serve as both boarding and deboarding platforms for passengers traveling in either direction.

Vertical circulation would be provided at either or both ends of station platforms, or within the length of the platform. A mezzanine level is anticipated under the station platform to connect to the street level through passenger walkways.

Market Street/Florence Avenue Station

The Market Street/Florence Avenue Station at the southeast corner of Market Street/Florence Avenue (see **Figure 3.0-4a**) includes one center platform. Approximate dimensions of the station are identified in **Table 4.0-3**.

The Market Street/Florence Avenue station would include ground, mezzanine, guideway platform levels and a station canopy. The ground level would provide passenger access to the station entrances, where stairs, escalators and elevators would connect the ground level to/from the mezzanine level. Access to/from the mezzanine level to/from the station platform would be provided through staircases, escalators, and elevators. The platform level would consist of an area for passenger boarding and deboarding the APM trains.

An elevated passenger walkway would extend northwest across Florence Avenue to connect passengers to/from the Metro Crenshaw/LAX line Downtown Inglewood station. All station access points would include a combination of escalators, stairs, and elevators.

Prairie Avenue/Pincay Drive Station

The Prairie Avenue/Pincay Drive station located southwest of the Forum would be above grade and largely located within the public right-of-way on the intersection of Prairie Avenue and Pincay Drive, as shown in **Figure 3.0-4e**. Approximate dimensions of the station are identified in **Table 4.0-3**.

The station will include two station access points to the east along Prairie Avenue, with a north access leading to the Forum and a south access leading to the LASED including SoFi Stadium. Exact placement of the access points will be determined in coordination with the owners/operators of these and other facilities during the design process to ensure optimum connectivity and integration. The station would include ground, mezzanine, guideway platform levels and station canopy. The ground level would provide

passenger access to the station entrances, and the mezzanine level with two access points to the west of the station. All station access points would include a combination of escalators, stairs, and elevators.

Prairie Avenue/Hardy Street Station

The Prairie Avenue/Hardy Street station would be above grade and located within the public right-of-way just north of the intersection of Prairie Avenue and Hardy Street, as shown in **Figure 3.0-4g**. Approximate dimensions of the station are identified in **Table 4.0-3**.

The station would include ground, mezzanine, guideway platform levels and station canopy. The ground level would provide passenger access to the station entrances. Passenger access to the mezzanine level would be provided through a walkway extension to the north and two access points to the west of the station. All station access points would include a combination of escalators, stairs, and elevators.

Vertical Circulation at the Stations

The stations will provide vertical access to the various station levels (Platform, mezzanine, and street level). The platform level where the APM train will access the stations will be above the mezzanine and street levels. The mezzanine level will allow APM riders to reach the street level and access passenger walkways to connect to other facilities such as the Metro Crenshaw/LAX Line Downtown Inglewood Station or areas beyond the normal street level landing areas.

Vertical circulation to the platform may be at the ends or along the platform. The configurations with access at the ends of the platform are referred to as “single-ended” and “double-ended” if they provide access at one end or both ends, respectively. Several factors will determine where vertical circulation is located on the platforms, including the station orientation in relation to the adjacent facility, concentration of expected passenger demand, physical and geometric constraints, and the orientation of the station relative to adjacent facilities, such as the Metro Crenshaw/LAX Line, the Forum, the SoFi Stadium at LASED, and the IBEC.

The concentration of passenger demand will also influence the size and location of vertical circulation. Vertical circulation for each station will address the concentration of passenger demands to minimize congestion and long passenger queues. To the degree feasible, the passenger demand will be evenly distributed throughout the station.

Design of the vertical circulation components will also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities

Act (ADA).¹⁰ From a safety point of view, adequate passenger egress capacity will be provided to ensure that the passengers alighting from the APM trains to the platform can be dissipated through the available vertical circulation prior to the next APM train arrival. Consideration will be given to the fact that escalators and elevators can be unavailable for use due to either unforeseen failures or preventative maintenance.

Based on analysis of passenger demands, each 40 foot platform will likely include 2 escalators for boarding passengers and 3 escalators for deboarding passengers, 2 elevators for boarding passengers for deboarding passengers, and 6 foot wide stairs. Exact requirements will be established during the design phase of the project.

Transit station design will comply with all applicable codes. In particular, emergency egress codes such as NFPA Standard 130,¹¹ as applicable. Building codes/standards and fire codes of the County of Los Angeles Fire Department will be considered to establish the capacity requirements for vertical circulation and consulted to obtain the methodology for calculating the parameters that determine sizing of the vertical circulation elements for emergency conditions. One key aspect of such calculations is that the vertical circulation systems may be required to cease operation under certain emergency scenarios, and the escalators may then be treated as fixed stairs within those circumstances. NFPA 130 and local building codes sometimes conflict; as such, any conflicts will be resolved during the design review phase in conjunction with the requirements of the Los Angeles County Fire Department.

3.5.4 Maintenance and Storage Facility (MSF)

The MSF Facility would be used for regular and preventive maintenance of the APM trains and operating equipment, as well as space for storage of the vehicle fleet. As shown in **Figure 3.0-6: MSF Site Plan**, the 97,400 square foot MSF is proposed on an approximately 5.5-acre site at 500 E. Manchester Boulevard located between Hillcrest Boulevard and Spruce Avenue currently developed with a retail commercial center.

As shown in **Figure 3.0-7: MSF Plan and Section Views**, the MSF would be elevated from ground level, with double height clearance over the maintenance tracks, and a largely unenclosed ground floor. The maintenance level for APM train cars would be located on the second floor to match the guideway track elevation. The maintenance level will contain mezzanine administrative office space. The ground level

10 Code of Federal Regulations (CFR) at 28 CFR parts 35 (title II) and 36 (title III), American with Disabilities Act.

11 *National Fire Protection Association (NFPA)*, Standard 130 - Standard for Fixed Guideway Transit and Passenger Rail Systems. 2020. <https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=130>

would include multiple rows of columns and support beams for structural support. The approximate dimensions of the MSF are shown on **Table 4.0-3**.

The ground floor would consist of a generally unenclosed space containing parking for employees and visitors to the MSF, loading dock and circulation area for large trucks, access driveways, traction power substation (~30 feet by 100 feet), facility support rooms (mechanical, electrical, and plumbing support services), and freight elevator and other vertical circulation cores to higher levels of the structure.

The maintenance level on the second floor would accommodate up to six train docks, each the length of the MSF, split into three separate areas; this level would provide sufficient space for maintenance shop activities and inventory and storage. The northwestern side would house one train dock to be used for APM train exterior/interior washing, including a collection system for wastewater and fluids from the train washing system. Towards the center area of the MSF would consist of two train docks for light maintenance of the trains. Finally, near the southeastern side of the MSF would include two more train docks to be used for heavy vehicle maintenance. The heavy maintenance docks would be located on top of a solid platform structure to capture and contain any mechanical fluids or components during maintenance activities. The space occupying the most southeastern side of the MSF would be used for inventory, equipment storage, mechanical/electrical shops, and employee facilities.

The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center where automated train operations are monitored and controlled. In addition, this level would include office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

The MSF Site will also include public parking on the remainder of the site. Approximately 450 public parking spaces would be provided in a surface parking lot located adjacent to the MSF.

Vehicle and passenger access to the MSF would be provided via controlled gates, as well as paved interior circulation roads for employees, service vehicles, and delivery vehicles. Security measures for the MSF would include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

The MSF will be designed consistent with the ITC Design Guidelines, whereby massing and height will be minimized, rooftop equipment will be fully screened, color palette will be generally uniform and neutral in tone, transparent glazing shall be provided to maximize daylight to the extent feasible. Additionally, lighting will be placed to minimize spillover to adjacent properties and building entrances and pedestrian paths will be clearly lit.

3.5.5 Traction Power Substations

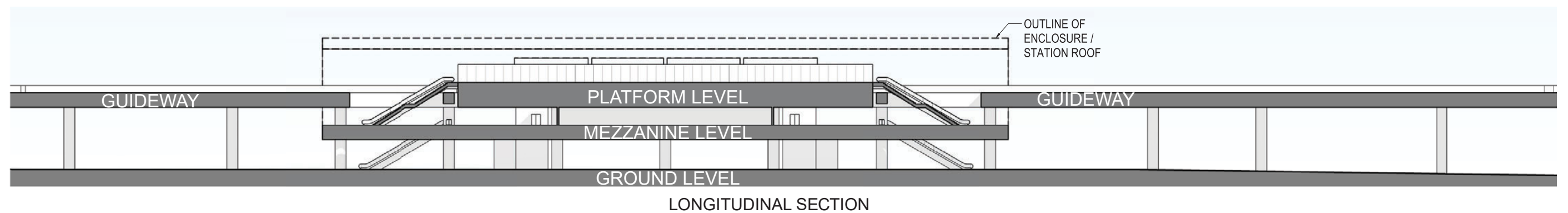
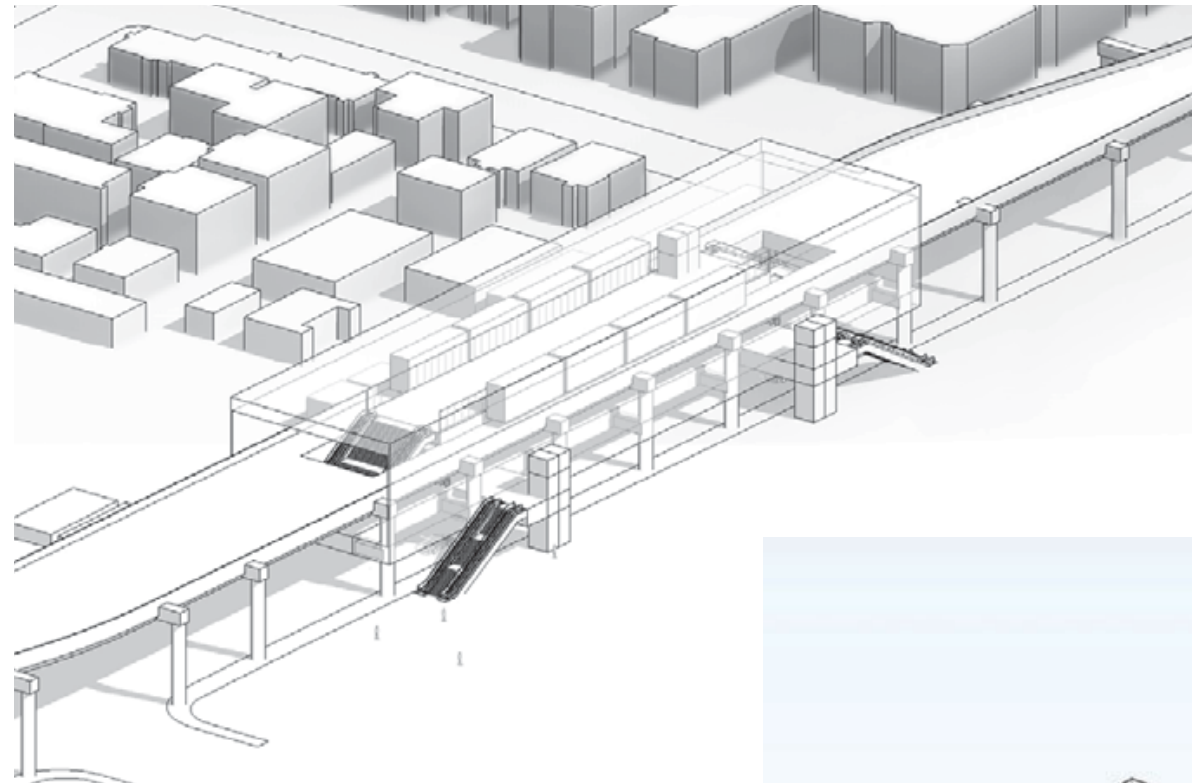
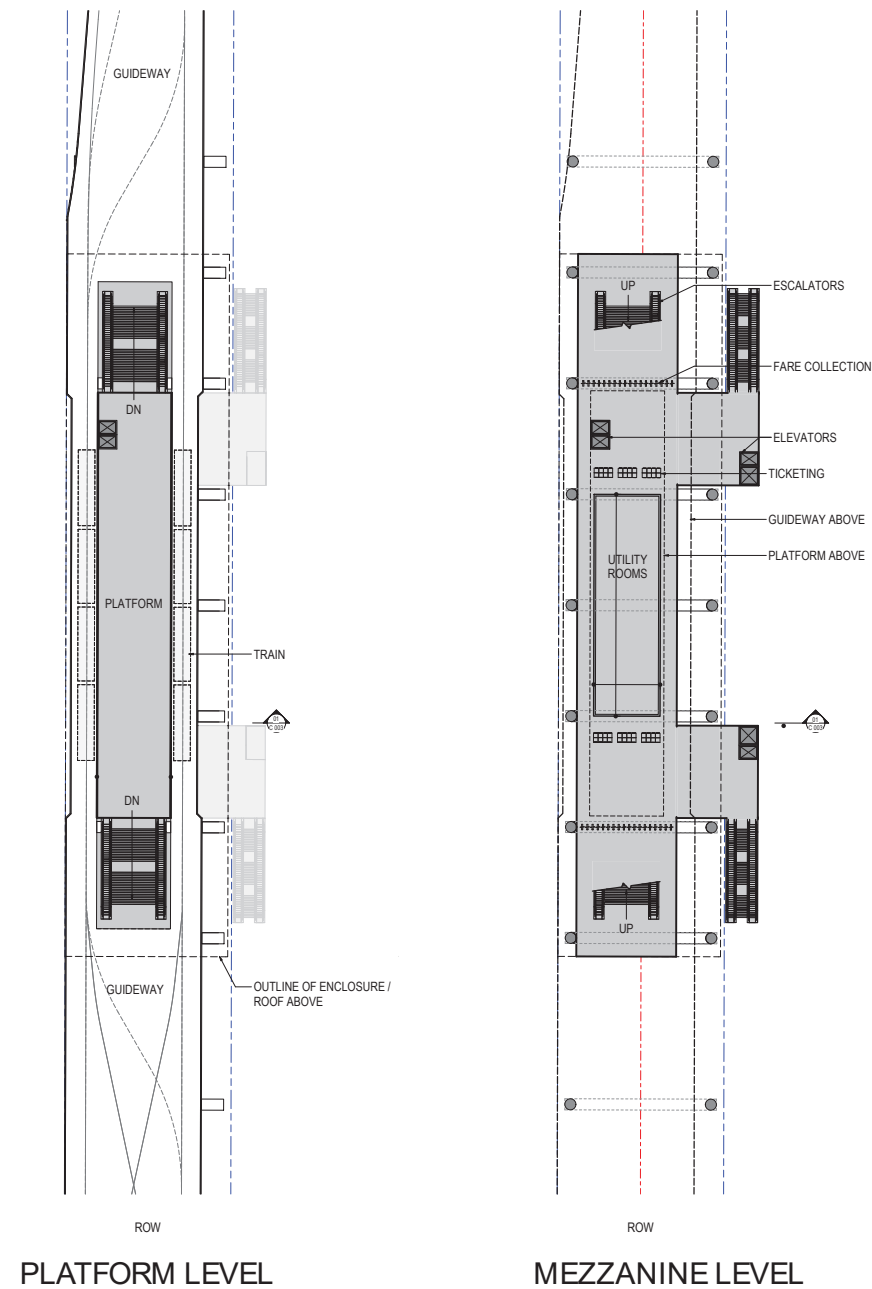
Propulsion power which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs would be provided by two Traction Power Sub-Stations (TPSSs) located along the alignment. As shown in **Figure 3.0-8: Potential Locations for Traction Power Substations**, the TPSSs would be located at the MSF site and at the City's Civic Center site on Prairie Avenue adjacent to the guideway at the City's Civic Center site on Prairie Avenue and connect to existing electrical Southern California Edison (SCE) trunk lines.

The estimated space requirements for each TPSS is approximately 3,000 SF and with 14 feet of clearance above the finished floor (see **Figure 3.0-9: Typical TPSS Layout**). Each TPSS includes equipment to transform the medium- to high-voltage power feed provided from the power companies to the typically required 750-volt direct current (VDC) needed to power the vehicles and typically and power for housekeeping and other ancillary equipment.

A key element in a TPSS is the transformer/rectifier unit, which needs to be sized to accommodate the power requirements for operating multiple trains simultaneously, in addition to the auxiliary and housekeeping power requirements for the MSF and stations. Each TPSS would include equipment to transform the medium- to high-voltage power feed provided from SCE to the required downstream distribution needed to power the vehicles, housekeeping power and power for other ancillary equipment.

Based on a distribution study completed by the Southern California Edison Company (SCE), upgrades to the existing distribution system are required to accommodate the maximum power load for the Project. These upgrades consisting of 1,500 feet of new civil work/duct banks, 1,860 feet of new 1000 jacketed concentric neutral (JCN) cable, 1,700 feet of upgrading/re-cabling of the existing SCE primary cable to 1000 JCN, and two new gas switches, will be constructed as part of the Project.

To assure the ability to allow APM trains to reach the nearest stations to offload riders in the event of loss of electrical supply, each TPSS will be equipped with backup power generators. The backup generators would be capable of supplying power to the APM trains for either 100 percent or 50 percent electrical capacity for a limited time to allow trains to complete their route so that riders can disembark at stations.

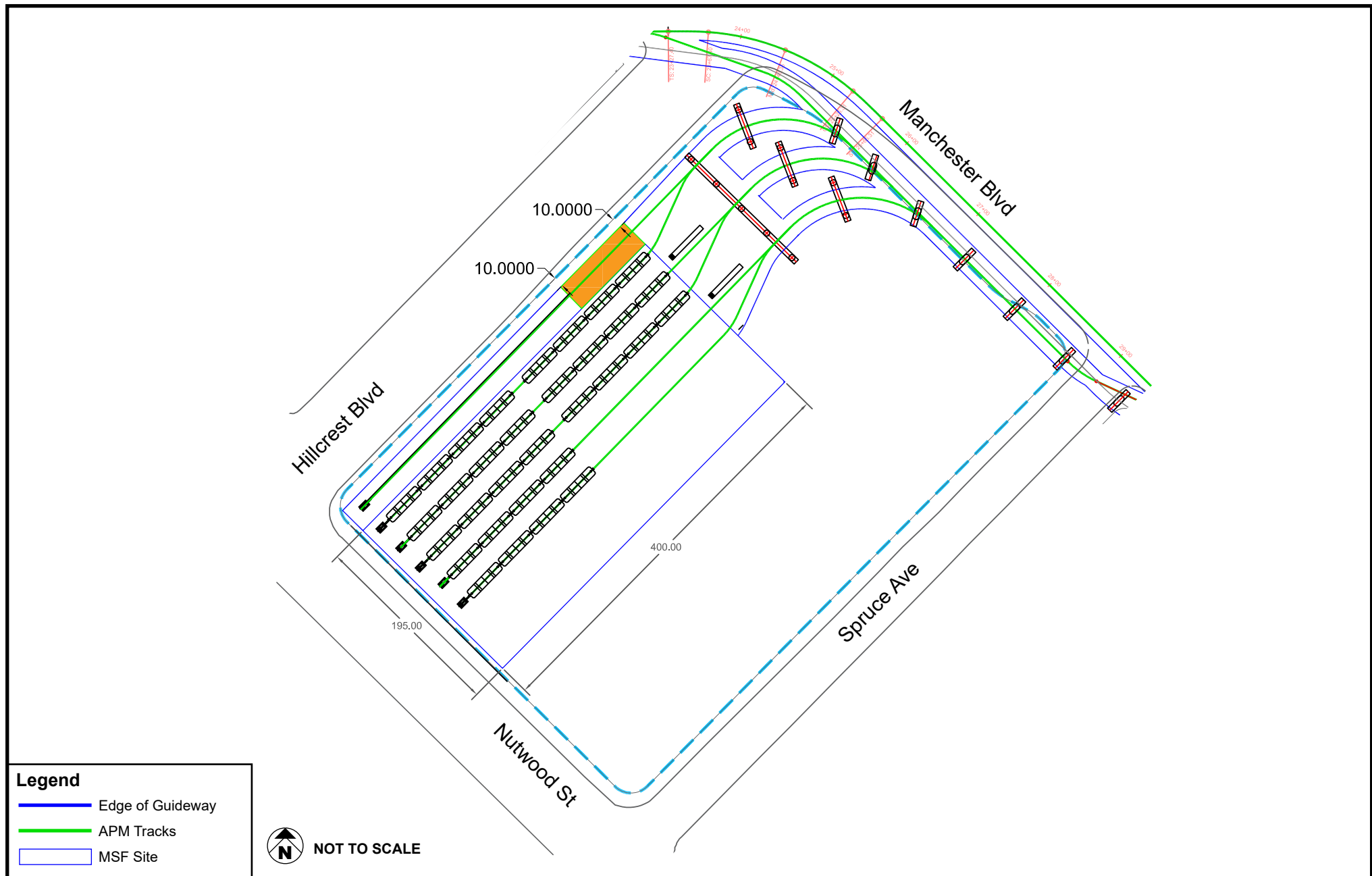


SOURCE: SOM - 2020; Meridian Consultants - 2020

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FIGURE 3.0-5





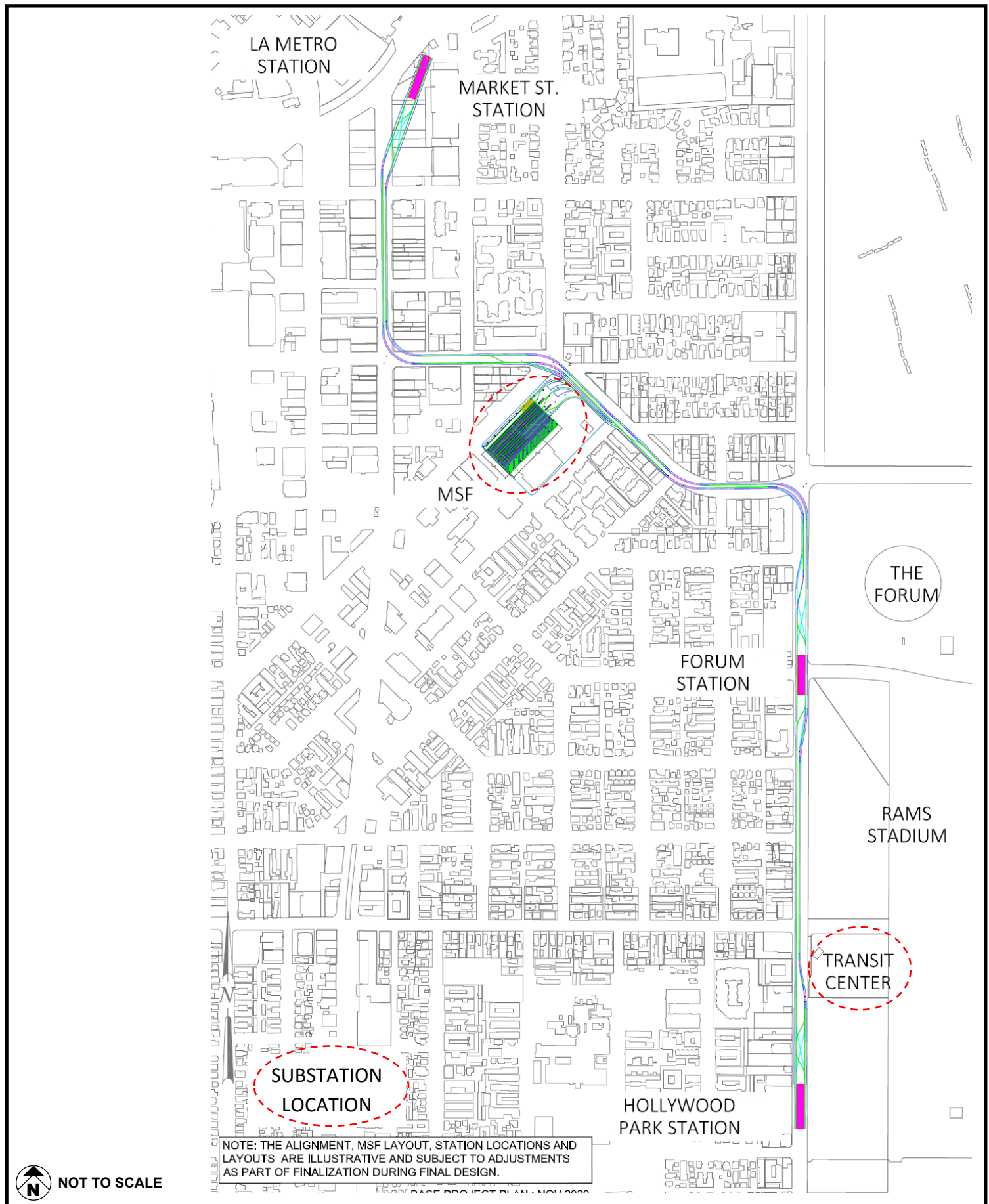
SOURCE: Lee+Elliott - 2020; Meridian Consultants - 2020

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FIGURE 3.0-6



MSF Site Plan



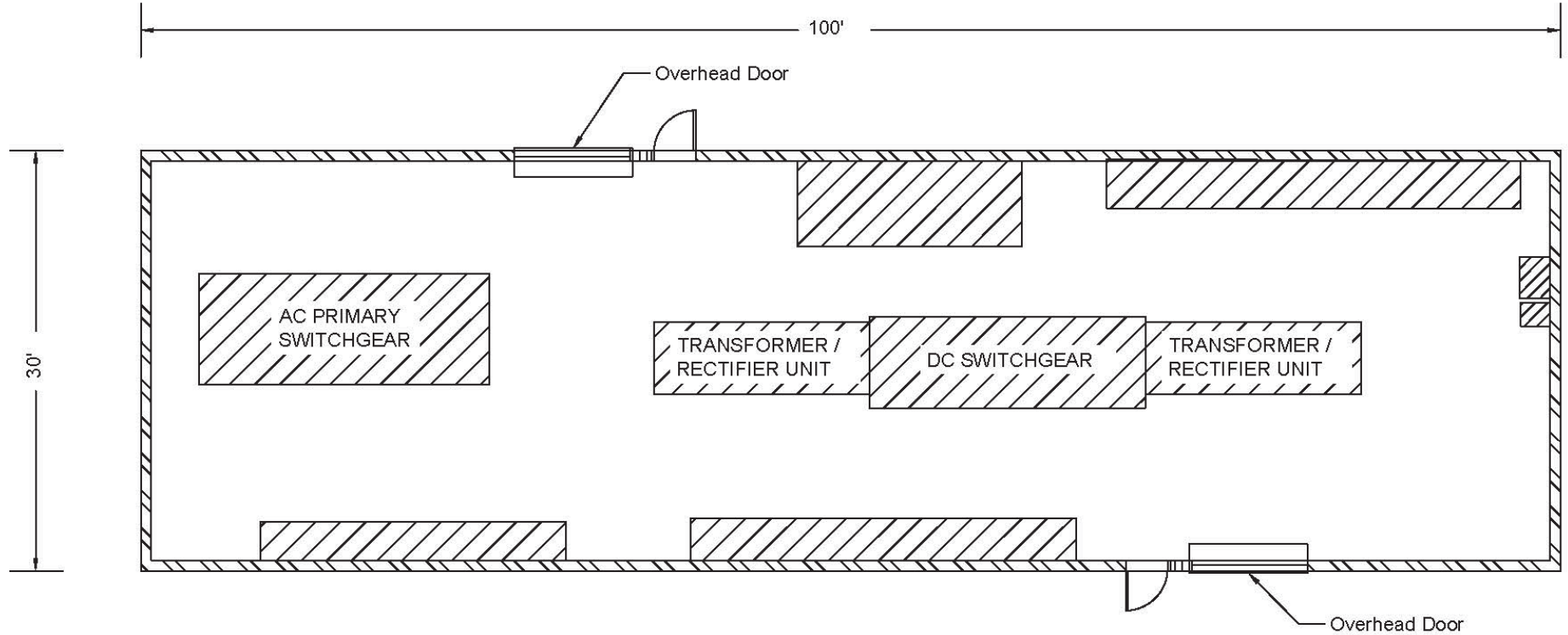
SOURCE: Lee+Elliott, Inc. - DRAFT November 2020

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

FIGURE 3.0-8



Potential Locations for Traction Power Substations



NOTES:

- 1- DUCT BANKS/CONDUIT STUB-UPS REQUIRED FOR AC AND DC SWITCHGEAR. COORDINATION REQUIRED BETWEEN FF CONTRACTOR AND APM CONTRACTOR.
- 2- 14' MINIMUM CLEARANCE (FLOOR TO CEILING).

LEGEND:

 APM CONTRACTOR FURNISHED EQUIPMENT

SOURCE: Lee+Elliott - 2020

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

FIGURE 3.0-9



3.5.6 Roadway Improvements

To achieve the City's goal of maintaining existing roadway capacity while accommodating the components of the Project, including the grade-separated guideway with support columns in the center median, or along sidewalks or parking lanes, and three stations on portions of Market Street, Manchester Boulevard and Prairie Avenue, several roadway improvements are proposed.

Restriping and Lane Modifications

A brief description of the existing and proposed characteristics of these roadway segments including number of lanes, intersection geometry, traffic control, on-street parking, sidewalks and crosswalks, and speed limits is provided. Roadway striping and cross-sections are included in **Figures 3.0-10 to 3.0-24: Striping Plans**, and **Figures 3.0-25 to 3.0-32: Cross-sections**.

Market Street between Florence Avenue and Manchester Boulevard

Market Street between Florence Avenue and Manchester Boulevard will include the same number of lanes as existing conditions (one lane in either direction). No change to roadway throughput or capacity is proposed as part of the proposed Project. The speed limit along Market Street will remain at 25 mph, similar to existing conditions.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the proposed Project would occur at the intersections of Market Street/Regent Street (removal of northbound left-turn lane) and Market Street/Queen Street (removal of northbound and southbound left-turn lanes). No changes to intersection traffic control are proposed at these intersections. A brief description of the resulting lane configurations at the intersections along this stretch of Market Street with the proposed Project is summarized below.

- **Intersection of Market Street/Florence Avenue** – There would be no changes to the lane configurations and traffic control due to the proposed Project at this signalized intersection, compared to existing conditions. Similar to existing conditions, the northbound approach would provide a left-turn lane and a right-turn lane. The eastbound approach would provide two through lanes and a shared through/right-turn lane, while the westbound approach would provide a left-turn lane and two throughlanes.
- **Intersection of Market Street/Regent Street** – The proposed Project would result in the removal of the northbound left-turn lane at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left-/through/right-turn lane. The adjacent D3 (Market Gateway) Project would modify the southbound approach by removing the right-turn lane, resulting

in a shared left-/through/right-turn lane. The proposed Project would not change the southbound, eastbound, and westbound approaches. The eastbound and westbound approaches would both provide a left-turn lane and a shared through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the proposed Project compared to existing conditions. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily.

- **Intersection of Market Street/Queen Street** – As a result of the proposed Project, the northbound and southbound approaches would provide a shared left-/through/right-turn lane, removing the separate left-turn lanes, compared to existing conditions. The southbound approach would provide a shared left-turn/through lane and a separate right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. The proposed Project would not change the eastbound and westbound approaches. The eastbound and westbound approaches would both provide a shared left-/through/right-turn lane. No change to traffic control (signal) at this intersection are proposed with the proposed Project compared to existing conditions.
- **Intersection of Market Street/Manchester Boulevard** - There would be no changes to the lane configurations or traffic control due to the proposed Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would both provide a left-turn lane, one through lane and a shared through/right-turn lane.

Manchester Boulevard between west of Market Street and Prairie Avenue

Manchester Boulevard between Market Street and Prairie Avenue will include the same number of lanes as existing conditions, i.e., two lanes in either direction with turn lanes at intersections between Market Street and Hillcrest Boulevard; and two lanes/three lanes in the westbound/eastbound directions, respectively, with turn lanes at intersections between Hillcrest Boulevard and Prairie Avenue. No change to roadway capacity or traffic control is proposed as part of the proposed Project. The speed limit along Manchester Boulevard will remain at 35 mph, similar to existing conditions.

Lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch, as part of the proposed Project. Minor modifications to lane configurations at the Manchester Boulevard/Prairie Avenue intersection may be required or desired based on prevailing demands at the time of construction of the proposed Project. This could be achieved by restriping at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Manchester Boulevard as a result of the proposed Project is summarized below.

- **Market Street/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection compared to existing

conditions. The northbound and southbound approaches would provide a left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.

- **Intersection of Locust Street/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left/through/right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right- turn lane.
- **Intersection of Hillcrest Boulevard/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection compared to existing conditions. The northbound and southbound approaches would provide a left turn lane, a through lane and a right-turn lane. The eastbound and westbound approaches would provide a left-turn lane, one through lane and a shared through/right-turn lane.
- **Intersection of Spruce Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the Project at this signalized intersection compared to existing conditions. The northbound approach would provide a shared left/through/right-turn lane. The southbound approach is a driveway and would provide a right-turn lane only. The eastbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane (in the evening peak period, on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The westbound approach would provide a left- turn lane, one through lane and a shared through/right-turn lane.
- **Intersection of Tamarack Avenue/Manchester Boulevard** - There would be no changes to the lane configurations or traffic control (stop-sign at Tamarack Avenue northbound approach) due to the proposed Project at this unsignalized intersection compared to existing conditions. The northbound approach would provide a shared left-/right-turn lane. The eastbound approach would provide two through lanes and a separate right-turn lane (except in the evening peak period, when on-street parking restriction allows this right turn lane to function as a shared through/right-turn lane along eastbound Manchester at this intersection). The westbound approach would provide a left-turn lane and two through lanes.
- **Intersection of Osage Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (stop-signs at Osage Avenue northbound and southbound approaches) due to the proposed Project at this unsignalized intersection compared to existing conditions. The northbound and southbound approaches would provide a shared left-/through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, one through lane and a shared through/right-turn lane during the morning peak hours and off-peak hours. During the evening peak hours, with on-street parking restrictions, the eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane.

- **Intersection of Prairie Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-lane.

Prairie Avenue between Manchester Boulevard and south of Hardy Street

Prairie Avenue between Manchester Boulevard and Hardy Street will include the same number of lanes as existing conditions (three lanes in either direction with a central turn lane including the turn lanes at intersections). No change to roadway capacity is proposed as part of the proposed Project. The speed limit along Prairie Avenue will remain at 40 mph, similar to existing conditions. No on-street parking will be allowed along Prairie Avenue within this stretch similar to existing conditions.

Prairie Avenue will be partially relocated up to 30 feet to the east to maintain the existing capacity, minimum sidewalk widths and to accommodate the columns for the guideway, which are proposed in the existing sidewalk area (on the west side of Prairie), and in sidewalk areas on the east side of the partially relocated Prairie Avenue, and station features.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the proposed Project. Minor modifications to lane configurations at the Manchester Boulevard Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project. A brief description of the resulting lane configurations at the intersections along this stretch of Prairie Avenue due to the proposed Project is summarized below.

- **Intersection of Prairie Avenue/Manchester Boulevard** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, two through lanes and a separate right-turn lane.
- **Intersection of Prairie Avenue/Nutwood Street** - There would be no changes to the lane configurations and traffic control (stop-sign control at the eastbound Nutwood Street approach) due to the proposed Project at this unsignalized 'T' intersection. The northbound approach would provide

a left-turn lane (central turn lane), three through lanes. The southbound approach would provide two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane.

- **Intersection of Prairie Avenue/Kelso Street-Pincay Drive** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right- turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/La Palma Drive-Stadium Driveway** - There would be no changes to the lane configurations and traffic control (stop-signs at the La Palma Drive- Stadium Driveway approaches) due to the proposed Project at this unsignalized intersection, compared to existing conditions. The northbound and southbound approaches would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a shared left-/right-turn lane. The westbound approach would provide a right-turn lane.
- **Intersection of Prairie Avenue/Buckthorn Street-Touchdown Drive** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/Arbor Vitae Street** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, one through lane and a separate right-turn lane.
- **Intersection of Prairie Avenue/Victory Street** - There would be no changes to the lane configurations and traffic control (stop sign at Victory Street westbound approach) due to the proposed Project at this unsignalized 'T' intersection, compared to existing conditions. The northbound approach would provide two through lanes and a shared through/right-turn lane. The southbound approach would provide three through lanes. The westbound approach would provide a right-turn lane.
- **Intersection of Prairie Avenue/Hardy Street** - There would be no changes to the lane configurations and traffic control (signal) due to the proposed Project at this signalized intersection, compared to existing conditions. The northbound approach would provide a left-turn lane, three through lanes and

a separate right-turn lane. The southbound approach would provide a left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach would provide a left-turn lane and a shared through/right-turn lane. The westbound approach would provide a left-turn lane, a shared left-turn/through lane and a separate right-turn lane.

Parking

Market Street Segment

Pick-up and drop-off areas would be provided along the west side of Locust Street south of Florence Avenue, as well as along the north-side of Regent Street between Locust Street and Market Street. A reduction in on-street parking spaces of approximately 13 spaces along Regent Street and 17 spaces along Locust Street would occur due to the Pick-up/Drop-off areas and the surface parking lot driveways proposed as part of the proposed Project.

A surface parking lot with approximately 650 parking spaces at the adjacent Florence Avenue and Market Street Station site, would be provided after construction of the Project is completed. This site will be used for construction staging. This public parking at Florence and Market Street is proposed to accommodate anticipated public parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at the Forum, the LASED and IBEC areas. While the ITC is designed to increase transit ridership along the Metro Rail system, the City anticipates that parking would attract patrons to the downtown Inglewood area along Market Street. Moreover, this surface parking lot at the Station site would provide the replacement parking spaces for the reduced parking along Locust Street and Regent Street where Pick-up/Drop-off areas are proposed.

There are currently 104 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. The proposed Project would reduce an additional 32 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. These spaces will be replaced in the 650 space public parking lot at the Florence Avenue and Market Street Station site.

An additional off-street surface parking lot will also be provided at the northeast corner of Market Street and Manchester Boulevard. This surface parking lot is anticipated to provide approximately 55 public parking spaces, replacing 6 existing spaces, and obtaining access off of the alley east of the site.

Conceptual roadway striping plans for the Locust Street segment between Florence Avenue and Regent Street and for the Regent Street segment between Market Street and Locust Street indicating the Pick-up/Drop-off areas and conceptual parking layout plans at the surface parking lots at the Market Street / Florence Avenue Station site are provided in **Figure 3.0-33: Market Street/Florence Avenue Station Proposed Parking Plan** and **Figure 3.0-34: 150 S. Market Street Proposed Parking Plan**.

Manchester Boulevard Segment

There are currently 84 on-street parking spaces along Manchester Boulevard within this segment. The proposed Project would result in reduction of approximately 47 metered on-street parking spaces. These spaces will be replaced in the in the 450 space public parking lot proposed at the MSF site located at the southeast corner of the intersection of Manchester Boulevard/Hillcrest Boulevard.

Conceptual roadway striping plans for MSF site are provided in **Figure 3.0-35: MSF Site Proposed Parking Plan**.

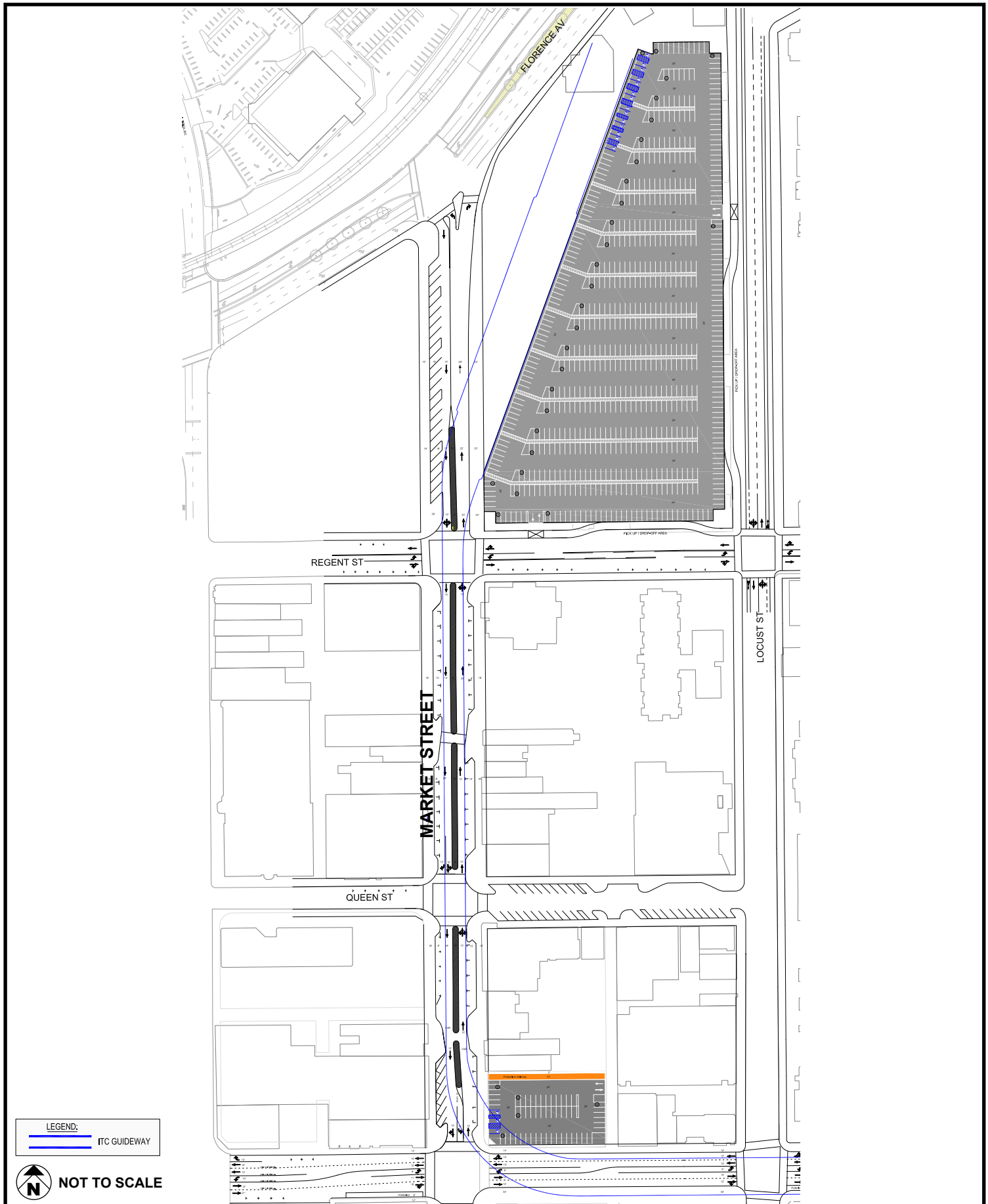
Sidewalks

Sidewalks on both sides of the various street segments will be provided by the proposed Project consistent with the requirements of the ADA ¹² along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Temporary and/or permanent easements may be required for these sidewalks. Similar to existing conditions, crosswalks will be provided by the proposed Project at all intersections.

3.5.7 Utility Improvements, Upgrades, and Relocations

The proposed Project would require utility systems improvements and upgrades. Based upon preliminary review, it appears that most, if not all utilities within the Project footprint can be avoided and no major utilities will require relocation. However, the location of utilities is based on a review of existing documentation and the exact locations have not been field verified. It is, therefore, possible that relocations would be necessary to accommodate and serve the various Project components. The design and construction of the elevated-guideway structures, stations, and support facilities would strive to avoid existing utility and other infrastructure to the extent 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. Any affected utility infrastructure will be relocated and replaced as needed.

¹² 42 United States Code, Section 12101.



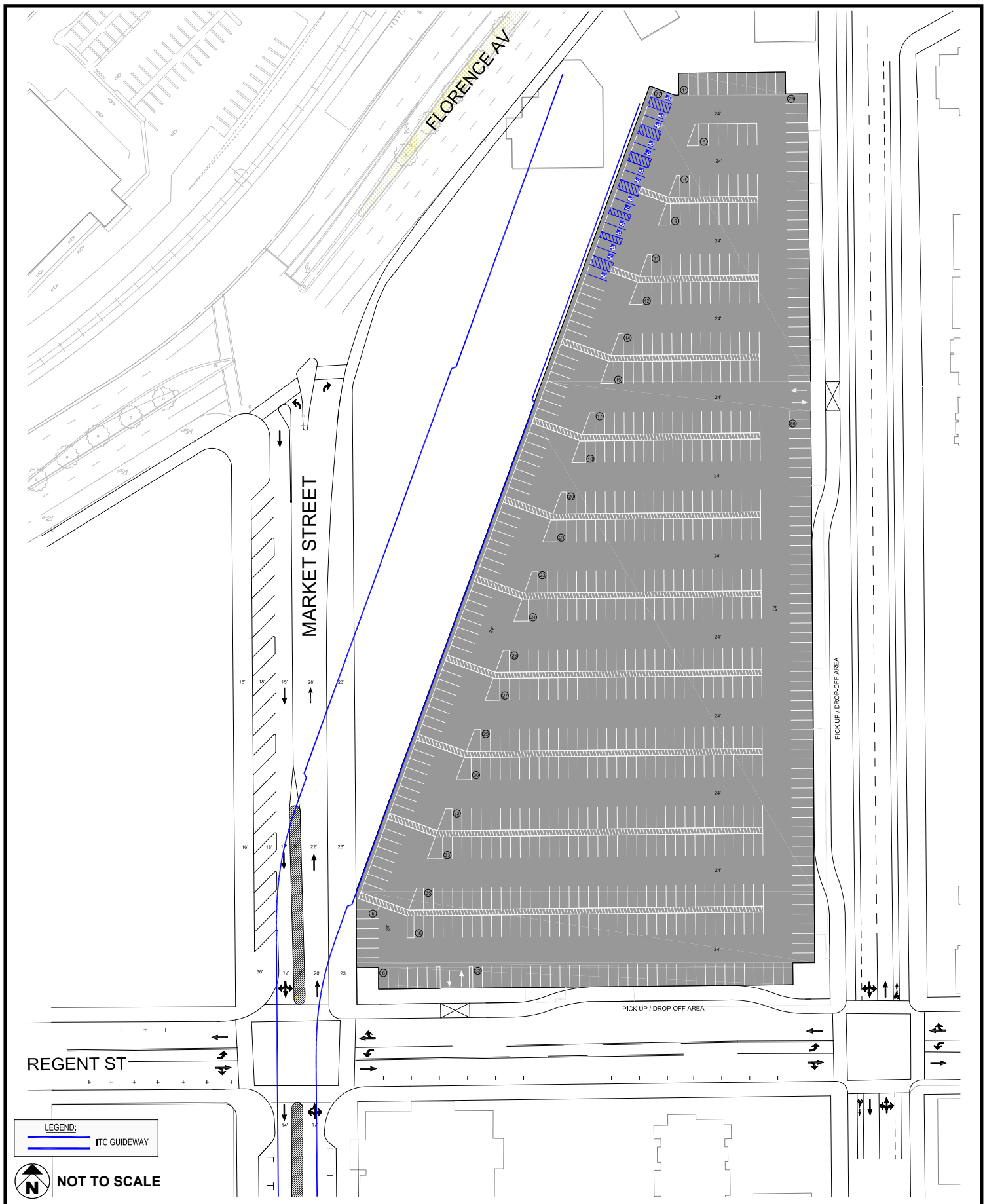
SOURCE: Raju Associates - 2020

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FIGURE 3.0-10



Market Street Striping Plan Overview



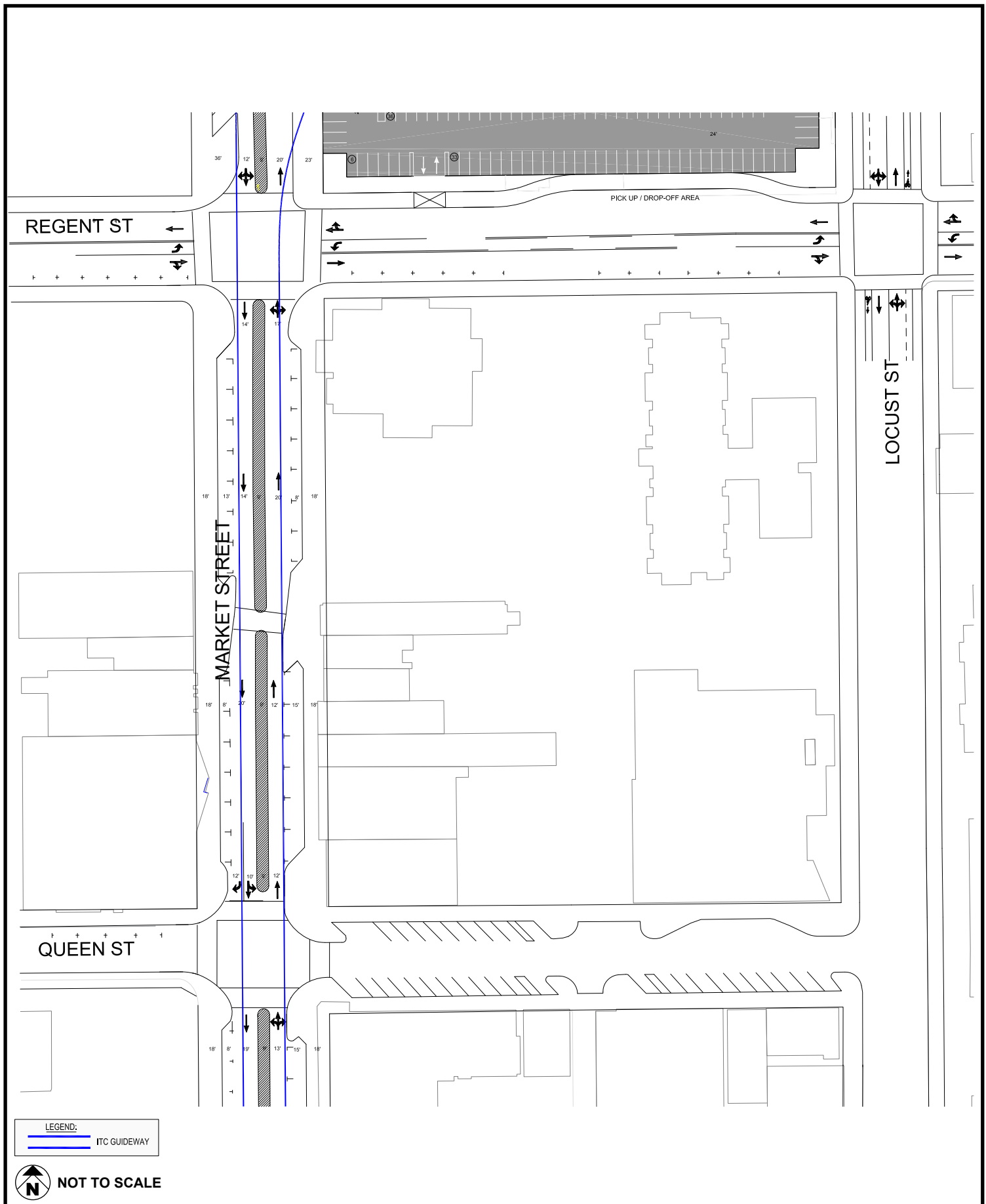
SOURCE: Raju Associates - 2020

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FIGURE 3.0-11



Market Street Striping Plan Florence Avenue to Regent Street



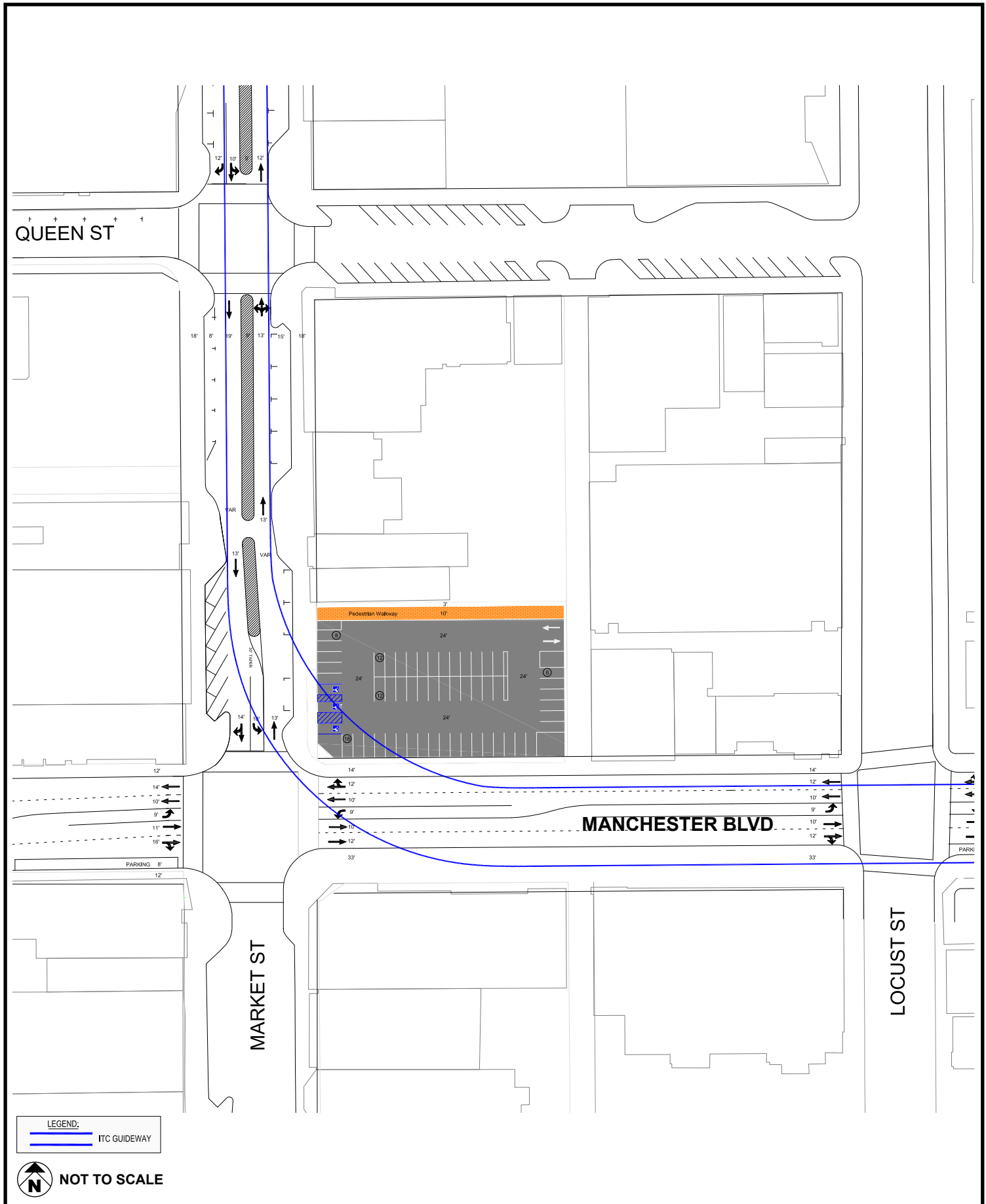
SOURCE: Raju Associates - 2020

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FIGURE 3.0-12



Market Street Striping Plan Regent Street to Queen Street



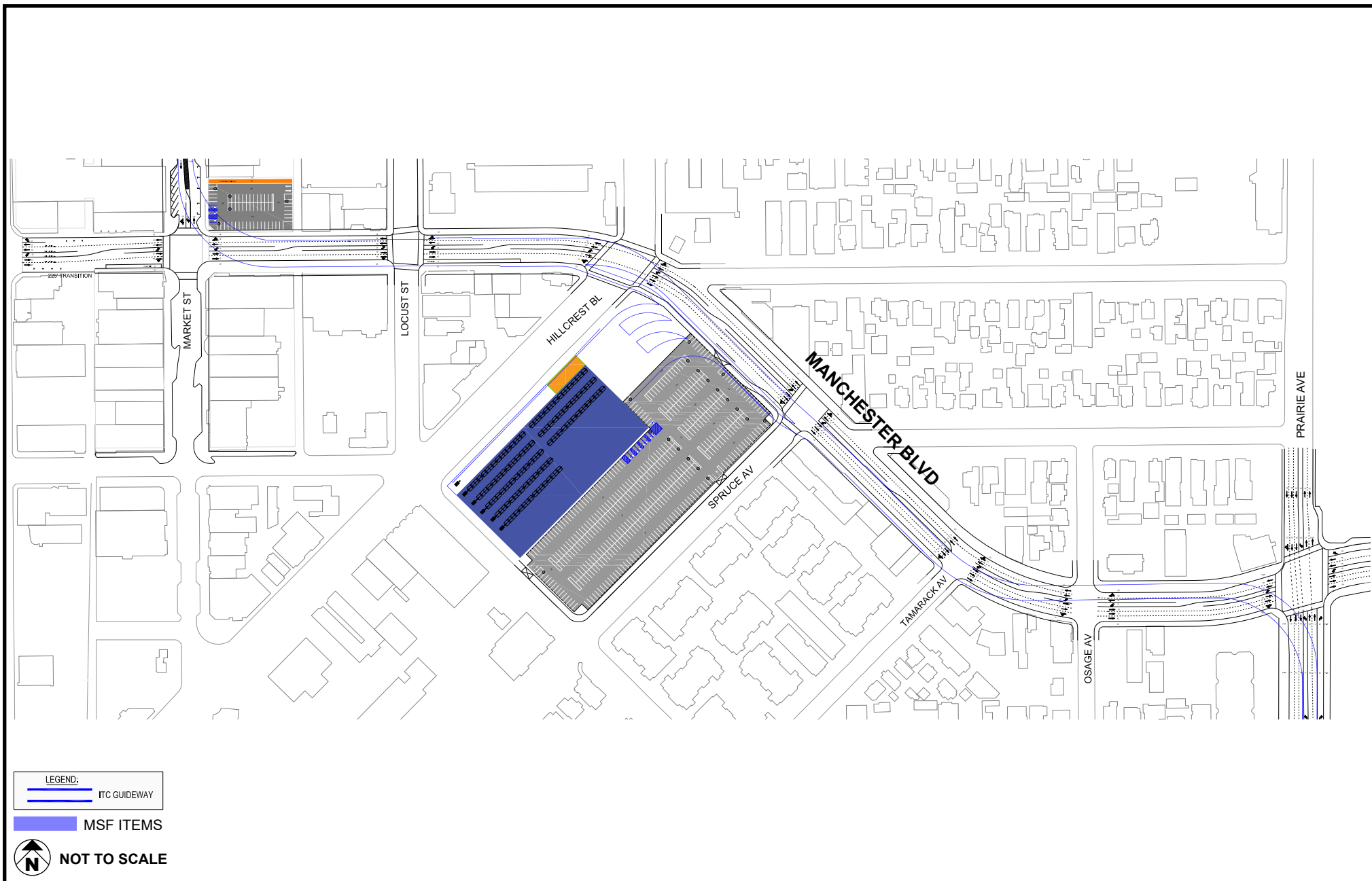
SOURCE: Raju Associates - 2020

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FIGURE 3.0-13



Market Street Striping Plan Queen Street to Manchester Boulevard



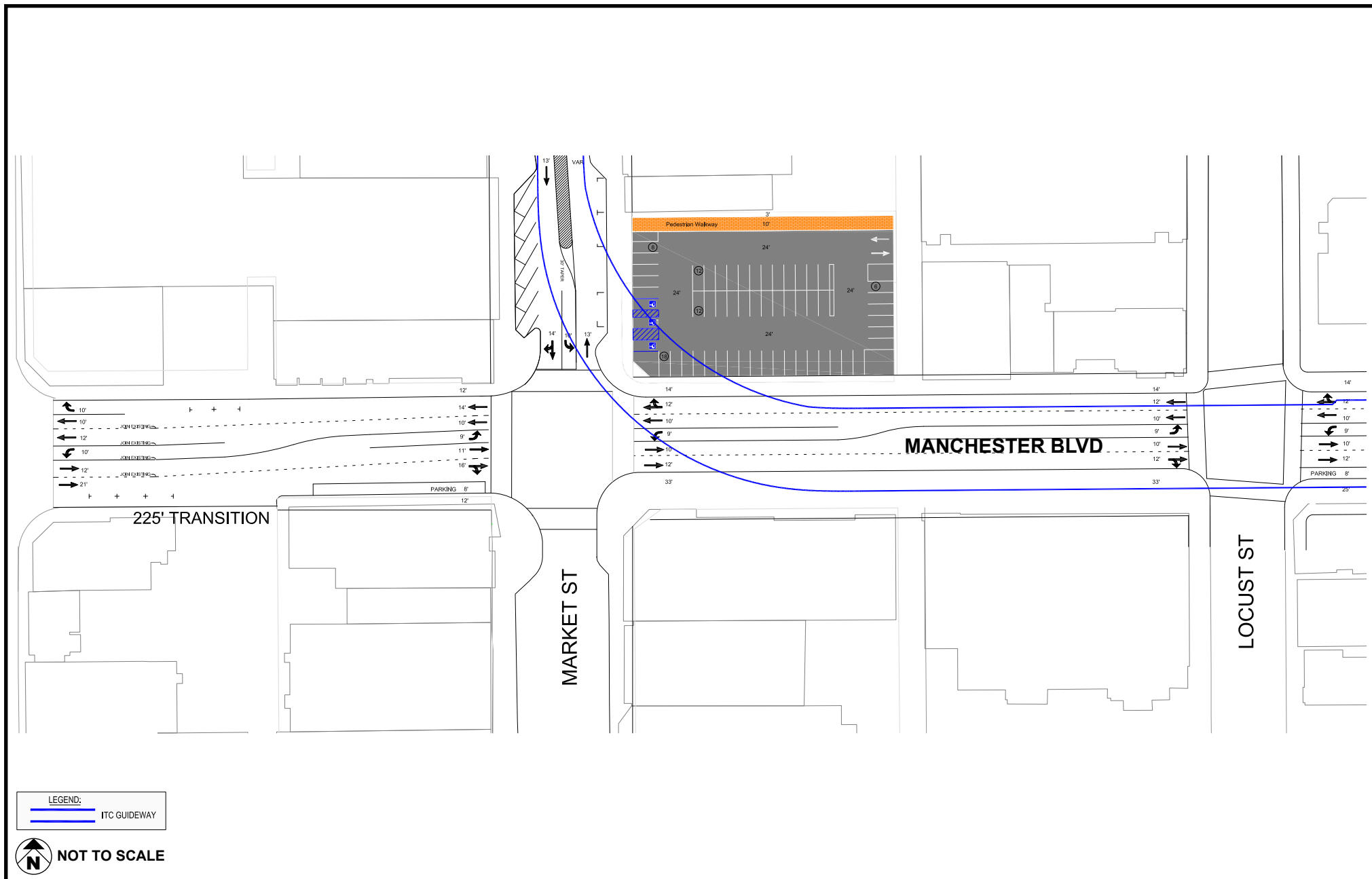
SOURCE: Raju Associates - 2020

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FIGURE 3.0-14



Manchester Boulevard Striping Plan Overview



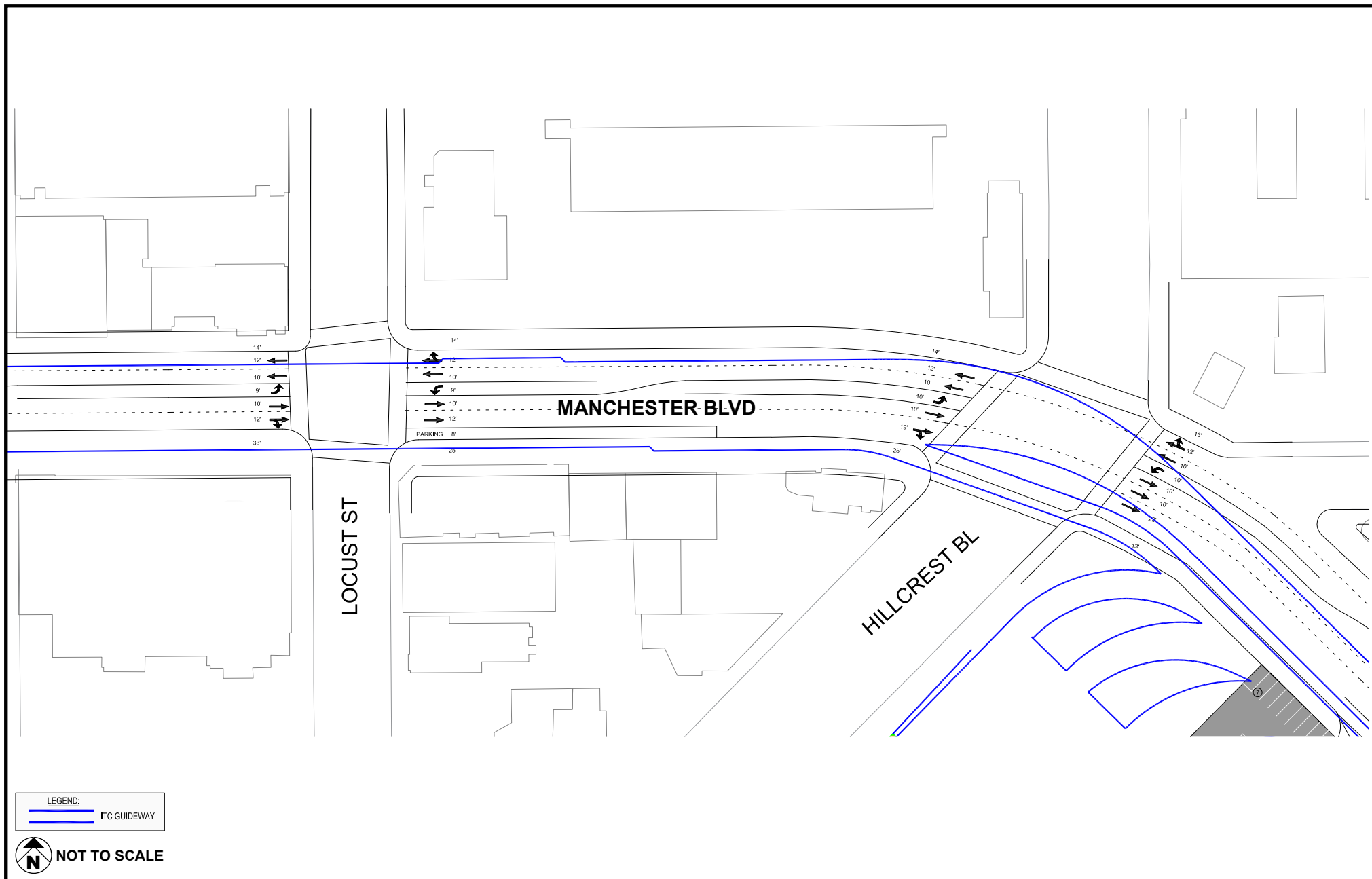
SOURCE: Raju Associates - 2020

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FIGURE 3.0-15



Manchester Boulevard Striping Plan Market Street to Locust Street



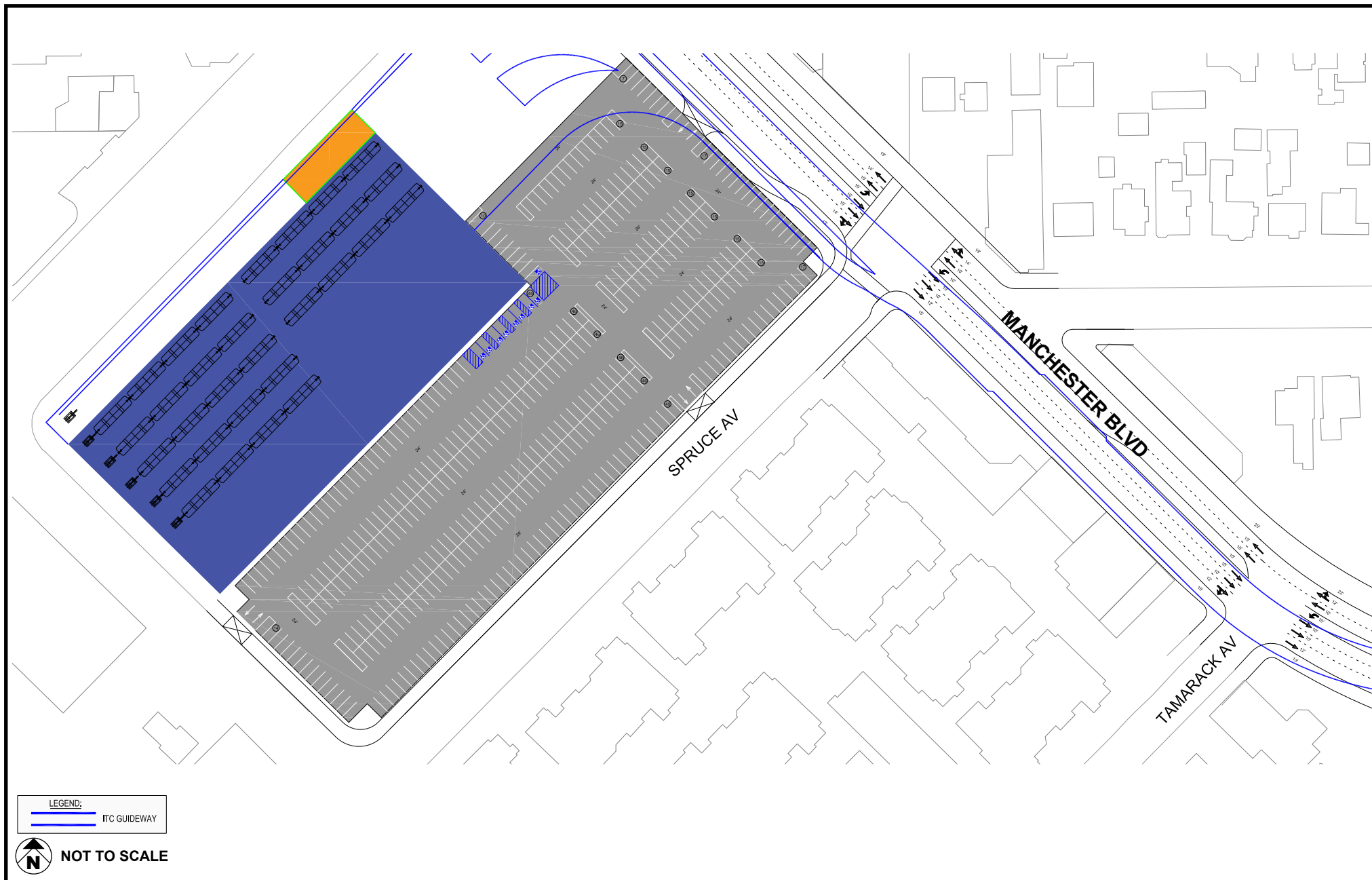
SOURCE: Raju Associates - 2020

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FIGURE 3.0-16



Manchester Boulevard Striping Plan Locust Street to Hillcrest Boulevard



SOURCE: Raju Associates - 2020

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FIGURE 3.0-17



Manchester Boulevard Striping Plan Spruce Avenue to Tamarack Avenue



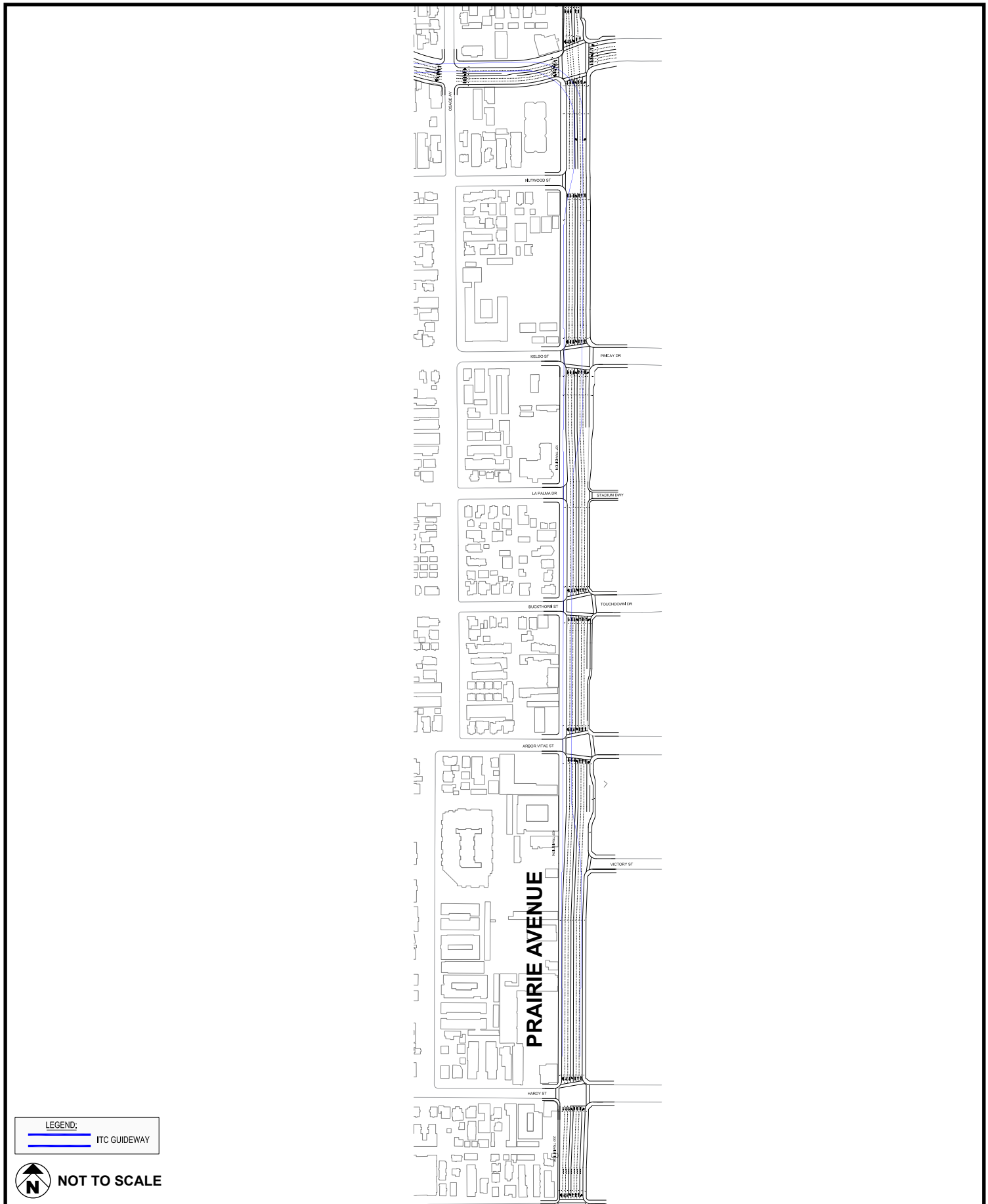
SOURCE: Raju Associates - 2020

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FIGURE 3.0-18



Manchester Boulevard Striping Plan Tamarack Avenue to Prairie Avenue



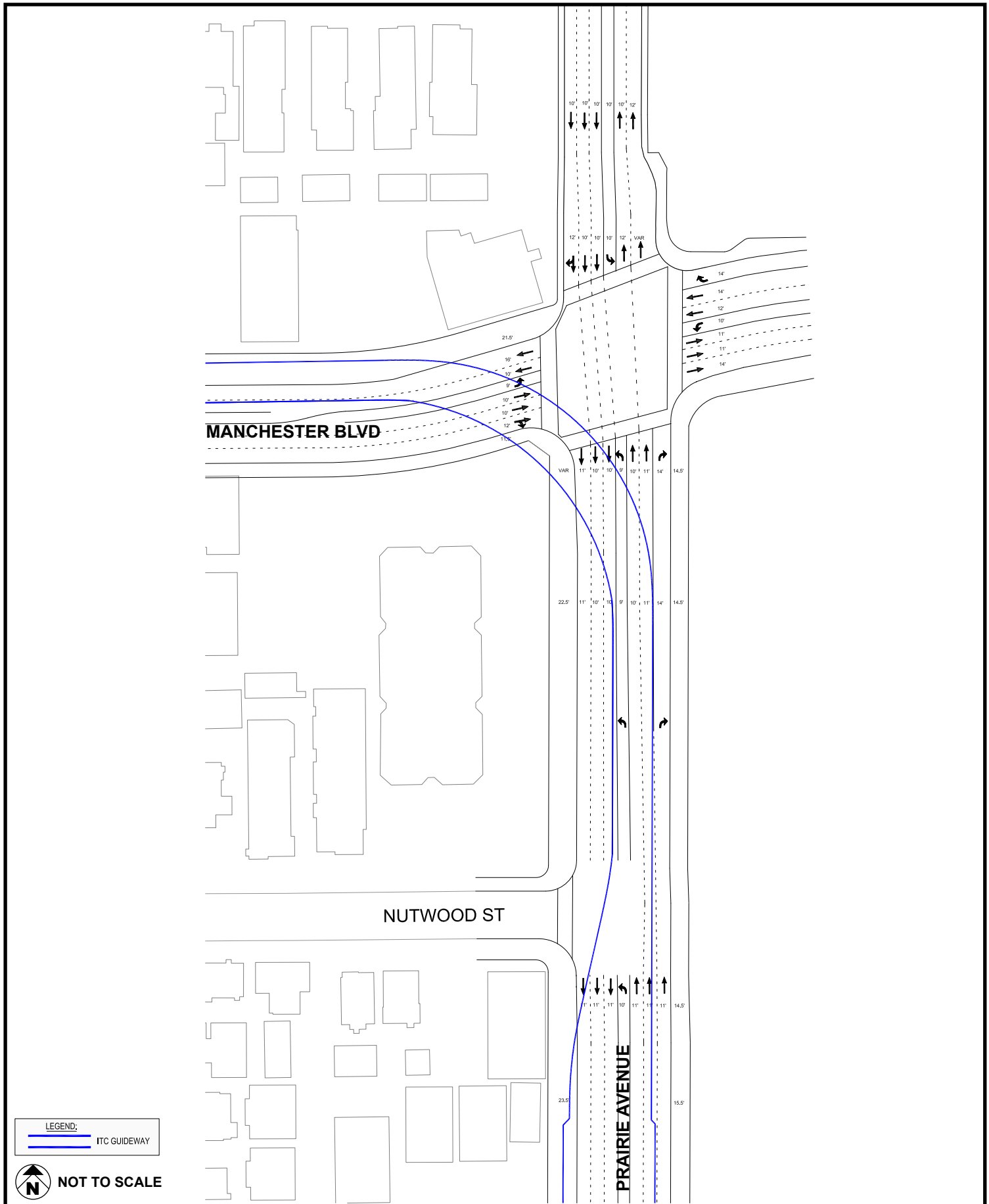
SOURCE: Raju Associates - 2020

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FIGURE 3.0-19



Prairie Avenue Striping Plan Overview



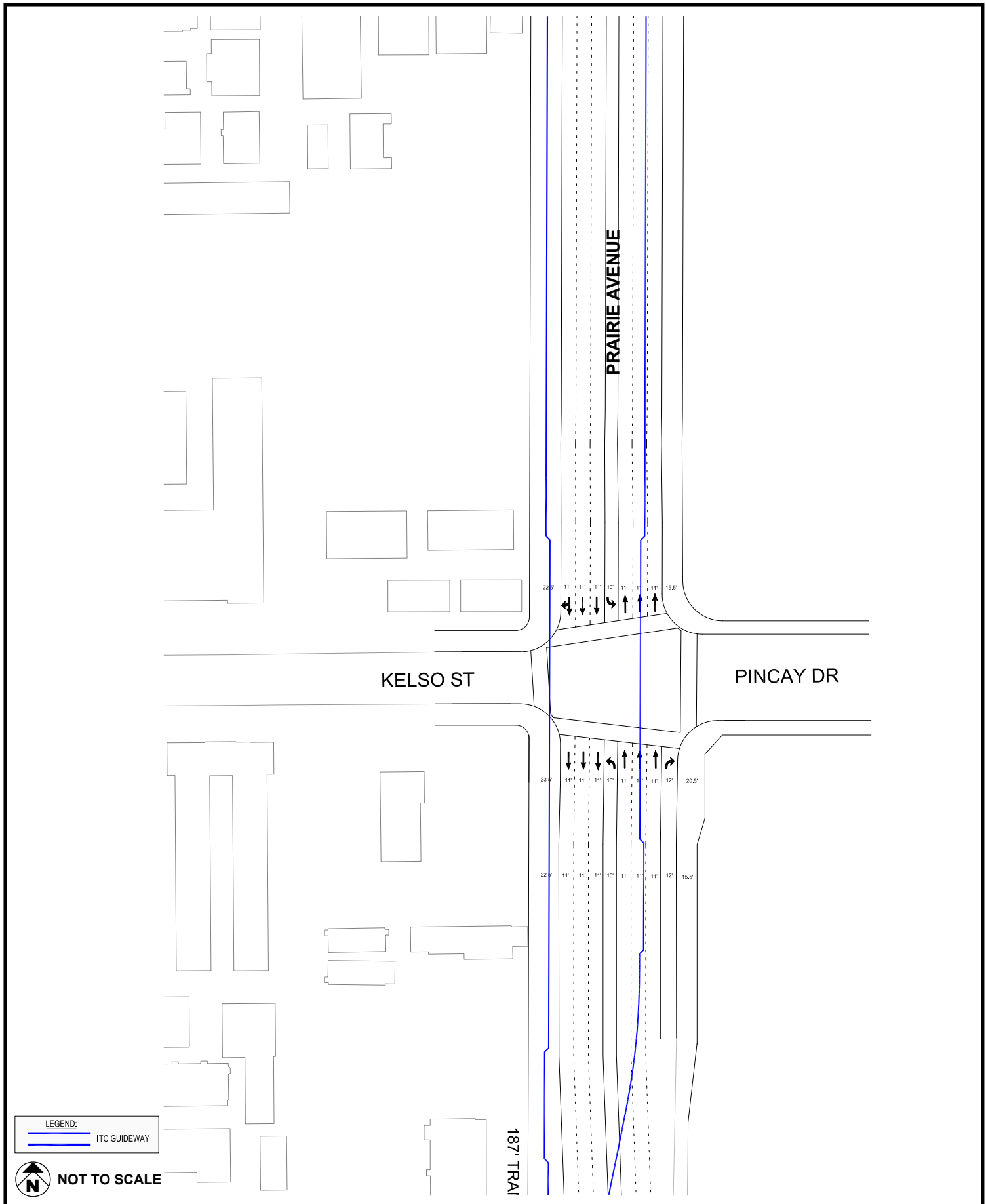
SOURCE: Raju Associates - 2020

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FIGURE 3.0-20



Prairie Avenue Striping Plan Manchester Boulevard to Nutwood Street



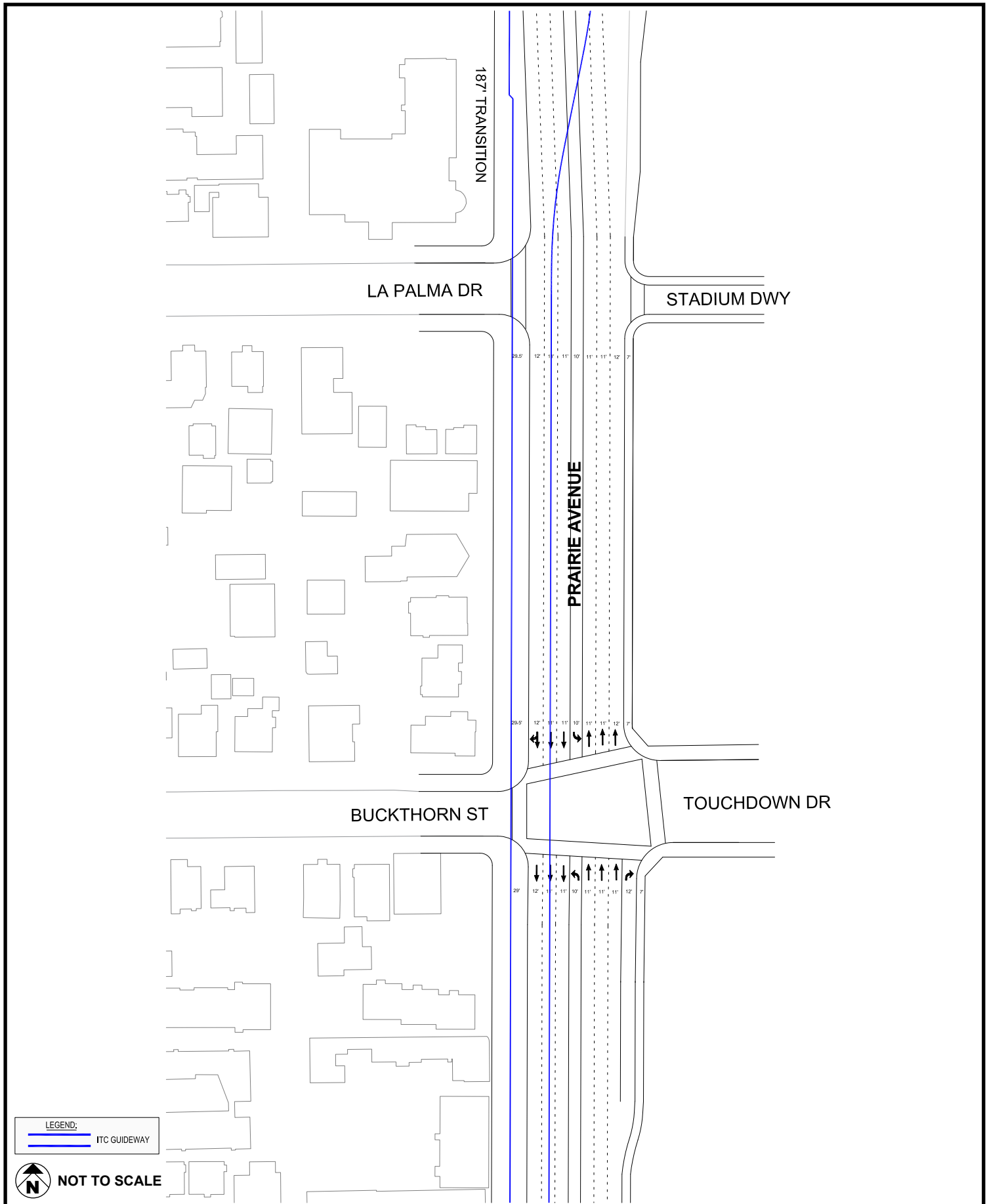
SOURCE: Raju Associates - 2020

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FIGURE 3.0-21



Prairie Avenue Striping Plan Nutwood Street to Kelso Street



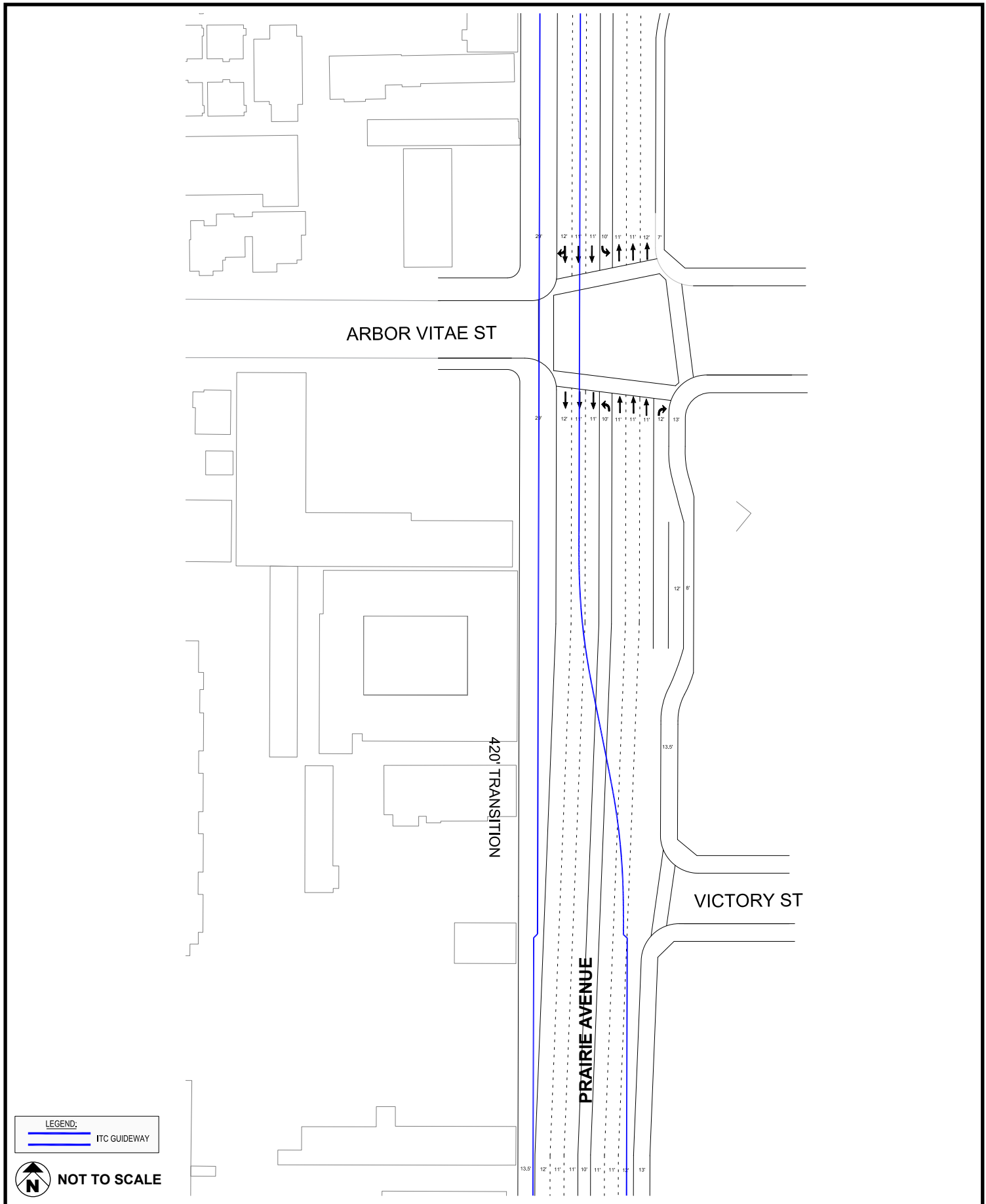
SOURCE: Raju Associates - 2020

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

FIGURE 3.0-22



Prairie Avenue Striping Plan La Palma Drive to Buckthorn Street



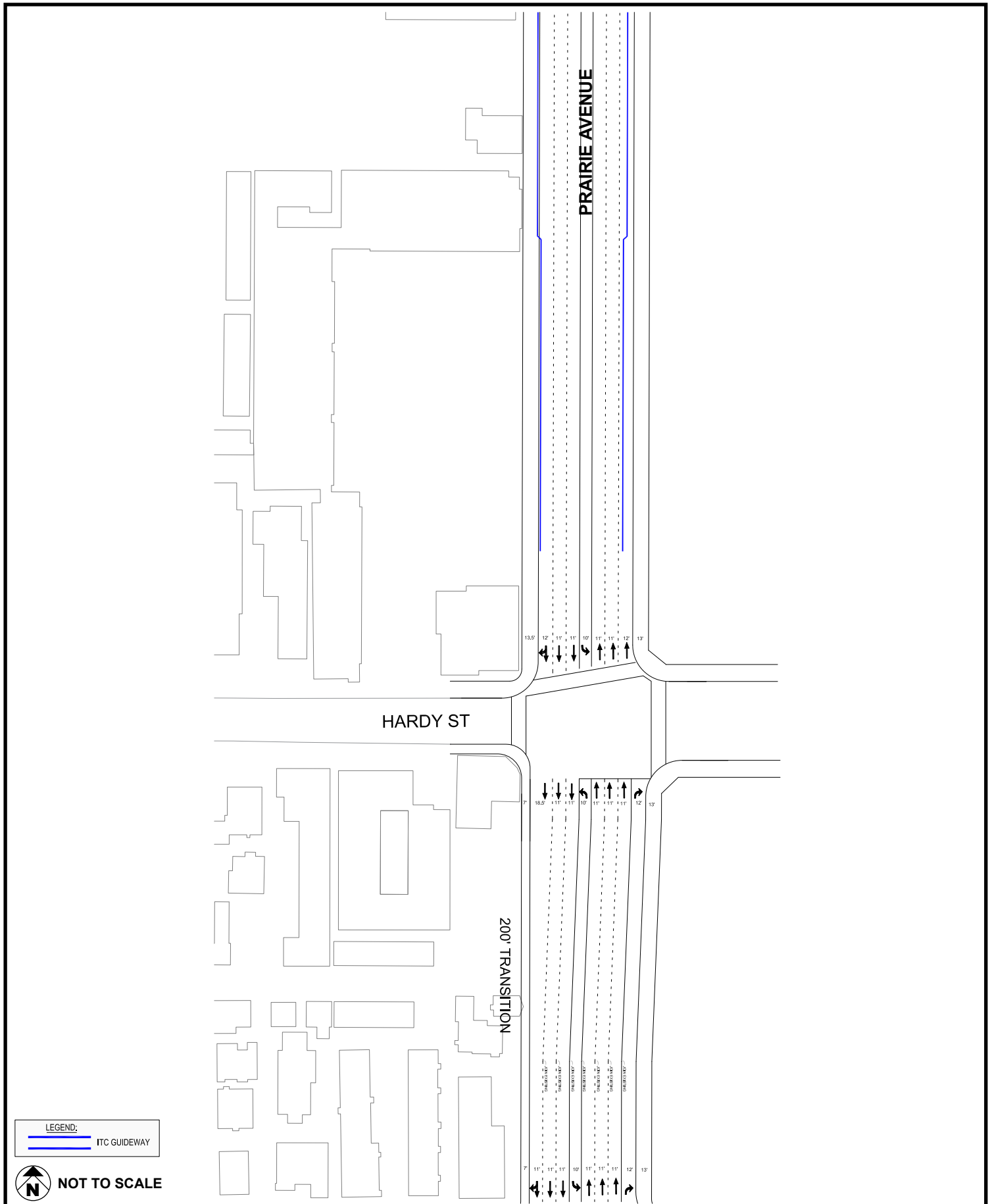
SOURCE: Raju Associates - 2020

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

FIGURE 3.0-23



Prairie Avenue Striping Plan Arbor Vitae Street to Victory Street



SOURCE: Raju Associates - 2020

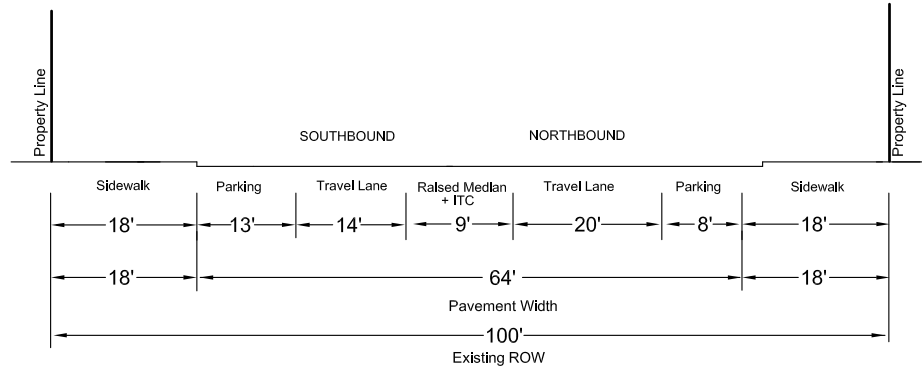
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-24

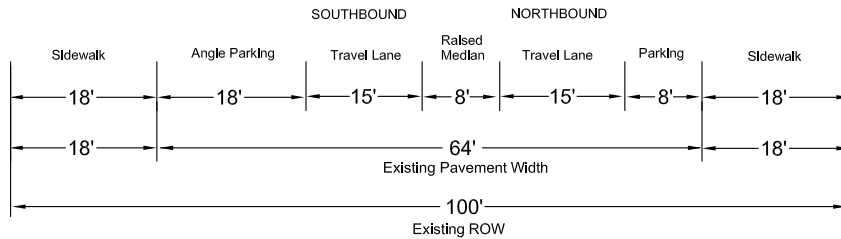


Prairie Avenue Striping Plan Arbor Vitae Street to Hardy Street

MARKET STREET, LOOKING NORTH BETWEEN REGENT ST & QUEEN ST

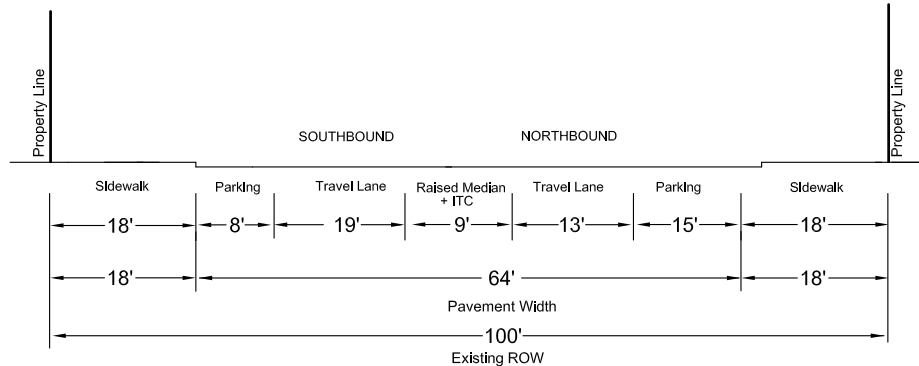


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

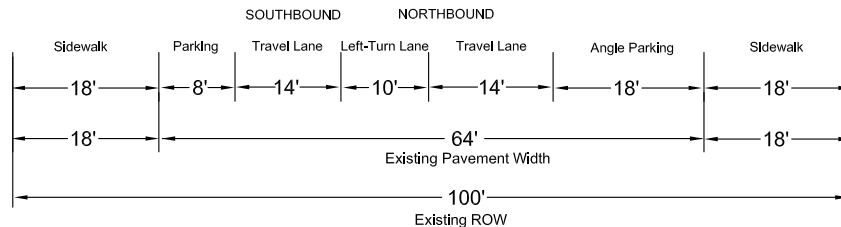


EXISTING TYPICAL ROADWAY SECTION

MARKET STREET, LOOKING NORTH BETWEEN QUEEN ST & MANCHESTER BL



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

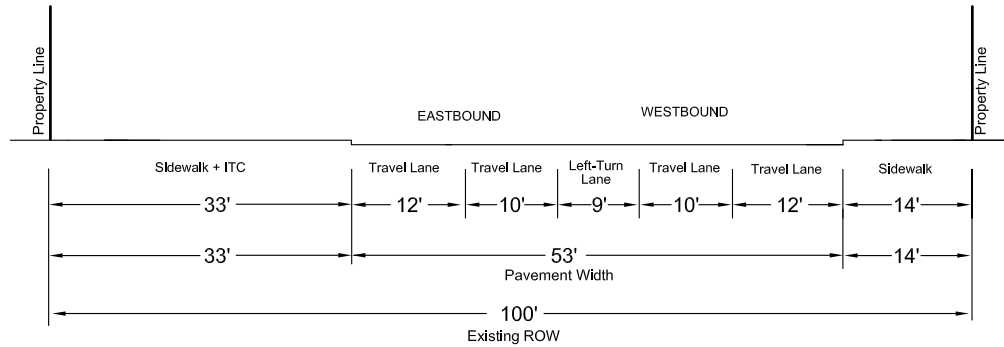
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-25

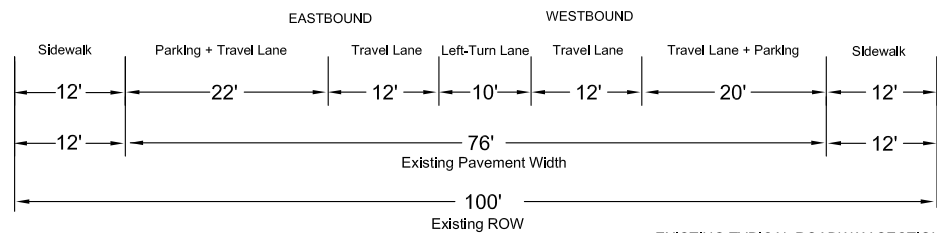


Market Street Typical Cross-sections

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN MARKET ST & LOCUST AV

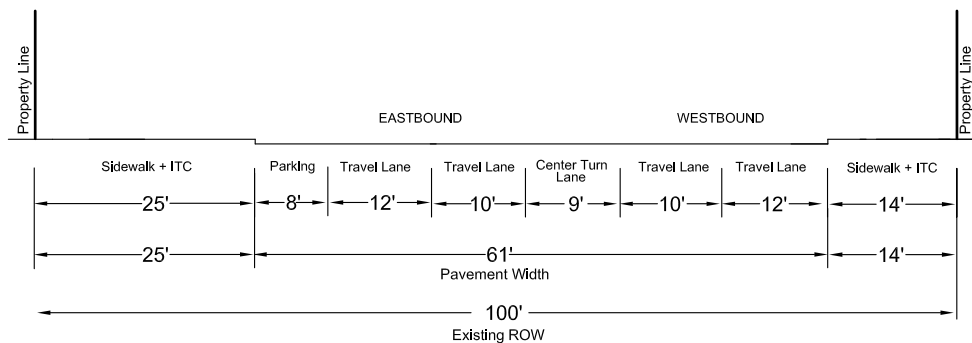


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

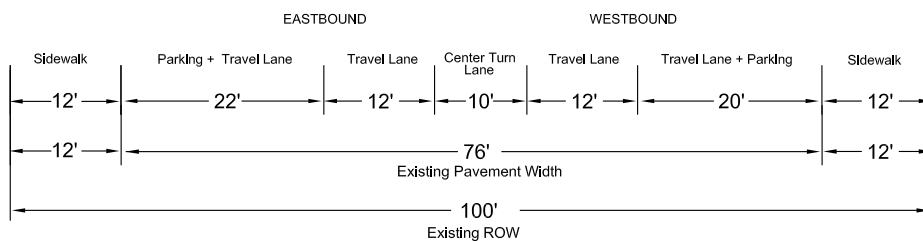


EXISTING TYPICAL ROADWAY SECTION

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN LOCUST AV & HILLCREST BL



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

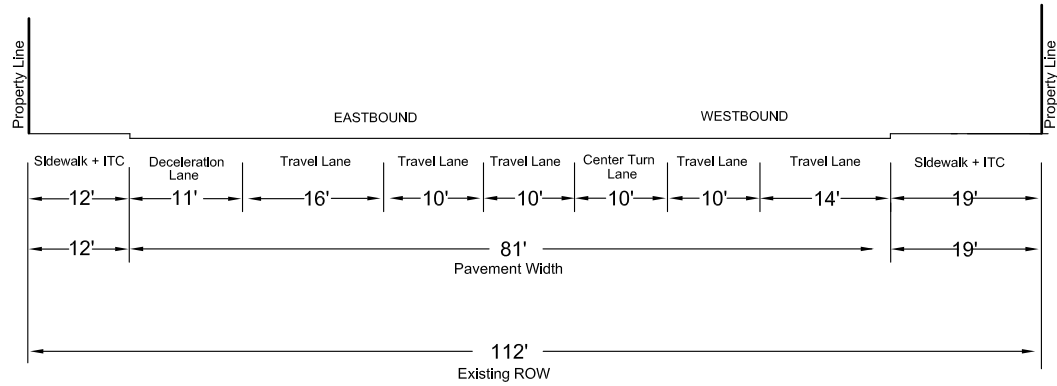
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-26

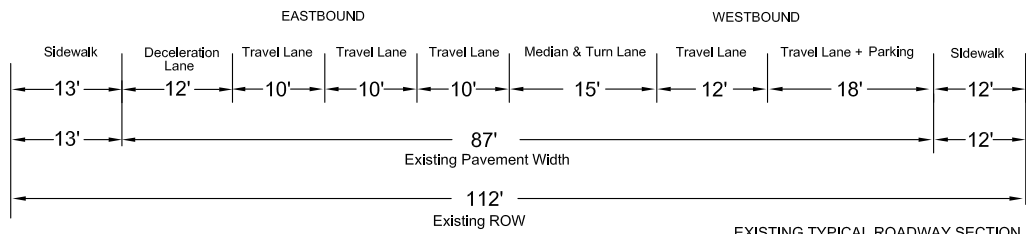


Market Street to Hillcrest Boulevard

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN HILLCREST BL & SPRUCE AV

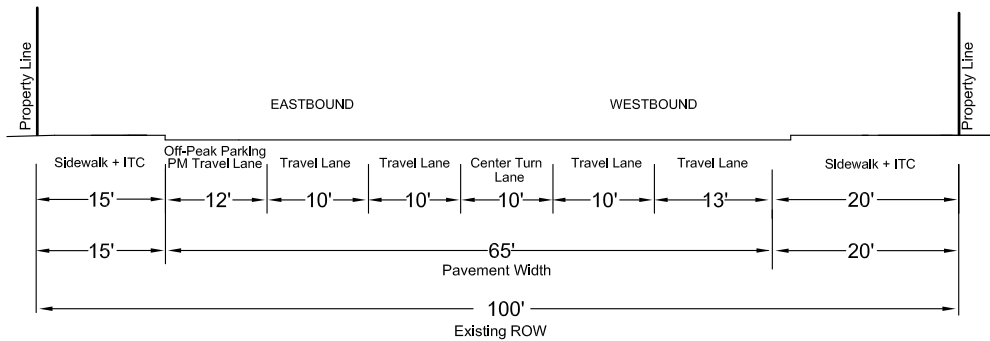


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

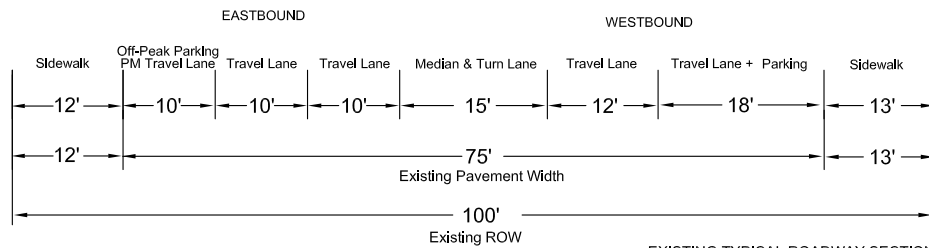


EXISTING TYPICAL ROADWAY SECTION

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN SPRUCE AV & TAMARACK AV



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

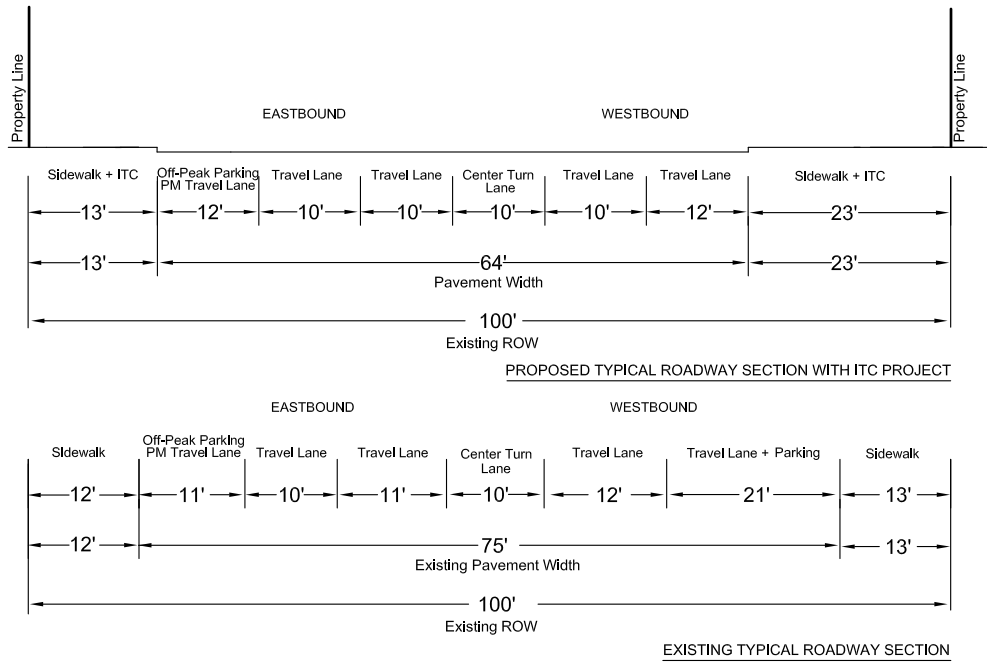
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-27

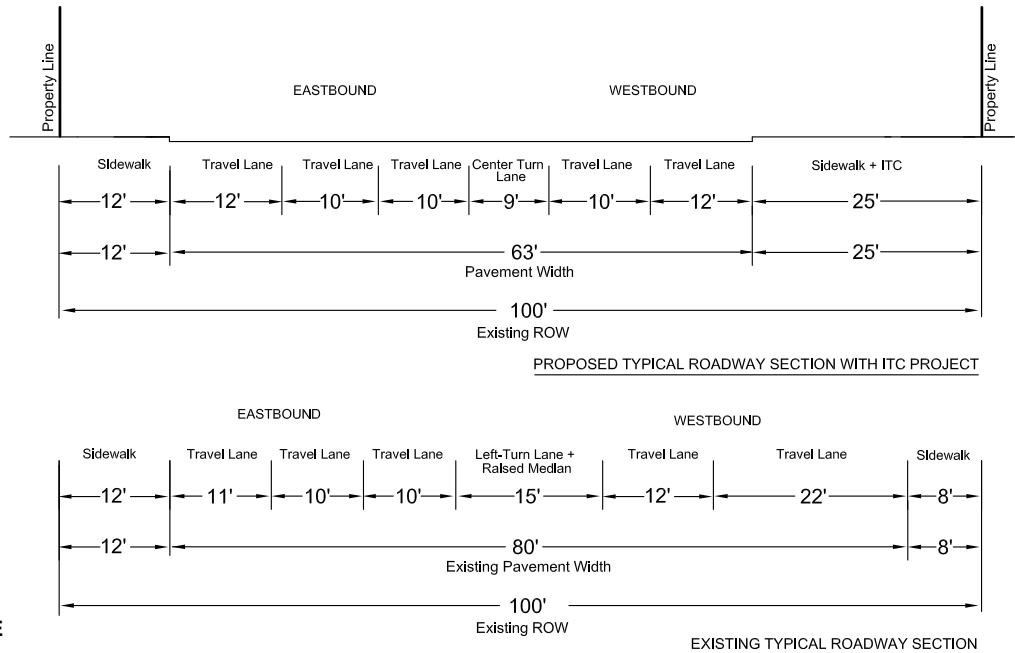


Hillcrest Boulevard to Tamarack Avenue

MANCHESTER BOULEVARD, LOOKING WEST BETWEEN TAMARACK AV & OSAGE AV



MANCHESTER BOULEVARD, LOOKING WEST BETWEEN OSAGE AV & PRAIRIE AV



NOT TO SCALE

SOURCE: Raju Associates - 2020

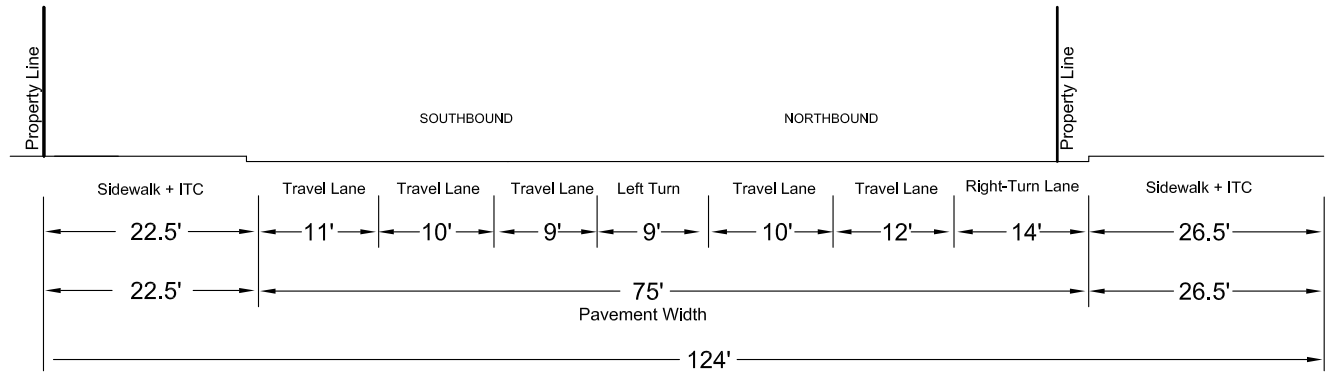
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-28

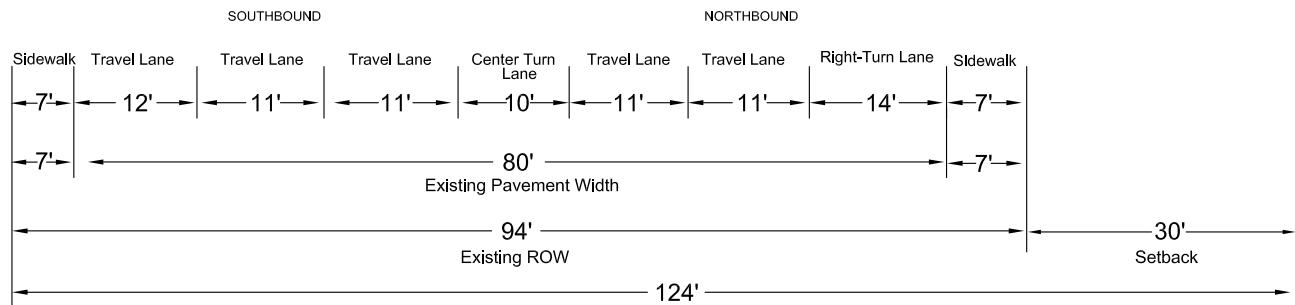


Tamarack Avenue to Prairie Avenue

PRAIRIE AVENUE, LOOKING NORTH BETWEEN MANCHESTER BL & NUTWOOD ST

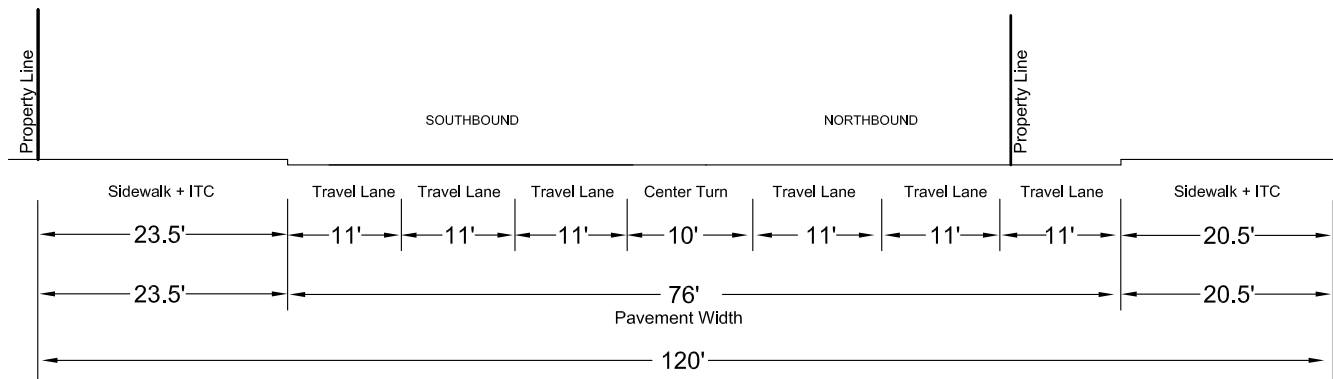


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

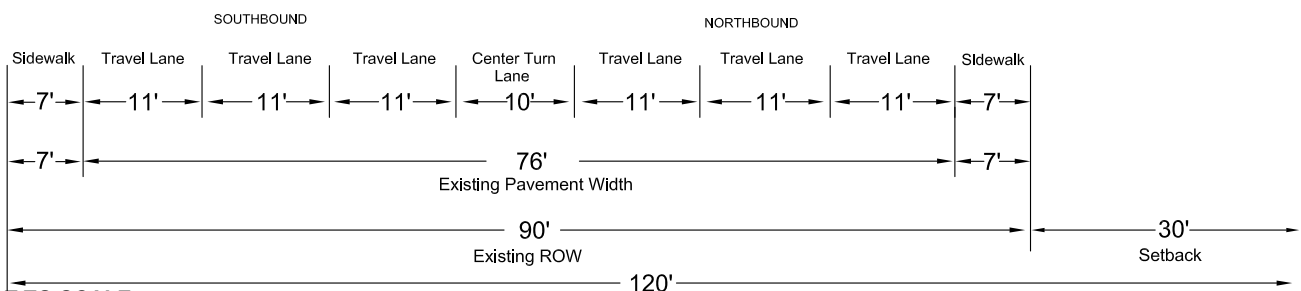


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN NUTWOOD ST & KELSO ST/PINCAY DR



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

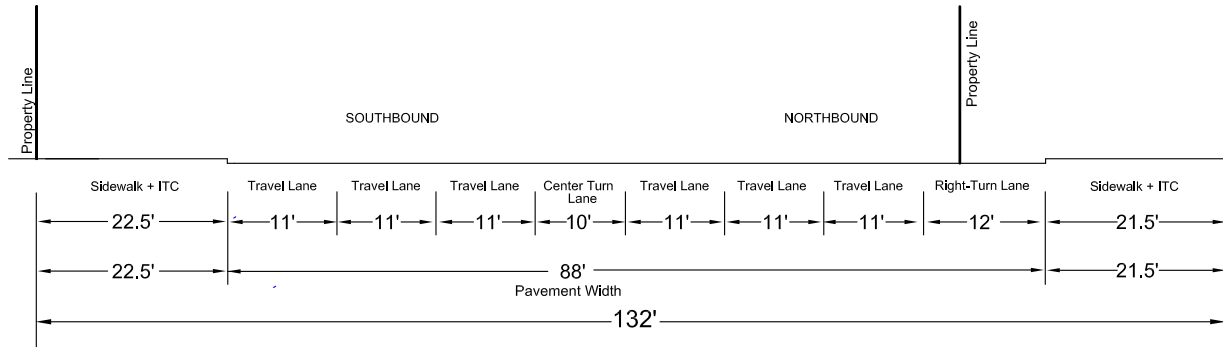
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-29

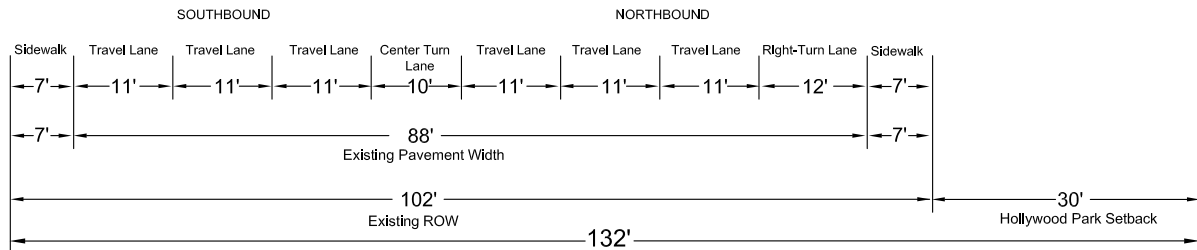


Manchester Boulevard to Pincay Drive/Kelso Street

PRAIRIE AVENUE, LOOKING NORTH BETWEEN KELSO ST/PINCAY DR & LA PALMA DR

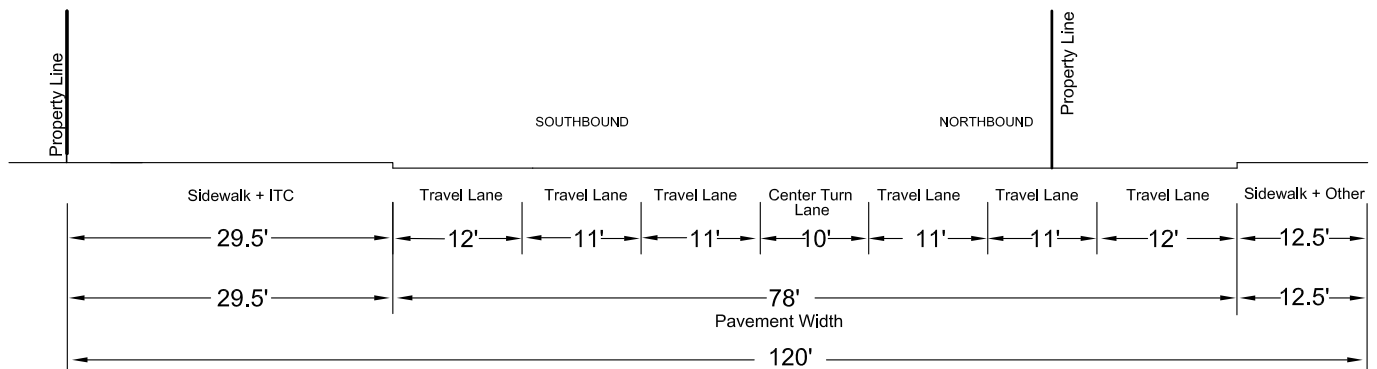


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

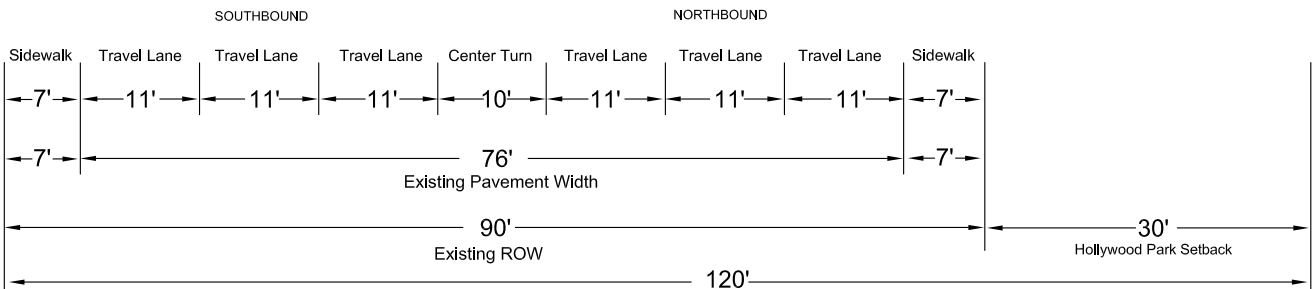


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN LA PALMA DR & BUCKTHORN ST/TOUCHDOWN DR



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

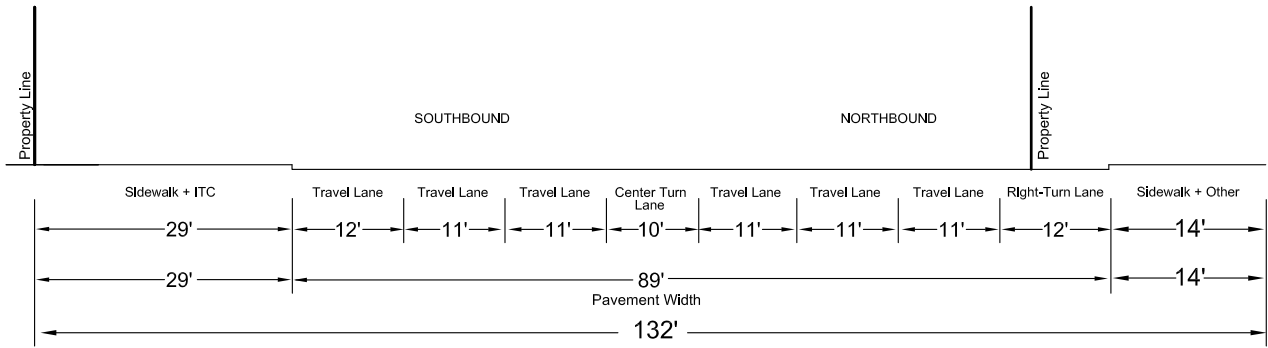
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-30

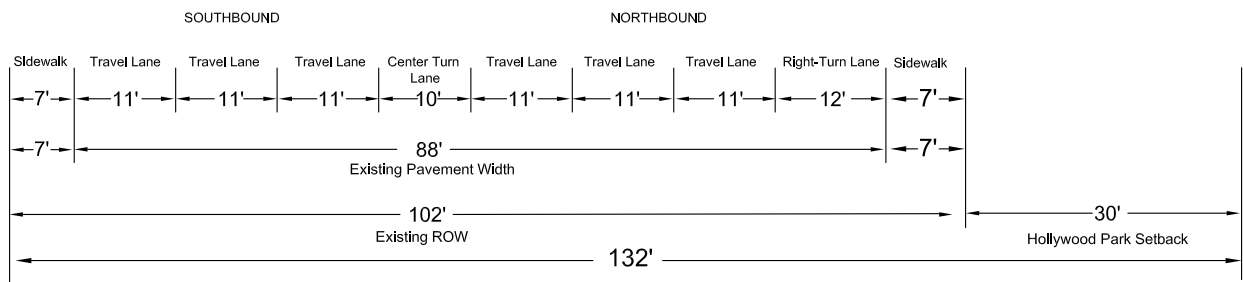


Prairie Avenue Typical Cross-sections –Pincay/Kelso to Buckthorn/Touchdown

PRAIRIE AVENUE, LOOKING NORTH BETWEEN BUCKTHORN ST/TOUCHDOWN DR & ARBOR VITAE ST

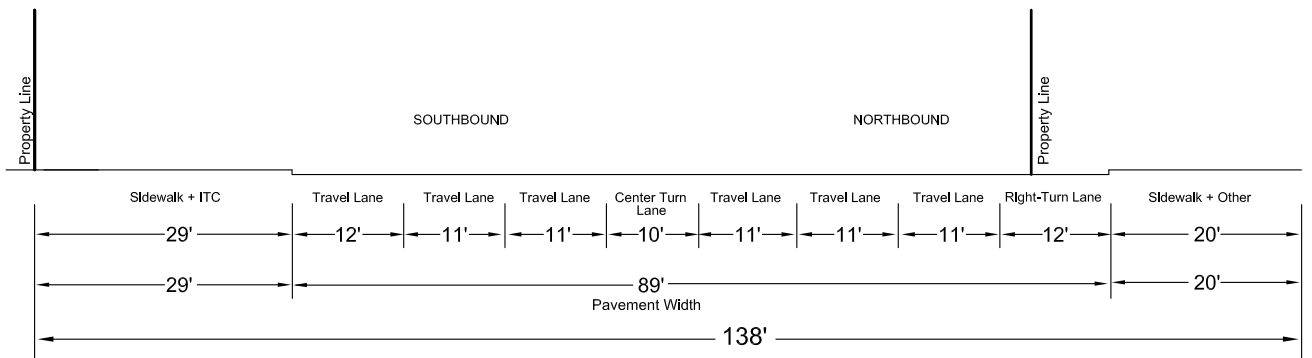


PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT

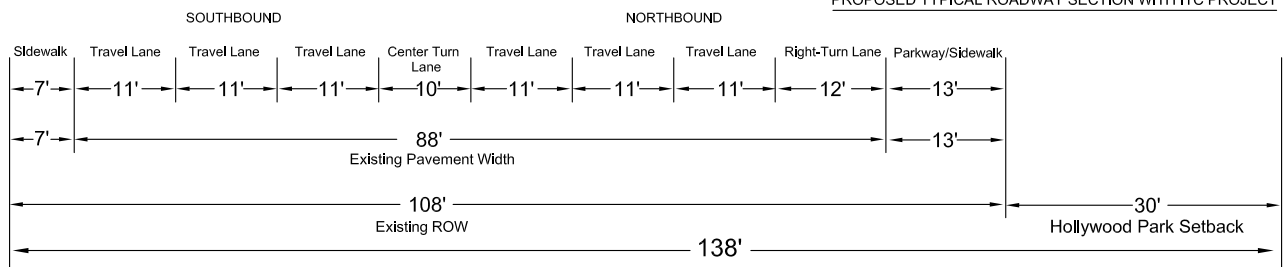


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN ARBOR VITAE ST & VICTORY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

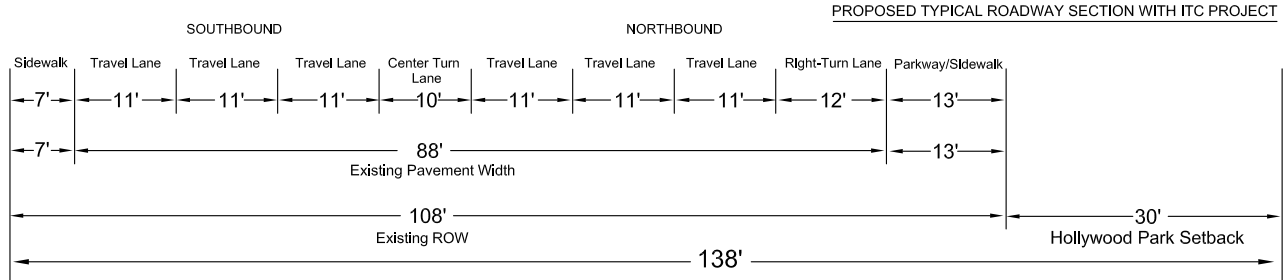
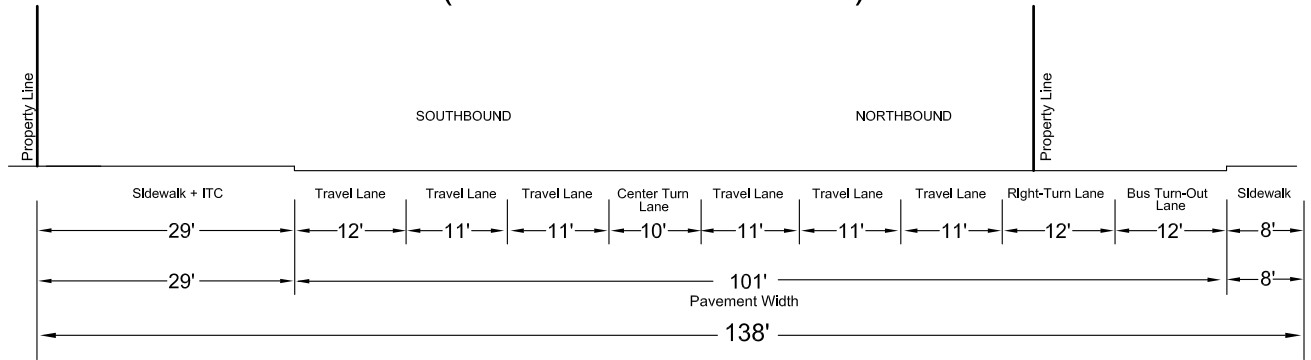
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-31



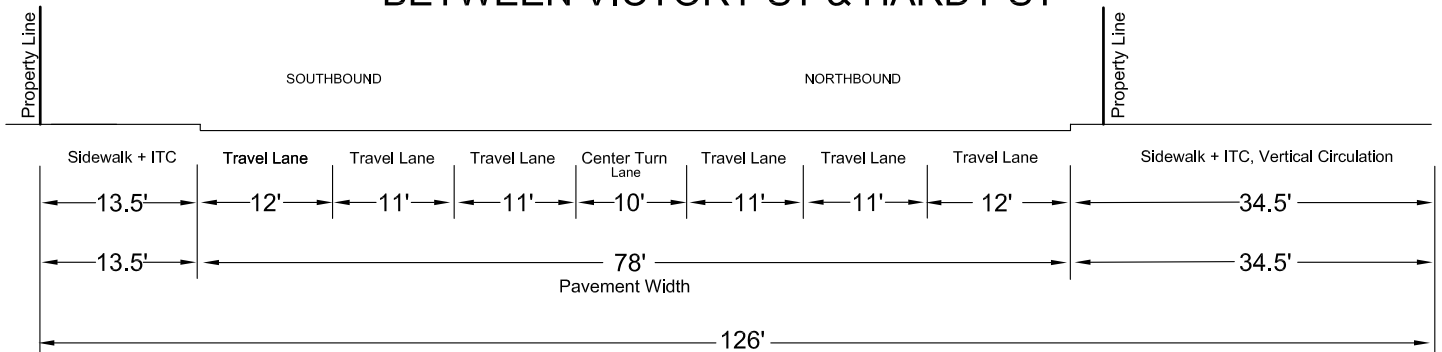
Prairie Avenue Typical Cross-sections – Buckthorn/Touchdown to Victory

PRAIRIE AVENUE, LOOKING NORTH BETWEEN ARBOR VITAE ST & VICTORY ST (WITH BUS TURN-OUT)

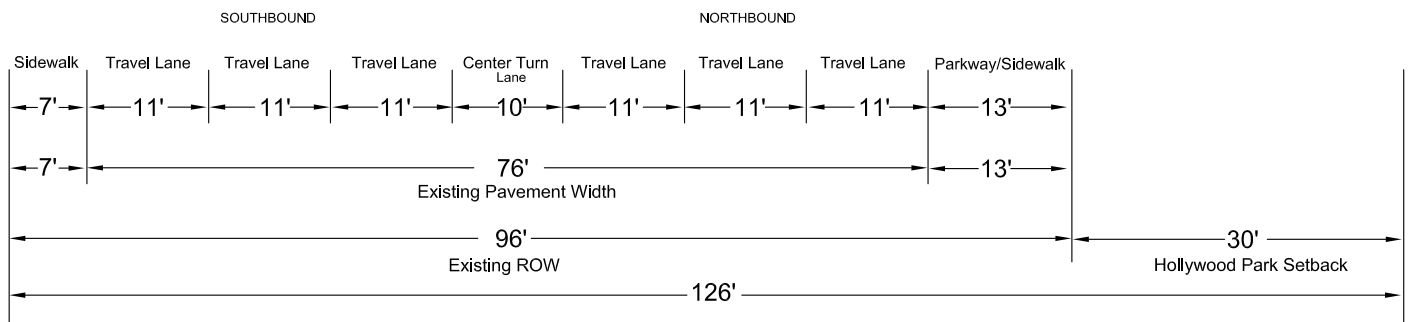


EXISTING TYPICAL ROADWAY SECTION

PRAIRIE AVENUE, LOOKING NORTH BETWEEN VICTORY ST & HARDY ST



PROPOSED TYPICAL ROADWAY SECTION WITH ITC PROJECT



EXISTING TYPICAL ROADWAY SECTION



NOT TO SCALE

SOURCE: Raju Associates - 2020

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

FIGURE 3.0-32



Prairie Avenue Typical Cross-sections –Victory to Hardy



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY



NOT TO SCALE

LEGEND:

ITC GUIDEWAY

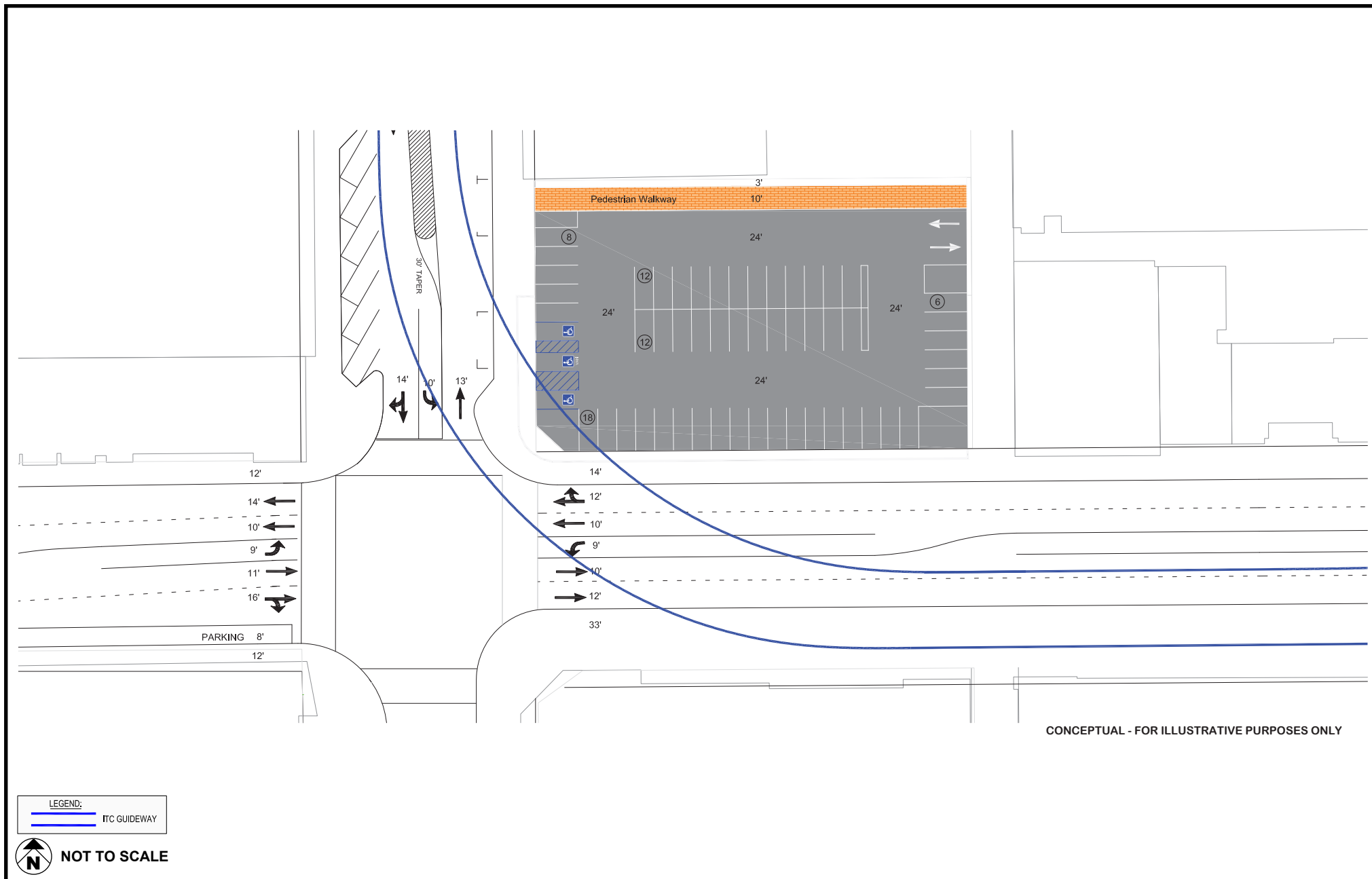
SOURCE: Raju Associates - 2020

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

FIGURE 3.0-33



Market Street/Florence Avenue Station Proposed Parking Plan



SOURCE: Raju Associates - 2020

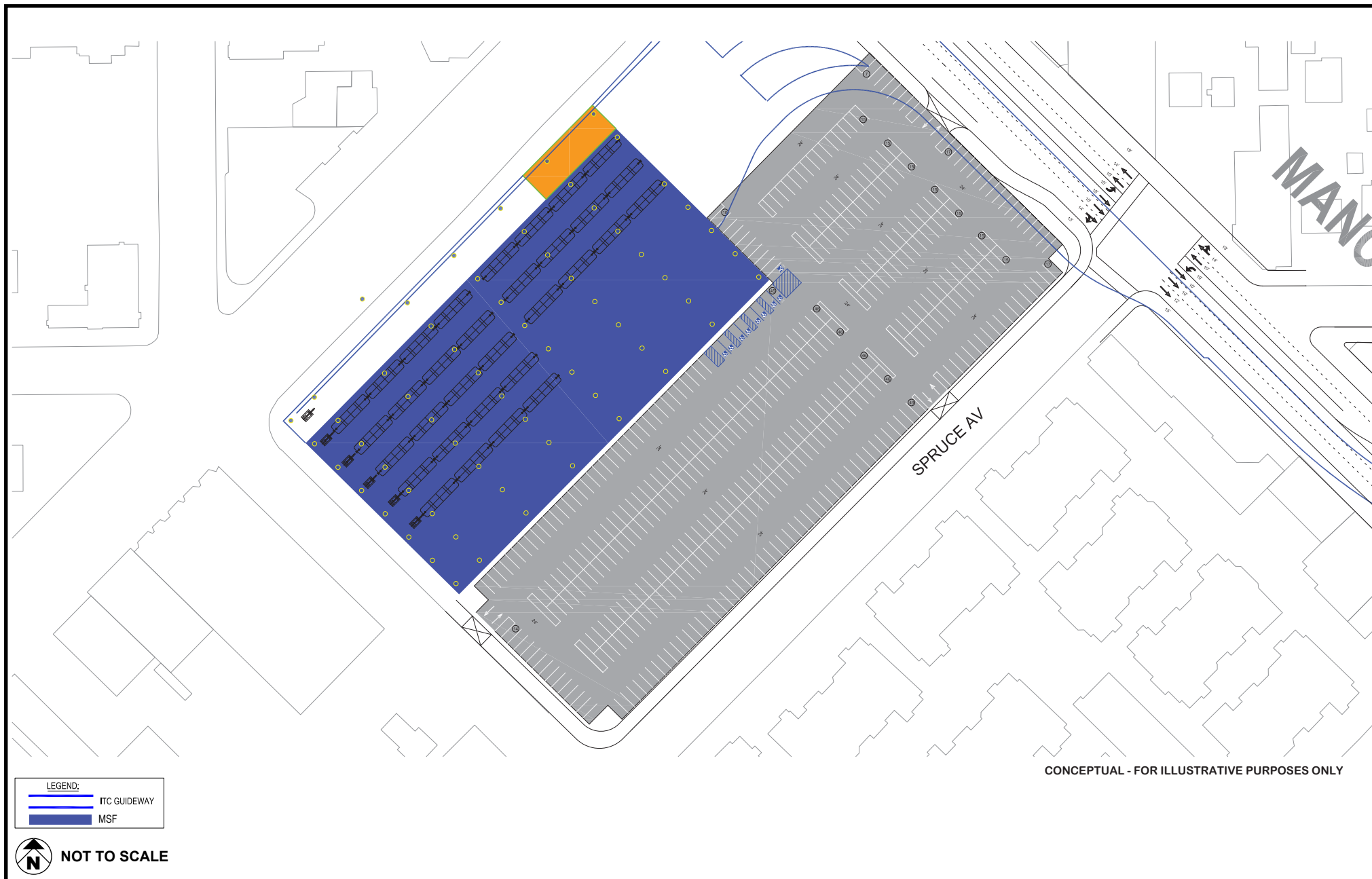
Illustrative and subject to adjustments as part of finalization during final design

FIGURE 3.0-34



251-003-20

150 S. Market Street Proposed Parking Plan



SOURCE: Raju Associates - 2020

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

FIGURE 3.0-35



251-003-20

MSF Site Proposed Parking Plan

There are various types of utility infrastructure underlying Market Street, Manchester Boulevard, and Prairie Avenue along the alignment. A number of utility entities maintain the operation of water, sewer, power, cable, and phone services in the corridor. Potable water in the City is supplied by the City, Golden State Water Company, and Cal-America Water Company. Water pipes are located along Market Street, Manchester Boulevard, and Prairie Avenue. The City of Los Angeles Department of Water and Power (LADWP) and the West Basin Municipal Water District (WBMWD) also have water pipelines (60-inch and 36-inch) along Prairie Avenue.

The main lines of the storm drain system in the City are jointly maintained by the Los Angeles County Flood Control District and the City.

The existing sewer system in the City is owned by both the City and the County of Los Angeles Department of Public Works. Electrical power is supplied by SCE and natural gas is provided by the Southern California Gas Company (SoCalGas). Market Street, Manchester Boulevard, and Prairie Avenue are well covered with a natural gas facility network; the existing gas lines range in size from 1 to 8 inches. Telecommunications and fiber optic facilities are within the project vicinity owned by AT&T, Spectrum, Metfibnet, Crown & Castle, Tesoro, MCI, and Level 3 Communications. LACMTA owns communications and fiber optics that serve the Metro Crenshaw/LAX Line.

Potential utility constraints include an existing 36-inch WBMWD 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 LADWP main pipe and 33-inch storm drain are located on the east side of Prairie Avenue, approximately 20 to 40 feet from the centerline. The proposed Project would avoid these 36-inch, 60-inch, and 33-inch water utilities, if feasible.

Underground electrical lines, including vaults, are present along or adjacent to sidewalks. Based on a distribution study completed by the Southern California Edison Company (SCE), upgrades to the existing distribution system are required to accommodate the maximum power load for the Project. These upgrades consisting of 1,500 feet of new civil work/duct banks, 1,860 feet of new 1000 JCN cable, 1,700 feet of upgrading/re-cabling of the existing SCE primary cable to 1000 JCN, and two new gas switches, will be constructed as part of the Project.

Nongravity-flow utilities, including water service lines, may be lowered in lieu of horizontal relocation. Utility crossings, including electrical and storm drain lines, are found at street intersections.

Existing utilities along the northern portion of the alignment pose minimal obstacles for placement of guideway columns. However, due to the span of utilities tie-ins and crossings along Manchester Boulevard at Hillcrest Boulevard, Spruce Avenue, Manchester Drive, and Manchester Terrace, placement of

guideway columns on this alignment would be engineered to avoid relocation of gravity-flow utilities, including sewer and storm drains. As noted, the proposed Project along the Market/Manchester alignment would be designed so that utilities are avoided as feasible, and therefore do not pose a major impediment.

Final utility impact determinations and the overall extent of these impacts will be re-evaluated following on-site potholing and utility survey activities to confirm both horizontal and vertical placements. In coordination with applicable utility purveyors and other stakeholders, final project design and construction parameters will be determined to minimize overall impacts.

3.5.8 Design Guidelines

The Inglewood Transit Connector Design Guidelines (ITC Design Guidelines) (see **Appendix 3.0.3**) establish the City's comprehensive vision for the transit experience for City residents and patrons of downtown Inglewood and the surrounding entertainment and business venues. The Design Guidelines were prepared to ensure that development of the ITC, its stations and facilities, and the integration of these facilities at street level are executed in a way that complements and enhances the City's downtown visual and design quality. The Design Guidelines are intended to integrate the design of new and existing facilities and to create a passenger experience that reflects the City's history and architecture, while providing design guidance for construction of the ITC system.

The Design Guidelines apply to all components of the ITC system including the APM guideway, stations, support facilities such as the maintenance and storage facility (MSF) and transit power system, parking facilities, and the transit plaza interface with the Metro Crenshaw/LAX Line; as well as to the affected public realm: streetscapes (e.g., landscape and hardscape areas) which require alteration in order to deliver the ITC system.

The overall purpose of the Design Guidelines is to provide a framework to enhance both the visual quality of the environment in and around downtown Inglewood in a way that is consistent with the existing area conditions and future development projects, as well as provide criteria for sustainability. The Design Guidelines encourage the development of more sustainable and user-friendly spaces with a focus on unified, high-quality architecture and urban design, and a seamless interaction between APM passengers, light rail system passengers, and automobile drivers, with an emphasis on the passenger experience.

The public realm guidelines govern streetscapes and ground level areas including landscape and interface with roadways. They establish the overall aesthetic vision for revitalized streets and public spaces along the ITC area and the visual and functional criteria for the development of existing and future projects

on the properties adjoining the public realm along the ITC. These guidelines are to be applied in conjunction with existing land use plans, specific plans, and the City's urban design guidelines.

3.5.9 Sustainability Features

The City has developed sustainability guidelines included in the ITC Design Guidelines that define a list of green measures to be incorporated into the design, construction, and operations of the ITC facilities. The ITC project will be designed and constructed to achieve Silver Award Certification under the Envision™ Sustainable Infrastructure Rating System.

Individual measures are identified in the areas of site design, energy efficiency, water efficiency, material conservation, and environmental quality. These measures illustrate the City's sustainability considerations including, but not limited to, the measures necessary to meet the certifications referenced above. These guidelines apply to the APM guideway and stations, passenger walkways, parking areas, and all other components of the ITC.

Buildings included as part of the Project will incorporate vegetated open space area equal to 30 percent of the total project area. Projects must meet County of Los Angeles and City of Inglewood Low Impact Design (LID) requirements to treat stormwater. Preferential parking for green vehicles and provisions to accommodate electric charging stations for 10 percent of all parking spaces are included as are design treatments to reduce the heat island effect.

Energy efficiency guidelines are included that require Project elements to be 15 percent more energy efficient than applicable California Energy Efficiency Standards. For energy-using equipment not governed by California Energy Efficiency Standards, best available energy efficient technologies are to be used. The energy efficiency guidelines address lighting, incorporation of solar collectors into facilities where feasible, establishing energy budgets for each building that will be no greater than 85 percent of applicable Title 24 standards, and other aspects of facility designs.

Water efficiency and conservation opportunities are identified to reduce or eliminate potable use in landscape, and for car and train washing.

Material conservation and resource efficiency guidelines are included to reduce the environmental impact from the use of construction materials by minimizing use of virgin materials, increasing use of recycled materials, using rapidly renewable materials, using local materials, using durable materials, and looking for opportunities to reuse materials.

3.5.10 Construction Commitment Program

As part of the Project, the City of Inglewood has developed a Construction Commitment Program to proactively address the effects of the construction of the APM project on the community. This program, provided in Appendix 3.0.5, addresses:

- Construction staging and traffic control requirements
- Maintaining access to parking, businesses, and passenger facilities
- Noise and vibration reduction measures
- Air quality emission reduction measures
- Tree removal and replacement procedures
- Visual effects during construction

To address the effects of the construction activities on traffic conditions, the City will establish a Project Task Force for the ITC Project that would review worksite traffic control plans and other traffic management plans developed by the Project contractor(s) for the Project to ensure these plans address:

- Assessing traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.
- Establishing detour routes after assessing the effect on passenger, bicycle and vehicle traffic and businesses
- Maintenance of adequate access for businesses and residents
- Coordination of any temporary street closures and restricted access with all special events
- Notification of the public through signs and web-based media
- Coordination with residential and commercial neighbors on scheduled construction activities
- Working with City of Inglewood police and LA County fire personnel regarding maintenance of emergency access and response times
- Monitoring and coordination of deliveries

All haul routes and activities will need to be reviewed and approved with truck deliveries of bulk materials and hauling of soil scheduled during off-peak hours to the extent feasible and on designated routes including freeways and nonresidential streets.

Parking, staging, or queuing of Project-related vehicles, including workers' vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times except in defined workspace areas defined in an approved Worksite Traffic Control Plan. Construction Staging or Worksite Traffic Control Plans will also be

required to include a parking management plan to ensure on-street and other publicly available parking remains available.

Construction noise reduction measures in this Program require the use of construction equipment that generates the least amount of noise, use of temporary noise barriers, and restrictions on the use of heavy equipment that create vibration near sensitive uses and buildings. Contact information for a Community Affairs Liaison will be posted throughout the construction area. This liaison shall respond to any noise complaints within 24 hours.

The air emissions reduction measures require use of the best commercially available equipment meeting the highest standard for minimizing air emissions and the use of electric powered equipment or equipment not powered by diesel engines where possible.

A soils management plan will be prepared to address the handling of potentially contaminated soil, if any, encountered during construction to ensure the material is handled in a manner that avoids effects on the community.

All lighting needed to support construction activities will be required to meet defined standards to avoid impacts to adjacent uses and all stockpile area will be required to be in the least visible areas as approved by the City.

Removal of trees and other landscaping will be minimized and any trees removed will be replaced within 6 months of work being completed in affected areas.

The Construction Commitment Program also includes business and community support programs, including advertising support for businesses, advance notice of construction activities that may affect businesses or the community, and access to a Project Public Liaison to address any concerns related to construction. These programs will include:

- Business outreach and support programs for the purpose of assisting those businesses financially affected by the construction;
- Planning and scheduling construction activities to minimize effects on community gatherings, special celebrations, or other similar events;
- Public information campaigns conducted to encourage patronage of businesses during the construction period; and
- Implementation of educational safety awareness program at schools adjacent to construction activity along the proposed Project to provide information to students and parents.

3.6 PROPERTY ACQUISITIONS

The proposed Project would require a number of full and partial property and air rights acquisitions and easements or leases for construction and operation of the guideway, stations, MSF, and other support facilities included in the Project as identified in **Table 3.0-5: Anticipated Project Acquisitions**.

3.6.1 Guideway

At the northeast corner of the Market Street and Manchester Boulevard intersection, the guideway would partially extend beyond the public right-of-way and into the property at 150 S. Market Street which currently is occupied by a 2-story commercial building (see **Table 3.0-5**). Additionally, an approximately 55-space surface public parking lot will be developed at this location as part of the proposed Project. As a result, acquisition, and demolition of this property will be necessary to implement the proposed Project.

At the southeast corner of Manchester Boulevard and E. Spruce Avenue, the APM Guideway would potentially partially extend beyond the public right-of-way and into the automobile service and repair commercial property at 600 E. Manchester Boulevard, requiring an aerial easement or partial acquisition. Additionally, the guideway would partially extend beyond the right-of-way at the southwest corner of the Manchester Boulevard and Prairie Avenue intersection and into the property at 401 S. Prairie Avenue. This property is currently zoned C-2 General Commercial and occupied by a commercial office building. Column may occupy a portion of the property, which would require an easement or partial acquisition.

The proposed Project also requires a relocation of Prairie Avenue towards the east; this relocation is necessary to maintain the existing roadway capacity of Prairie Avenue while accommodating the columns to support the guideway and station and vertical circulation from the station to the street level. This relocation requires the public right-of-way for Prairie Avenue to be expanded by approximately 30 feet to the east of its current location within the setback area of properties along Prairie Avenue, including the Forum property at 3900 W. Manchester Boulevard and property within the Hollywood Park Specific Plan area on the east side of Prairie Avenue south of Arbor Vitae Street, requiring an easement or partial acquisition.

**Table 3.0-5
Anticipated Project Acquisitions**

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Restaurant- House of Tacos	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-022	226 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Advance America, Optometric Center, Beauty Supply	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station. Starbucks, Chase Bank Branch Planet Fitness located inside retail commercial site	Full Acquisition	Maintenance and Storage Facility, guideway, traction power substation columns, construction staging, and future parking
4021-028-237	600 E. Manchester Blvd.	Various Auto Repair Shops / Commercial	Aerial easement or partial acquisition	Guideway
4021-036-049	401 S. Prairie Ave.	Commercial Office	Easements or partial acquisition	Guideway and columns
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) / Commercial Recreation	Easements or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Prairie Avenue/Hardy Street Station, vertical circulation, columns, roadway, and sidewalks

3.6.2 Stations

The Market Street/Florence Avenue station, along with the accompanying surface parking lot and multimodal pick-up and drop-off area, would be above grade over an existing commercial property, in between Florence Avenue and Regent Street. As shown in **Table 3.0-5**, 15 parcels would be acquired to accommodate the Market Street/Florence Avenue Station and the accompanying parking area. Passenger access points to connect the station to the Downtown Inglewood station of the Crenshaw/LAX line would extend outside the right-of-way and land in the adjacent properties. Encroachment easement for columns and passenger access points may be required.

The Prairie Avenue/Pincay Drive station located near The Forum would be above grade and largely located within the public right-of-way on the intersection of Prairie Avenue and Pincay Drive. Passenger access point landings would extend outside the right-of-way and into the adjacent property. Encroachment easement for columns and passenger access points may be required.

The Prairie Avenue/Hardy Street station would be above grade and largely located within the public right-of-way at Prairie Avenue's intersection with Hardy Street. Passenger access point landings would extend outside the right-of-way and into the adjacent property. Encroachment easement for columns and passenger access points may be required.

3.6.3 Parking

As described above, the proposed Project includes providing additional public parking in along locations along the ITC alignment. These parking areas will be used as staging areas during construction but will ultimately provide public parking needed to support use of the ITC Project and the revitalization of Downtown Inglewood, and also replace public parking on streets that will be removed to implement the ITC Project.

Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station. Approximately 50 public parking spaces would be provided in a surface parking lot at 150 S. Market Street. Approximately 450 additional public parking spaces would be provided in a surface parking lot at the MSF Facility site at 500 E. Manchester Boulevard. Acquisition of these sites is proposed to provide public parking at these locations

3.6.4 Maintenance and Storage Facility

The MSF and adjacent surface public parking lot would occupy the parcel at 500 and 510 E. Manchester Boulevard, which is currently developed with a retail commercial center. Acquisition of this parcel and demolition of structures by the City would be necessary to implement the proposed Project.

3.6.5 Potential Permanent and Temporary Easements and Other Property Acquisitions

In addition to the properties listed in **Table 3.0-5**, potential permanent and/or temporary easements may be necessary for properties located immediately adjacent to existing street right of way to accommodate the following project improvement conditions:

- Grading repairs and adjustments due to roadway, sidewalk, and hardscape improvements.
- Access to construct guideway, columns, station, and roadway improvements.
- Utility service line reconfiguration necessary from utility mainline relocation/modifications.

3.7 CONSTRUCTION

Construction is planned to occur in four phases over an approximate five-year period between 2022 and 2026. The analysis of the potential impacts that would result from the construction of the Project is based on the definition of the phases of construction as defined in the Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact Report, June 2020 provided in **Appendix 3.0.4** to this Draft EIR. To meet the schedule objectives, multiple phases could occur concurrently. Construction of the proposed Project is contingent on Project approvals; it is anticipated that the Inglewood City Council will consider the Project for approval in 2021. The general sequence of construction developed for analysis in this Draft EIR represents the best available information at the time of review. The following is a summary of the planned phases of the construction of the Project.

Due to the constraints of the area available for construction of the Project, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and/or night hours. Additionally, construction of the APM guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours in order to minimize impacts to daily commuter traffic and potential event traffic.

3.7.1 Construction Phasing

The construction phasing as described below represents a conservative set of assumptions for analysis of the maximum potential impacts from construction of the Project. It is likely that these construction phases will overlap to provide the most efficient construction schedule once a contractor is selected for the delivery of the project. The construction phasing described below will likely be refined as design and implementation of the Project progresses and a contractor is selected.

Phase 1

The first phase of construction would occur in 2022 and 2023. Phase 1 would include demolition of buildings and site improvements on properties acquired for construction of the Project and the beginning of construction of the MSF. The properties where existing buildings and site improvements will be demolished include at the existing retail commercial center at Market Street and Regent Street, the commercial buildings located at 500 and 501 E. Manchester Avenue (retail commercial site and gas station buildings), and the commercial building at 150 S. Market Street on the northeast corner of Manchester and Market Street.

Phase 1 would include utility relocations, if required, construction of cast-in-place (CIP) columns and slabs, and foundations for the initial construction of the MSF facility. Additional work in the area will occur in Phase 4 for the completion of the aerial construction of the elevated guideway and the Prairie Avenue/Hardy Street Station.

After demolition, the remaining asphalt flatwork areas at 500 E. Manchester (retail commercial site), the commercial plaza at Market Street and Regent Street and the commercial building at 150 S. Market Street will provide suitable space for construction staging, including but not limited to, space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire project duration.

Phase 1 of construction would include the following:

- This stage of construction would focus on the demolition of buildings and site improvements on property acquired for the Project. As noted above, portions of the areas to be demolished will be used for construction staging.
- Utility locations for protection in place, possible utility relocations, and new utility installation for utilities such as: electrical, water lines, gas lines, storm drains, sewer lines, temporary traffic signals and streetlights.
- Removal and disposal of existing sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks.
- The installation of the TPSSs electrical equipment and subsystems will occur at the City's Civic Center site on Prairie Avenue and at the MSF site.

Phase 2

Phase 2 of construction would occur for the guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and the Prairie Avenue/Hardy Street and Prairie Avenue/Pincay Drive Stations and the MSF. This phase of construction would occur in 2023 through 2025.

Phase 2 would include activities to enable the construction sequence of the guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard including the demolition of sidewalks, roadways and landscaping as needed, utility relocations, if necessary, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders, and the construction of the MSF. Additional work in the area will commence in Phase 4 for the installation, testing and commissioning for APM trains, and the completion of the Prairie Avenue/Pincay Drive Station.

Phase 2 of construction would include the following:

- Removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer lines, temporary traffic signals and streetlights.
- Completion of the MSF building shell, roofing structure, and second level platform for the storage and testing of trains.
- The installation of a K-Rail system on the west side of Prairie Avenue to delineate the construction area. The K-Rail system will be installed approximately twenty-two feet into the public ROW from the westerly face of curb on Prairie Avenue, excluding sidewalks, from Hardy Street to Manchester Boulevard and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The construction area within the K-Rail barriers would include the locations of several foundation structures and columns.
- After construction activities on the west side of Prairie Avenue are completed, construction of the east side of Prairie Avenue would begin. The K-rail system would be installed to delineate the construction area on the east side of Prairie Avenue. The K-Rail system will be installed approximately fifteen-feet into the public ROW starting from the easterly face of curb, excluding sidewalk, from Hardy Street to Manchester Boulevard. If needed, a temporary easement or utility setback may be utilized to secure staging areas. The area within the K-Rail system will be used for the installation of foundations, CIP columns, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The construction area within the K-Rail barriers would include the locations of several foundation structures and columns.
- Installation of prefabricated building(s) for the electrical equipment and subsystems at each of the two TPSS sites. The TPSS at the City's Civic Center site on Prairie Avenue may be below grade requiring excavation and installation of below ground support structures.

- Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closures during the following activities for safety measures as follows:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area will occur when required.

Phase 3

Phase 3 would include activities to enable construction of the APM along Manchester Boulevard from Prairie Avenue to Market Street, Market Street from Manchester Boulevard to Florence Avenue and would include construction of the Market Street/Florence Station, and the elevated passenger walkway to the Metro Crenshaw/LAX Line Downtown Inglewood Station. This phase of construction would occur in 2024 through 2026.

Phase 3 work will include construction of an above-ground passenger access walkway from the Market Street/Florence Avenue Station to the Metro Crenshaw/LAX Line Downtown Inglewood Station, property acquisitions, building demolition, utility relocation (if necessary), foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders. Phase 3 also includes the completion of site improvements for the MSF.

Phase 3 of construction would include the following:

- Utility work including potential relocations, protection in place where feasible, and new utility installations including but not limited to electrical, water, gas, storm drains, sewer lines, temporary traffic signals and streetlights.
- Removal of existing sidewalks, roadways, landscaping, and demolition as needed. This work includes new or temporary pavement and asphalt for road work and sidewalks.
- The installation of a K-Rail system on the south side of Manchester Boulevard to delineate the construction area. The K-Rail system will be installed approximately twenty-two feet into the public ROW from southerly face of curb, excluding sidewalks, along Manchester Boulevard from Prairie Avenue to Market Street and maintained until construction in this area is completed. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction.

The construction area within the K-Rail barriers would include the locations of several foundation structures and columns. After construction activities on the south side of Manchester Boulevard are completed, construction of the north side of Manchester Boulevard would begin. The K-rail system would be installed to delineate the construction area on the north side of Manchester Boulevard. The K-rail system would be installed to delineate the construction area on the east side of Prairie Avenue. The K-Rail system will be installed approximately twenty-two feet of public ROW starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and cantilevered bents for the aerial construction. The twenty-two-foot staging area would span several foundations and columns to minimize the construction area into phased construction staging sections along Manchester Boulevard. To minimize traffic impacts, in the event that partial or full lane closures of Manchester Boulevard and/or Market Street are necessary for a longer duration, lane reversals (or contra-flow) will be implemented to facilitate the peak hour traffic direction.

- Installation of the TPSS prefabricated building for the electrical equipment and subsystems.
- Completion of the MSF facility.
- Aerial construction of the guideway formwork with precast trapezoidal troughs and girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closures during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.
 - During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
 - The staging and holding area for the delivery of girders and beams will be located in the MSF staging area; delivery to the construction area will occur when required
- The installation of two rows of K-Rail systems along Market Street to delineate the construction area. The K-Rail system will be installed approximately twenty-five feet into the public ROW in the center of Market Street, from Manchester Boulevard to Florence Avenue. The area within the K-Rail system will be used for the mobilization of equipment, drilling, crane operations and concrete pump outriggers for the excavation and installation of concrete foundations, concrete piles, single and double concrete columns, beam girders and for supports directly under the guideway.
- Aerial construction of the guideway formwork with precast trapezoidal troughs and steel girders, and completion of stations and mezzanines with vertical circulation elements. This work would include temporary closure of Market Street during the following activities for safety measures:
 - During the formwork phase, traffic would not be allowed to pass underneath the structure.

- During formwork and concrete placement of the cast-in-place trapezoidal box trough and/or the uses of precast/prestressed “I” steel girders and platforms. Temporary lane closures would be necessary.
- The staging and holding area for the delivery of girders and beams will be located in the MSF staging area and at the Market Street/Florence Avenue Station site after demolition of the commercial shopping center at Market Street and Regent Street.

Phase 4

Phase 4 of construction would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems, and testing and commissioning of the APM trains. This phase of construction would occur in 2022 through 2026; with the primary construction activities occurring in 2025 and 2026 and some installation of equipment starting towards the end of Phase 1 construction when sufficient aerial structure is available for the installation of the equipment.

Phase 4 would include completion of the aerial guideway construction elements including the installation of the operation and control systems, track work, station platform equipment and systems, completion of the TPSSs, testing and commissioning of the APM trains, completion of all surface construction activities including electrical, mechanical and utilities energizations, and all surface parking lots. Phase 4 will also include final roadway improvements and modifications, and re-striping of streets as required.

This work will involve periodic temporary lane closures and/or short-term installation of K-rail systems as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations and electrical systems and completing roadway improvements and modifications.

3.7.2 Construction Sequence

The construction phases mentioned previously each consist of tasks to occur in the pre-construction, surface construction, aerial construction, and light construction sequences of construction. These associated activities and tasks are described as follows.

Pre-Construction

Pre-construction activities would consist of assembling/drawing design packages; commencing off-site manufacturing; commencing acquisitions; relocating, modifying, or protecting in place utility lines, as needed; identifying traffic lights and signals to be relocated during construction, including preparing temporary signals and street lighting; commencing survey requirements; conducting confirmation geotechnical investigations focusing on geological, groundwater, seismic, and environmental conditions; developing a traffic control plan and determining detours and haul routes; erecting safety devices and

noise berries; identifying staging and employee parking areas for each construction phase; and mobilizing construction equipment within designated staging areas.

Surface Construction

Surface construction activities would include demolition of existing buildings where proposed, demolition of sidewalk and streets; clearing and grubbing including removal of landscaping as needed for each phase; and construction of foundations, cast-in-place (CIP) columns, and straddle bents in preparation for aerial construction. Additionally, surface construction activities would include utility improvements and installations, as needed; relocation and installation of streetlights and traffic signals; building demolition; roadway resurfacing, improvements, and striping; and commencing site improvements for the MSF, TPSSs, and adjoining guideways for each phase.

The following surface construction activities will occur:

- Removal of existing asphalt surface and concrete sidewalks, center medians, and utility removal and/or relocation.
- Inspections to define demolition activities for existing building structures, facilities and utilities including open hardscapes and landscapes impacted by surface and aerial construction.
- Demolition of existing commercial buildings and site improvements on the site of the Market Street/Florence Avenue Station and MSF, which will yield approximately 40,308 cubic yards (CY) of debris generating approximately 1,343 truck haul trips. As part of the demolition process, underground storage tanks associated with the existing gas station on the MSF site will be removed and any activities to remove or remediate any contaminated soil will be completed.
- Construction of the foundations, poured-in-place columns, and straddle bent plate columns for the guideway. The horizontal guideway would be lifted and connected into place atop the cast-in-place pile cap columns, and the top deck would be formed and poured. Each vertical support column would be supported by the reinforced concrete shaft pile caps approximately 6-feet by 12-feet or 6-feet by 9 feet in diameter and vary from 60 to 100 feet deep and based on geotechnical conditions and guideway characteristic.
- Each foundation and pile cap would yield spoils to be trucked away and disposed of according to the geotechnical and environmental services report. The estimated volume to be excavated would total approximately 124,474 CY.
- On the properties proposed for acquisition and easement areas, including the Retail Plaza and the gas station properties, this Draft EIR assumes the export of approximately 7,884 cubic yards (CY) of soil will be required which will generate approximately 328 more truck haul trips.
- Assuming the use of bottom dump trucks with 24 CY capacity for exporting soils, 5,515 truck trips would be required. Staging of the trucks would occur on the north side of Manchester east of Prairie

with spaced intervals scheduling for in-time loading. Approximately 260 trucks on any given day would enter the construction zone areas inside the K-rails and exit the areas per the noted truck haul routes. The majority of the hauling will occur during the night shift to ease traffic congestion and would use designated truck routes.

- Street sweepers would be employed for controlling dust and for keeping the streets clean. Flag persons would be present controlling the flow of traffic during the exporting activity.
- Contaminated soils would be separated as soon as they are identified before excavation and would be separated into temporary stockpiles. The soils would be handled, transported, and disposed of in accordance with all applicable regulations.
- The following repair and/or construction elements would be performed, as needed: concrete sidewalks, gutter, curbs, driveways, asphalt improvements, striping, replacement of traffic and passenger signage, parking meters, placement of traffic and passenger signals, street lighting, hardscape, and landscape.

Aerial Construction

Aerial construction consists of the above grade concrete structures and support for the elevated guideway and the above-grade stations platforms. It is assumed that the aerial segments would be constructed as precast trapezoidal troughs and/or using the alternative of precast prestressed concrete “I” girder placed on CIP concrete columns, with post-tensioning strands for the guideway. The station platforms consist of three levels, with ground access leading to a mezzanine level and a platform level. The station would consist of structural concrete slabs with edge girders and post-tension concrete, a steel roof structure, and elevators/escalators to enclosed stations.

Light Construction

Light construction activities would consist of the interior and exterior finishes for the MSF building; the stations; train systems installation and testing; train control systems; communication systems; completion of electrical and mechanical systems; and minor roadway improvements.

Construction Hours

Construction activity would occur 24-hours a day seven days a week with primarily heavy construction activities (those involving large equipment use on site) would occur over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approx. 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts.

Due to site constraints, primarily along Prairie Avenue and Manchester Boulevard, just-in-time deliveries of construction materials would be required during off-peak hours and/or night hours. Additionally, construction of the elevated guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic.

Delivery of construction materials would occur during the night shift, as would most temporary lane closures. Construction activities during the day shift would primarily consist of work that could proceed without requiring lane closures or significant disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, it can be anticipated that some minor activity would occur during periods in between construction shifts for logistics, moving equipment, etc.

Pursuant to the Inglewood Municipal Code,¹³ any construction between the hours of 8:00 PM and 7:00 AM will require the approval of a permit from the Permits and License Committee of the City.

3.7.3 Construction Equipment

Off-Road On-Site Equipment

Off-road construction equipment would include impact pile drivers, auger drill rigs, excavators, backhoes, loaders, cranes, drill rig trucks, compactors, and other heavy-duty construction equipment that is not licensed for travel on public highways. Off-road equipment is inventoried based on equipment type, model, and horsepower rating.

On-Road On-Site Equipment

On-road on-site equipment would include shuttle vans transporting construction employees to and from the site(s), on-site pick-up trucks, crew vans, water trucks, dump trucks, haul trucks, street sweepers, and other on road-road vehicles licensed to travel on public roadways.

On-Road Off-Site Equipment

On-road off-site vehicles would include personal vehicles for construction employees to come and go to work, and delivery vehicles for materials and equipment.

3.7.4 Workforce Estimates

The proposed manpower workforce estimate is based on the phases of construction, which can overlap in any calendar year. Including all contractor staff and specialty on-site professionals, the approximate

¹³ City, Municipal Code, Section 5-41, Construction of Building and Projects Noise Regulated.

manpower required would be 105 to 140 persons for Phase 1, 165 to 189 persons for Phase 2, 210 to 238 persons for Phase 3, and 88 to 123 persons for Phase 4.

3.7.5 Construction Staging Areas and Employee Contractor Parking

To the extent possible, construction laydown, staging areas, and employee contractor parking for the proposed Project would be located within the alignment for the proposed facilities. Proposed staging areas are shown in **Figure 3.0-36: Proposed Construction Staging Areas and Haul Routes**. The potential staging areas include the sites for the Florence/Market Street Station, the MSF site, and the City's Civic Center Site at Prairie Avenue, as well as the property at 150 S. Market Street proposed for acquisition as part of the Project. Further, City-owned lots near the northeast corner of the Market Street and Manchester Boulevard, and others near the proposed Project could be used for construction employee parking.

For the MSF site, the portion of the site outside the active MSF and TPSS construction footprint would be used for construction staging, materials storage, concrete batch plants, jobsite trailers, and limited contractor parking for the entire construction duration. Additionally, equipment and materials storage would also take place in the linear staging areas in the form of one lane of roadway along the length of alignment separated by K-rail.

At each construction staging area, the City would implement, as necessary, security and screen fencing, surveillance cameras, security personnel, and the locking and securing of equipment. Additionally, the proposed Project would incorporate various temporary construction fencing features to screen much of the construction activities along major public approach and perimeter roadways. Construction employees would be shuttled between construction sites and construction employee parking areas within 1 mile of the proposed Project as needed.

3.7.6 Haul Routes

Designated delivery and haul routes would be established for the proposed Project consistent with the City's General Plan roadway designations and the haul routes currently used for local projects. As described above, all haul routes would be reviewed and approved by the City as part of the Construction Commitment Program. As shown in **Proposed Construction Staging Areas and Haul Routes**, the primary delivery and haul routes proposed during construction of the proposed Project would utilize Florence Avenue, Manchester Boulevard, Prairie Avenue, and Century Boulevard, which have been designated by the City as appropriate for heavy truck use.¹⁴ For materials delivered to and stored at designated

¹⁴ City of Inglewood Municipal Code, Section 3-95, Truck Routes Established.
https://www.qcode.us/codes/inglewood/view.php?topic=3-3-3_85&frames=on.

construction staging areas, the contractor haul routes to and from the proposed Project would be generally on public streets. These routes would convey materials to and from regional routes, including the I-405 (Glen Anderson Freeway) and I-405 (San Diego Freeway).

It is anticipated that the haul routes closest to the respective work and staging areas of the Project alignment will be used. Excavated dirt materials may be hauled at night, where possible, due to the congested freeways and surface streets around or near the excavation site during daytime hours. An excavation plan would be prepared that defines haul routes, dust control, sweeping, and the location(s) for final disposal.

3.8 ENTITLEMENTS

The proposed Project includes an amendment to the City's General Plan and an amendment to Chapter 12, Planning and Zoning, of the Inglewood Municipal Code (IMC) to create an overlay zone to allow the construction and operation of the proposed Project. The proposed Project would also include the reconfiguration of existing parcels through the approval of lot line adjustments, parcel maps, or tract maps.

3.8.1 General Plan Amendment

The City's General Plan consists of the elements required by State law, including the Land Use, Circulation, Safety, Noise, Housing, Open Space, and Conservation Elements. The City adopted an Economic Justice Element of the General Plan in June 2020.¹⁵ The proposed Project would include amendments to the Land Use, Circulation, and Safety Elements as described below.

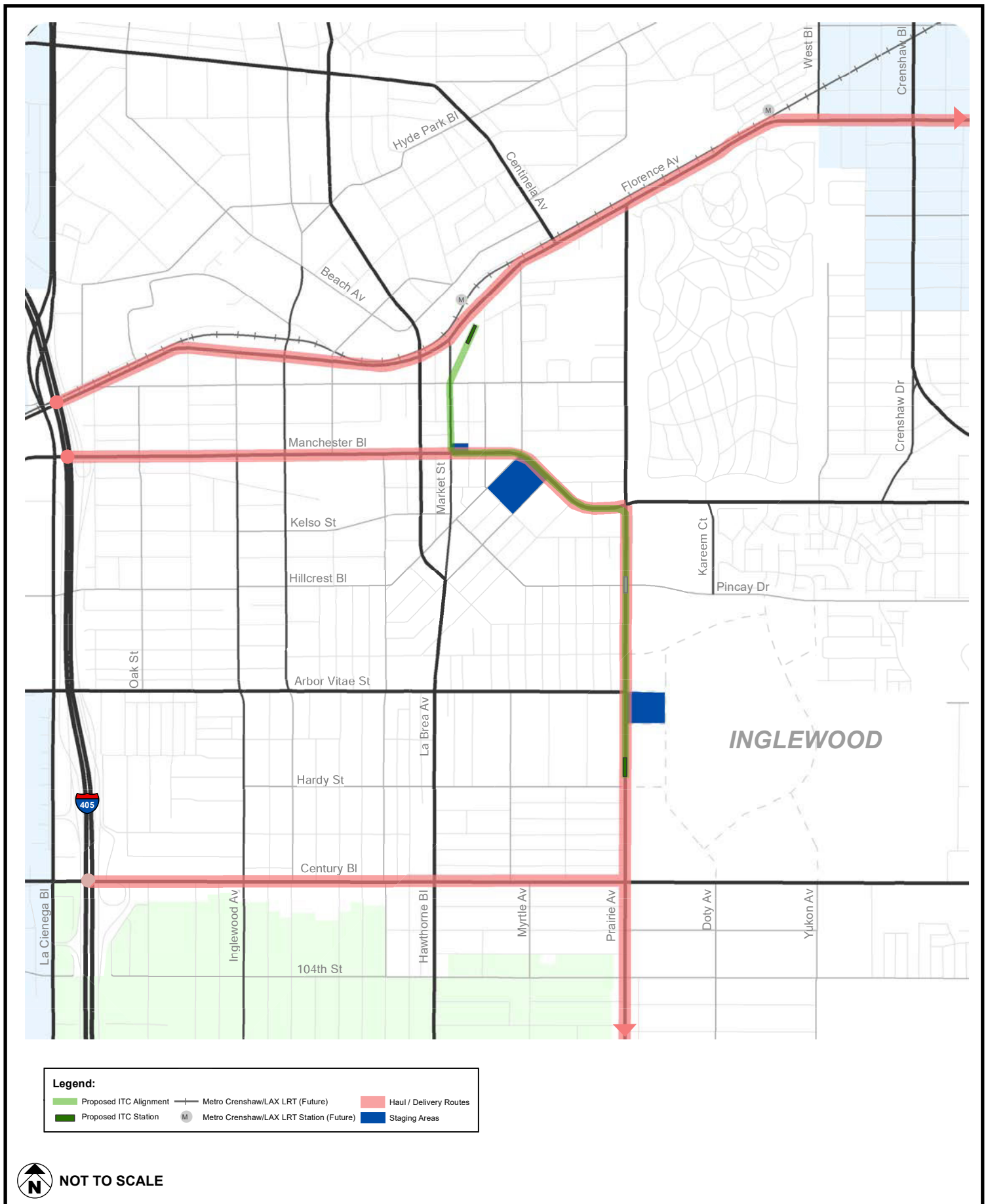
Land Use Element

The City General Plan Land Use Element, inclusive of amendments through 2016, addresses key issues involving the use of land in the City; provides a framework of goals and objectives for decision makers as they consider the long-term commitment of land resources; and analyzes population and land use requirements into the future.¹⁶

The amendment to the General Plan Land Use Element would include changes to the text and diagrams related to the three components as described below.

¹⁵ City of Inglewood, General Plan, Environmental Justice Element, Adopted June 2020.

¹⁶ City of Inglewood, *General Plan*, "Land Use Element" (adopted 1980, amended 1986, 2009, and 2016), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>



SOURCE: Raju Associates - 2020

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

FIGURE 3.0-36



Construction Haul / Delivery Routes and Staging Areas

First, the Goals and Objectives section would be modified to incorporate the ITC Project into the subsections addressing Circulation and the Downtown Transit Oriented District. The modified objectives address integration of the APM system into the existing historic core area around Market Street, connecting the Downtown Inglewood Metro Rail station to the LASED including SoFi Stadium, the Forum, and the IBEC with the ITC Project, and supporting the City's goal to promote adequate public transportation within the City and the region by adding the ITC Project.

Second, a description of the proposed ITC Project would be added to the "Passenger Train Service" subsection under the "Development Factors- Transportation Network" section. The subsection provides a list of passenger train services available in the City of Inglewood.

Third, the "Downtown Transit Oriented District" subsection in the "Future Land Uses" chapter would be amended to identify the proposed Transportation Corridor Overlay Zone (TC Overlay Zone) as one of the overlay zones in Downtown Inglewood. The TC Overlay Zone would supersede all other overlay zones, including the concept plans and zoning and design guidelines outlined by the Downtown TOD Plan.

Circulation Element

The amendment to the General Plan Circulation Element¹⁷ would include changes to text and diagrams related to the five components described below.

First, Market Street, between Florence Avenue to the north and La Brea Avenue to the south, will be revised from its current configuration to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island; currently this section of Market Street has 2 lanes in each direction with a center turn lane. The Circulation Element currently classifies Market Street as a Minor Arterial street. Minor Arterial streets contain two lanes of traffic in each direction.; this section of market Street will be reclassified as a Collector street; Collector streets have one lane of traffic in each direction.

The Circulation Element identifies typical street sections for common right-of-way widths and sections of streets planned for widening. The second component of the proposed amendment includes defining the maximum right of way for Prairie Avenue, between Manchester Boulevard to the north and Hardy Street to the south, as 132 feet.

Third, a description of the proposed Project, including its connection to the Metro Crenshaw/LAX Line, would be added to the description of light rail facilities in the City.

17 City of Inglewood, *General Plan*, "Circulation Element" (1992), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/128/Circulation-Element-1992-PDF>.

Fourth, changes to the descriptions of the street environment, parkways, medians, and on-street parking on Market Street, Manchester Boulevard, and Prairie Avenue that would be affected by the Project would be made.

Fifth, because insufficient right-of-way is available on Prairie Avenue between Manchester Boulevard and Century Boulevard to accommodate bicycle lane, modification of the Bike Route Plan is proposed to increase the multimodal options and connections for residents and employees along this section of Prairie Avenue.

Safety Element

The Safety Element¹⁸ would be amended to include descriptions of the proposed Project components including the guideway, stations MSF and TPSSs. Specifically, the proposed Project will be added to the element as a Critical Facility. The description of transportation routes would be updated to incorporate the presence of proposed Project components along its alignment.

3.8.2 Municipal Code Amendment

An amendment to Chapter 12, Planning and Zoning, of the IMC is proposed to create a Transportation Corridor Overlay Zone (TC Overlay Zone) that would apply to the proposed Project. A Zone Change and a Zoning Code Amendment are both required to establish the TC Overlay Zone. The TC Overlay Zone would modify the underlying zones to allow the development and operation of the proposed Project and all components on the properties in the underlying zones that overlap with the Project route. The TC Overlay Zone would define the uses permitted in this overlay zone area and applicable supplemental development standards for the ITC facilities, and the City's design review process for the ITC Project.

The permitted uses for the TC Overlay Zone would be modeled upon, and expand upon, those contained in the City's existing Transportation Corridor (T-C) Zone described in Section 12-38.50¹⁹ of the IMC, which provides the zoning framework for the Metro Crenshaw/LAX Line within the City, with adjustments made to accommodate the elements necessary for an above-grade guideway, the MSF, the TPSSs, the multilevel stations, vertical circulation elements and connecting walkways and bridges, and all of the related supporting facilities and infrastructure. The proposed T-C-O Zone would allow the following as permitted uses (the TC Overlay Zone Uses):

18 City of Inglewood, *General Plan, "Circulation Element"* (1992), accessed March 2019, <https://www.cityofinglewood.org/DocumentCenter/View/128/Circulation-Element-1992-PDF>.

1. The construction, operation and maintenance of any at-grade or elevated fixed guideway transportation system, including, without limitation, light rail (which may consist of an automated people mover system, automated guideway transit, monorail, and/or any other comparable system that may be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on rail(s) from below, straddling, or suspended from overhead beam(s) from above), trolley, busway (including rapid transit), and/or comparable transit or transportation system, including public and private rights-of-way, easements, underground utilities, tracks, spurs, guideways, footings, support columns, support beams, and any appurtenant facilities, improvements, and equipment, including stations (which may be at-grade or elevated and comprise of one or multiple levels), maintenance facilities, storage facilities, operations control centers, related administrative and office facilities, restrooms, vertical and horizontal circulation elements (such as stairs, escalators, elevators, and passenger bridges and walkways), plazas or similar open space areas, platforms, signals, utility and storage areas, power distribution elements, electrical or traction power substations, rolling stock, and the like, that are necessary and related to the operation, maintenance and security of the transportation system.
2. Parking facilities (surface, subsurface, or structured) for transportation facilities (including such facilities' employees and users) or for use by adjacent businesses or public facilities.
3. Mobility hubs (which may be co-located with parking facilities) and multimodal pick-up and drop-off facilities.
4. In conjunction with the uses permitted in subsections (1) - (3) of this Section, property in the TC Overlay Zone may be landscaped and otherwise improved with ornamental fencing, ornamental lighting, directional and informational signage, public information and communications signage systems and all related facilities, fiberoptics, emergency lighting, security systems, rest areas and seating, café or food service carts, service kiosks or structures, retail, and other similar streetscape improvements, public amenities or other uses typically found in public transit stations.
5. Station sites and maintenance or storage facility sites in the TC Overlay Zone may be jointly developed with station facilities and commercial, residential, public facility, or mixed uses.
6. As interim uses only during periods of construction, construction staging and laydown (including storage of all equipment and materials), fencing, construction-related office, and employee space (which may include restrooms and a canteen and/or food vendor area), interim parking, and ancillary temporary structures and any other temporary use approved by the Director of Public Works as reasonably related to any of the foregoing temporary or permanent uses or otherwise in the public interest.

The TC Overlay Zone would also define development standards applicable to these permitted uses including the following:

- A height limit of 110 feet for station sites, 75 feet for the MSF site, and 75 feet for all other improvements, structures, and elements of the proposed Project, which include the guideway. These are height limits calculated above finished grade.
- No minimum setbacks (0' setback).
- No minimum street frontage requirements.
- Parking and public art requirements as specified in the ITC Design Guidelines.

Additionally, development of the TC Overlay Zone Uses within the TC Overlay Zone will be subject to the ITC Design Guidelines.

The TC Overlay Zone would specify that where the zone is overlaid on a property, or portions thereof, any such area used to satisfy a minimum setback requirement in the underlying zone will still continue to be treated as a legal setback area and shall continue to be counted within any density calculations under the underlying zone, regardless of whether such area is developed with the TC Overlay Zone Uses or dedicated as a public right-of-way.

The TC Overlay Zone boundaries would be coterminous with the proposed Project footprint and would also extend up to the greater of (x) 30 feet on each side of the guideway and (y) 10 feet on each side of the public right-of-way, in each case along the entire alignment of the guideway.

3.8.3 Subdivision Actions, including Lot Line Adjustments, Parcel Maps, and Tract Maps

The proposed Project would require changes to the configuration and use of existing parcels owned by the City or proposed to be acquired by the City where construction of the proposed Project is proposed. Reconfiguration of existing parcels will occur as necessary either through lot line adjustments or through review and approval of a parcel or tract map.

3.9 REQUIRED APPROVALS AND ACTIONS

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

3.9.1 Lead Agency—City

Pursuant to Section 15051 of the State CEQA Guidelines, the City is acting as Lead Agency for the environmental review of the proposed Project. As such, it has responsibility for the approval of the Project and a number of other related actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project and adoption of the Mitigation Monitoring and Reporting Plan, CEQA Findings of Fact, and, if necessary, a Statement of Overriding Considerations;
- Approval of the proposed General Plan Amendment, consisting of changes to the City General Plan Land Use Element, Circulation Element, and Safety Element.
- Approval of an amendment to Chapter 12 (Planning and Zoning) of the Inglewood Municipal Code to add the Transportation Corridor Overlay (T-C-O) Zone.
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- Approvals of lot line adjustment(s), parcel map(s), and tract map(s) as needed;
- Approval of agreements and/or resolutions necessary to acquire the property necessary for construction and operation of the Project, in fee simple or through easements, licenses, air rights, leases, or other means of access, including through eminent domain; [confirm that eminent domain counsel has approved.]
- Approval of the ITC Design Guidelines
- Approval of a contract or contracts for the design, finance, construction, and operation of the proposed Project.
- Approvals for federal, State, or local financing plans or grants; and

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

- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits (including encroachment permits) for infrastructure improvements;
- Tree removal permits; and
- Noise permit for Construction and Building Hours extension.

3.9.2 Responsible Agencies

The following State, regional, and other agencies have jurisdiction or review authority over components included in the proposed Project:

- SCAQMD would review permits for equipment regulated by SCAQMD;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Permits or approvals required from the Los Angeles Regional Water Quality Control Board (LARWQCB), which may include but are not be limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; (3) Industrial Stormwater General permit; and (4) Submittal of a Recycled Water Report to the LARWQCB for the use of recycled water as a dust control measure for construction;
- The Los Angeles County Sanitation District has authority for a Sewer Main Re-Alignment Permit, if applicable;
- The Los Angeles County Flood Control District has authority for a Storm Drain Realignment/Connection Permit, if applicable;
- California State Transportation Agency (CalSTA) for oversight and compliance for the Transit and Intercity Rail Capital Program (TIRCP) grant;
- The Southern California Edison Company for any changes to the electrical distribution and service system; and
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.