

**DRAFT
INITIAL STUDY AND
NEGATIVE DECLARATION**

FOR THE

INGLEWOOD 2012 ENERGY AND CLIMATE ACTION PLAN

Lead Agency and Applicant:

CITY OF INGLEWOOD
One W. Manchester Boulevard
Inglewood, California 90301

January 10, 2013

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NEGATIVE DECLARATION**

**FOR THE
CITY OF INGLEWOOD**

INGLEWOOD 2012 ENERGY AND CLIMATE ACTION PLAN

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January 10, 2013

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NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE INGLEWOOD 2012 ENERGY AND CLIMATE ACTION PLAN (ECAP)

The City of Inglewood has prepared an Initial Study pursuant to California Environmental Quality Act ("CEQA") and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Inglewood 2012 Energy and Climate Action Plan ("ECAP"). The City proposes to adopt a Negative Declaration ("ND") because it has been demonstrated through the preparation of an Initial Study ("IS"), and the analysis therein, that the ECAP would not have a significant effect on the environment. Because no potentially significant impacts have been identified, and no mitigation measures are required, preparation of a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is not necessary. This IS/ND describes the reasons that this project will not have a significant effect on the environment and, therefore, does not require the preparation of an EIR under CEQA. The City of Inglewood is the Lead Agency for this project under CEQA.

PUBLIC REVIEW AND COMMENT

Comments on the Initial Study and proposed Negative Declaration must be submitted in writing prior to the close of the public comment period. From **January 10 to January 30, 2013**, this Negative Declaration, inclusive of the Initial Study (which discusses the potential environmental effects) and the Draft ECAP (which describes the project) are available for public review at the City's website (cityofinglewood.org) and during normal office hours (7:30 a.m. to 5:30 p.m., Monday through Thursday) at the City of Inglewood Planning Division (on the 4th floor), located at One West Manchester Boulevard, Inglewood, CA 90301. Copies are also available at the City's Main Library (101 W. Manchester Boulevard) and the Crenshaw-Imperial Branch Library (11141 Crenshaw Boulevard). Written comments on the Initial Study and proposed Negative Declaration should be submitted prior to 5:30 p.m. on **Wednesday, January 30, 2013** to:

Mindy Wilcox
City of Inglewood
1 W. Manchester Boulevard
Inglewood, CA 90301
mwilcox@cityofinglewood.org
Phone: (310) 412-5230

The City of Inglewood will hold duly noticed public meetings concerning the ECAP on Wednesday, February 6, 2013, where the Planning Commission will consider the ECAP and Initial Study/ND; and on A DATE TO BE DETERMINED, where the City Council will consider the ECAP and Initial Study/ND.

PROJECT OVERVIEW

The proposed project is the adoption of a policy document intended to provide a city-wide strategy for the City of Inglewood to significantly reduce the generation of greenhouse gas ("GHG") emissions consistent with California Assembly Bill ("AB") 32 and Executive Order S-3-05. The ECAP outlines a course of action for community and municipal operations in the City of Inglewood to reduce GHG emissions. The ECAP is a roadmap for achieving community-wide energy and greenhouse gas emissions reductions that encourages the City of Inglewood to grow more sustainably. The ECAP:

- Expands the City's 1990, 2005, and 2007 greenhouse gas inventory to include an inventory of 2010 emissions.
- Develops greenhouse gas emissions reduction strategies and measures to reduce Inglewood's emissions in order to meet voluntary statewide emissions targets outlined in the California Climate Action Scoping Plan and Executive Order S-03-05.
- Establishes a 2020 emissions reduction target of 15 percent below 2005 levels and a 2035 emissions reduction goal of 32.5 percent.
- Serves as a tiering document for the streamlined review of project-level GHG emissions under California Environmental Quality Act within the City.

The ECAP focuses on documenting the GHG emissions reduction potential through implementation of a suite of federal, state, and locally managed strategies. Specifically, the ECAP identifies 66 locally-managed emissions reduction actions and 23 adaptation strategies, all organized under six broad strategy themes. The ECAP also incorporates the reduction benefits tied to continued compliance with 4 key state-regulated actions. The ECAP strategies/actions categories are: 1) lead by example; 2) increase energy efficiency; 3) support renewable energy generation; 4) improve transportation options and manage transportation demand; 5) reduce consumption and waste; and 6) adapt to potential consequences of climate change. Of these emissions reduction strategies, 13 are strategies that already have been enacted by the City or other federal, state, or regional agency independent of this ECAP.

For those strategies, projects and programs that have already been enacted, they are generally characterized as baseline conditions unaffected by implementation of the ECAP; however, the ECAP does quantify an emissions credit (as appropriate) when target goals for compliance with enacted strategies are accelerated through ECAP strategies and implementation. CEQA review of these individual (existing) strategies is limited to identification of these strategies as standard required conditions or best management practices. It is assumed that because these projects and programs are already in progress or complete, their potential impacts have already been addressed and mitigated, if applicable, through separate environmental review programs.

While the IS/ND document serves as a supplemental environmental review to the CEQA analysis that was completed for the adoption and implementation of existing strategies, it also evaluates the incremental environmental impact of new strategies and recommended actions that target the reduction of greenhouse gas ("GHG") emissions. The remaining 76 ECAP strategies are either new or substantially modified adaptations of previous city-wide regulations/programs (e.g., presented through planning policy, best management practices, standard conditions of approval, etc.). These strategies, which could be implemented separately or in aggregate, and their potential environmental impact, are the primary focus of this environmental review and thus are analyzed fully in this IS/ND for their potential to result in adverse environmental impacts. A summary overview of the strategies that comprise the ECAP are provided in the attached IS/ND.

In summary, the ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations.

PREFACE

PURPOSE

This document is an Initial Study (“IS”) and Negative Declaration (“ND”) that evaluates environmental impacts resulting from the ***Inglewood 2012 Energy and Climate Action Plan*** (“ECAP”), which was prepared by Raimi + Associates in December 2012. The ECAP included a quantitative inventory and analysis of greenhouse gas emissions and energy usage, starting with the established 2010 baseline year to the years 2020 and 2035.

The ECAP was prepared to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas emissions. It identifies ways to reduce emissions with a range of voluntary, State-level emissions reduction goals and strategies for improving connectivity and land use patterns, transportation modes and systems, incorporating energy efficiency standards, increasing the City’s renewable energy supply, and devising adaptation measures. The document can be found at the Inglewood City Hall, located at One W. Manchester Boulevard in the City of Inglewood.

The purpose of this IS/ND is to describe for the public and decision-makers the potential environmental consequences of implementing the proposed ECAP. The California Environmental Quality Act (“CEQA”) requires that projects that may significantly affect the quality of the environment be analyzed to reduce or eliminate adverse effects on the environment. This IS/ND is also intended to lay the foundation for future environmental review of actions undertaken to implement the ECAP.

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

As defined by CEQA Section 21065, the ECAP constitutes a “project” and therefore CEQA evaluation is required. As defined by *CEQA Guidelines* Section 15063), an IS was prepared to provide the Lead Agency with information to be used as the basis for determining whether an Environmental Impact Report (“EIR”), Negative Declaration (ND), or Mitigated Negative Declaration (“MND”) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

According to CEQA Guidelines Section 15065, an EIR is deemed appropriate for a particular proposal if the proposal has the potential to substantially degrade quality of the environment; the proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals; the proposal has possible environmental effects that are individually limited but cumulatively considerable; or the proposal could cause direct or indirect adverse effects on human beings.

According to CEQA Guidelines Section 15070(a), a ND is deemed appropriate if the proposal would not result in any significant effect on the environment and does not otherwise require an EIR. According to CEQA Guidelines Section 15070(b), an MND is deemed appropriate if it is determined that a proposal could result in a significant effect but mitigation measures are available and incorporated as part of the project to reduce these significant effects to insignificant levels.

This IS has determined that the proposed ECAP would not result in any significant effect on the environment. Further, the IS has determined that mitigating features are already incorporated into the ECAP policies or that implementation of standard conditions and best management practices already required by the City and other regulating agencies, are sufficient to ensure that all potential impacts would remain less than significant. Therefore, a ND is deemed as the appropriate document to provide the necessary environmental evaluations and clearance for the ECAP. This IS and ND document is prepared according to the aforementioned CEQA Guidelines and applicable requirements of the City of Inglewood.

This ND provides decision-makers and the public with information that enables them to intelligently consider the environmental consequences of adopting and implementing the ECAP. It also functions to provide concerned citizens and other applicable public agencies with an opportunity to collectively review and evaluate baseline conditions and environmental impacts through a process of full disclosure.

The City of Inglewood is designated the Lead Agency, in accordance with CEQA Guidelines Section

15050. The Lead Agency is the public agency that has the principal responsibility for review and approval of the proposed ECAP.

CIRCULATION OF THE INITIAL STUDY/NEGATIVE DECLARATION AND AGENCY REVIEW

The environmental review process has been established to allow public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The IS/ND was circulated for a period of 30 days for public and responsible agency review from January 10 through January 30, 2013. Public notice was provided in accordance with CEQA Guidelines Section 15072 by newspaper publication on January 10, 2013.

Comments received on the IS/ND will be considered by the decision-makers along with the findings of this document. A Public Hearing to consider the ECAP and this IS/ND will be held before the Inglewood City Council on a date yet to be announced.

SECTION 1: PROJECT DESCRIPTION

1.1 PROJECT TITLE

Inglewood 2012 Energy and Climate Action Plan, herein referred to as the “ECAP” or the “Plan.”

1.2 LEAD AGENCY

City of Inglewood

1.3 CONTACT

Mindy Wilcox
City of Inglewood
1 W. Manchester Boulevard
Inglewood, CA 90301
mwilcox@cityofinglewood.org
Phone: (310) 412-5230

1.4 PROJECT LOCATION

The proposed ECAP was prepared for and applies to the entire incorporated area of the City of Inglewood. It is a city-wide plan, inclusive of all municipal and privately-owned properties and facilities within the City. See Figure 1, Project Location Map.

1.5 PROJECT SPONSOR

The City of Inglewood is the initiating project proponent.

1.6 GENERAL PLAN LAND USE DESIGNATION

Varied land use designations to reflect city-wide designations. Refer to the City of Inglewood Land Use Plan Map (adopted 1980, as amended).

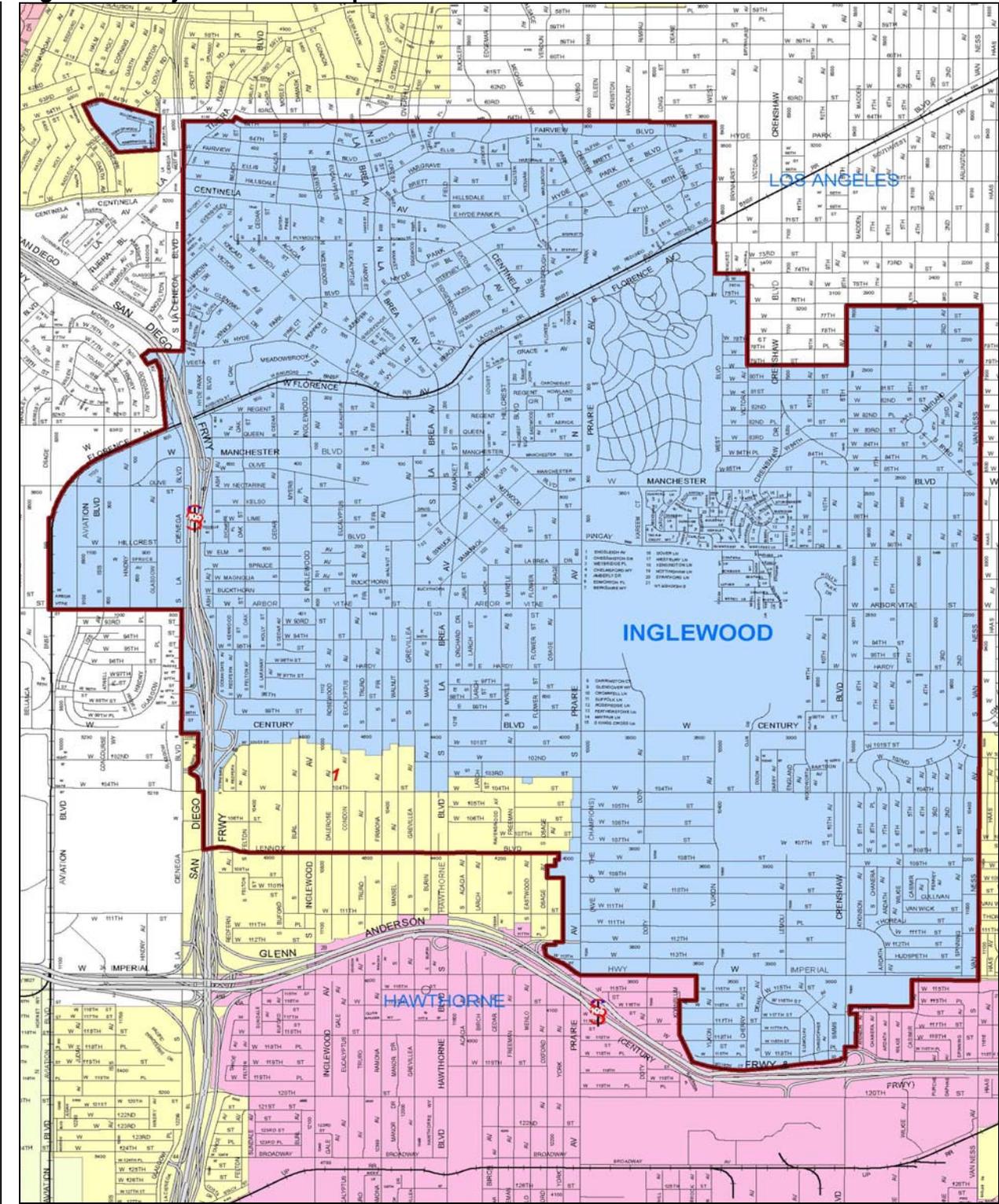
1.7 ZONING DISTRICT

Varied zone districts to reflect city-wide designations. Refer to the City of Inglewood Official Zoning Map (February 2006, as amended).

<http://www.cityofinglewood.org/depts/pw/gis/gis_map_counter_services/map_room/planning/zoning.asp>

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Figure 1 – Project Location Map



Source: Los Angeles Local Agency Formation Commission (2012).

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1.8 PROJECT DESCRIPTION

PROJECT OVERVIEW

The proposed project is the adoption of a policy document intended to provide a city-wide strategy for the City of Inglewood to significantly reduce the generation of greenhouse gas (“GHG”) emissions consistent with California Assembly Bill (“AB”) 32 and Executive Order S-3-05. The ECAP outlines a course of action for community and municipal operations in the City of Inglewood to reduce GHG emissions. The ECAP is a roadmap for achieving community-wide energy and greenhouse gas emissions reductions that encourages the City of Inglewood to grow more sustainably. The ECAP:

- Expands the City’s 1990, 2005, and 2007 greenhouse gas inventory to include an inventory of 2010 emissions.
- Develops greenhouse gas emissions reduction strategies and measures to reduce Inglewood’s emissions in order to meet voluntary statewide emissions targets outlined in the California Climate Action Scoping Plan and Executive Order S-03-05.
- Establishes a 2020 emissions reduction target of 15 percent below 2005 levels and a 2035 emissions reduction goal of 32.5 percent.
- Serves as a tiering document for the streamlined review of project-level GHG emissions under California Environmental Quality Act within the City.

The ECAP focuses on documenting the GHG emissions reduction potential through implementation of a suite of federal, state, and locally-managed strategies. Specifically, the ECAP identifies 66 locally-managed emissions reduction actions and 23 adaptation strategies, all organized under six broad strategy themes. The ECAP also incorporates the reduction benefits tied to continued compliance with 4 key state-regulated actions. The ECAP strategies/actions categories are: 1) lead by example; 2) increase energy efficiency; 3) support renewable energy generation; 4) improve transportation options and manage transportation demand; 5) reduce consumption and waste; and 6) adapt to potential consequences of climate change. Of these emissions reduction strategies, 13 are strategies that have been enacted by the City or other federal, state, or regional agency independent of this ECAP.

For those strategies, projects and programs that have already been enacted, they are generally characterized as baseline conditions unaffected by implementation of the ECAP; however, the ECAP does quantify an emissions credit (as appropriate) when target goals for compliance with enacted strategies are accelerated through ECAP strategies and implementation. CEQA review of these individual (existing) strategies is limited to identification of these strategies as standard required conditions or best management practices. It is assumed that because these projects and programs are already in progress or complete, their potential impacts have already been addressed and mitigated, if applicable, through separate environmental review programs.

In addition to existing strategies in place under current administrative processes, the ECAP also evaluates and proposes new strategies and recommended actions that target the reduction of greenhouse gas (“GHG”) emissions. The remaining 76 ECAP strategies are either new or substantially modified adaptations of previous city-wide regulations/programs (e.g., presented through planning policy, best management practices, standard conditions of approval, etc.). These strategies, which could be implemented separately or in aggregate, and their potential environmental impact, are the primary focus of the project review.

The ECAP, although a stand-alone planning tool, supplements the City’s adopted General Plan and specifically addresses California Clean Air Act mandates that require cities to demonstrate how they will reach target GHG emissions reduction targets to reflect year 1990 GHG emission levels by year 2050.

In summary, the ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the

City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations.

PROJECT OBJECTIVES

The ECAP was prepared to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas emissions. It identifies ways to reduce emissions with a range of voluntary, State-level emissions reduction goals and strategies for improving connectivity and land use patterns, transportation modes and systems, incorporating energy efficiency standards, increasing the City's renewable energy supply, and devising adaptation measures. More specifically, the objectives of the ECAP can be characterized as a desire to:

- Achieve community-wide energy and greenhouse gas emissions reductions that encourage the City to grow more sustainably.
- Inventory 2010 greenhouse gas emissions to identify and understand the sources and quantities of emissions within the City.
- Develop greenhouse gas emissions reduction strategies and measures to reduce Inglewood's emissions in order to meet voluntary statewide emissions targets outlined in the California Climate Action Scoping Plan and Executive Order S-03-05.
- Establish a 2020 emissions reduction target of 15percent below 2005 levels and a 2035 emissions reduction goal of 32.5percent.
- Serve as a tiering document for the streamlined review of project-level GHG emissions under California Environmental Quality Act within the City.

PROJECT BACKGROUND

Regulatory Framework

During the past several decades, scientific evidence has demonstrated that human activity is altering the Earth's climate by increasing the concentration of GHGs in the atmosphere. As a result of this evidence, there is a recognition that "climate change" poses significant risks for, and may already be affecting, human and natural systems, including coastal infrastructure, human health, energy sources, agriculture, and freshwater resources.

GHGs, such as carbon dioxide, ozone, methane, and nitrous oxide, have always been present in the Earth's atmosphere, keeping surface temperatures warm enough to sustain human, plant, and animal life. GHGs absorb heat radiated from the Earth's surface and then radiate the energy back toward the surface, a process called the "greenhouse effect". Without the greenhouse effect, it is estimated that the Earth's average surface temperature would be approximately 60°F colder.

To counterbalance the effect of human activity on climate change, a number of laws have been enacted. The following describes those policies, programs, and regulations that relate to climate change and reduction of GHG.

- **Global Warming Solutions Act – AB 32 (2006)** - In 2005, the Governor signed Executive Order S-3-05, which set targets for the State to reduce its greenhouse gas emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. The State Assembly later passed Assembly Bill 32 (AB 32), the Global Warming Solutions Act. AB 32 directs the California Air Resources Board (ARB) to develop the rules and regulations necessary to achieve the greenhouse gas emissions reduction targets. In 2008, the ARB approved the California Climate Change Scoping Plan (Scoping Plan), which contained the primary strategies California will use to reduce the greenhouse gas emissions that cause climate change. The Scoping Plan outlined a combination of policies, programs, and practices needed to reduce statewide emissions by 15 percent below current levels (the equivalent of 1990 levels) by 2020. Given projected trends, this would be

approximately 30 percent below “business-as-usual” levels anticipated for 2020. Effectively, the Scoping Plan establishes a statewide carbon budget that will allow the State to grow while still meeting its emissions reduction targets. The Scoping Plan strategies included energy efficiency measures, regional transportation-related greenhouse gas emissions targets, a renewable portfolio standard, a cap-and-trade program, a light duty vehicle greenhouse gas standard, and a low-carbon fuel standard.

The Scoping Plan recognized the essential partnership between State, regional, and local governments to reduce greenhouse gas emissions. Local governments have authority over activities that produce both direct and indirect greenhouse gas emissions through land use planning and zoning, general permitting, local ordinances, and municipal operations. Therefore, many of the strategies outlined in the Scoping Plan need local governments to take action. The Scoping Plan also encouraged local governments to inventory greenhouse gas emissions, adopt greenhouse gas emissions reduction targets, and develop local action plans to lower emissions. The continued re-inventory of Inglewood’s greenhouse gas emissions will continue to serve these purposes.

- **Sustainable Communities Strategy – SB 375 (2008)** - In California, the transportation sector produces between 35 and 40 percent of the State’s greenhouse gas emissions, and the Scoping Plan included a number of measures for the sector. In 2008 California adopted Senate Bill 375 (SB 375), the Sustainable Communities Strategy. SB 375 attempted to integrate regional land use, transportation, and housing planning in order to reduce greenhouse gas emissions from cars and trucks. SB 375 directed the ARB to set regional greenhouse gas reductions targets for cars and trucks, to assign each metropolitan planning organization (MPO) a target, and to require each MPO to create a Sustainable Community Strategy (SCS) to achieve that target. The law provided relief from specific California Environmental Quality Act (CEQA) requirements for infill development projects that would be consistent with the Sustainable Community Strategy. SB 375 provided one method for local governments to achieve regional transportation-related greenhouse gas emissions targets described in the Scoping Plan.

The Southern California Association of Governments (SCAG) is the largest MPO in California, representing six counties and over 180 cities, including Inglewood. SCAG completed their SCS in 2012, tailoring the strategies to meet the needs of individual communities. The regional SCS describes the goals and benefits of the SCS, the process used to create the SCS, SCS requirements, and next steps. SCS strategies are organized into land use strategies, transportation supply management, transportation demand management, vehicle technology, and other areas. The SCS builds on local strategies that communities have pursued over the past decade. This portfolio of strategies was combined with regional and subregional transportation projects to provide a roadmap for local governments to reduce emissions. If implemented, the SCS estimates that strategies and transportation projects would reduce greenhouse gas emissions per capita from the 2005 benchmark

- **Pavley Vehicular Emissions Codes – AB 1493 (2002)** - AB 1493 directed the ARB to set more stringent vehicle fuel economy standards for cars and light trucks that reduce greenhouse gas emissions. The Pavley bill required approval from the Federal government, and in 2009, the U.S. Environmental Protection Agency granted California a waiver that enabled the State to enforce stricter tailpipe emissions on new passenger vehicles. In 2010, the U.S. EPA and the Department of Transportation’s National Highway Safety Administration announced new vehicle greenhouse gas emissions standards and corporate average fuel economy standards that reinforced California’s standard. The standards would reduce emissions from passenger vehicles by approximately 30 percent in 2016, aiding local government efforts to reduce greenhouse gas emissions.
- **California Renewable Portfolio Standard – Senate Bills 1078 (2002) and 107 (2006) and Executive Order S-21-09** - EO S-21-09 directed the ARB to adopt regulations increasing California’s Renewable Portfolio Standard (RPS) to 33 percent by 2020. These rules applied to investor-owned utilities, such as Southern California Edison. These standards will reduce

greenhouse gas emissions from electricity purchased by local governments. The California Air Resources Board's (CARB) Adopted Scoping Plan made it clear that implementation of the Renewable Portfolio Standard (RPS) was a foundational element of the California's emissions reduction plan. In 2002, Senate Bill 1078 established the California RPS program, requiring 20 percent renewable energy by 2017. In 2006, Senate Bill 107 advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II. On September 15, 2009, Governor Arnold Schwarzenegger signed Executive Order S-21-09 directing the California Air Resources Board (CARB) to adopt regulations increasing California's Renewable Portfolio Standard (RPS) to 33 percent by 2020.

- **Emission Performance Standards – Senate Bill 1368 (2006)** - Signed in 2006, SB 1368 limited the ability of California's utilities to make long-term investments in carbon-intensive electricity generation. The bill enabled utilities to make capital investments in baseload power plants if their emissions were as low as or lower than emissions from a new, combined-cycle natural gas power plant. The bill made certain that the standards will not degrade the reliability of California's energy services.
- **California Green Building Code – (2007)** - The California Building Standards Commission and other State agencies developed green building standards for residential, commercial, and public building construction. The "CALGreen Code" was the first Statewide green building standards code in the United States. The code achieved reductions in greenhouse gas emissions and water and energy use.
- **Low Carbon Fuel Standard – Executive Order S-1-07 (2007)** - EO S-1-07 established a Low Carbon Fuel Standard (LCFS) for transportation fuels in California, which the ARB included in the Scoping Plan. The EO required that the carbon intensity of California's transportation fuels be reduced at least 10 percent by 2020. ARB expected the LCFS to achieve the minimum 10 percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. To avoid the potential for double-counting emission reductions associated with AB 1493, the Scoping Plan modified the aggregate transportation sector reduction expected from the LCFS to 6.7 percent for 2020.
- **CEQA and Greenhouse Gas Emissions – SB 97 (2007)** - SB 97 provided that greenhouse gas emissions and their effects were subject to CEQA. Local governments were required to determine whether a project's climate-related impacts were significant, and if so, to mitigate those effects. The Office of Planning and Research (OPR) created CEQA guidelines to help local governments reduce greenhouse gas emissions and address their impacts.
- **Property Assessed Clean Energy – AB 811** - AB 811 allowed local governments to define areas where property owners can receive long-term, low-interest loans for energy and water efficiency improvements. Improvements financed through AB 811 were fixed to the property and repaid through property tax bills. Local governments can participate in a State-wide program called CaliforniaFIRST, or they can establish their own AB 811 programs, called Property Assessed Clean Energy (PACE) programs.
- **California Climate Adaptation Strategy – Executive Order S-13-08 (2008)** - The EO directed the California Natural Resources Agency to lead a statewide effort to develop a climate adaptation strategy. Published in 2009, the statewide plan described climate trends and the potential impacts of climate change on key sectors, and it outlined short- and long-term actions that State and local governments can take to address future climate impacts.

Climate Change and the City of Inglewood

The City of Inglewood and other communities in Southern California all face challenges (direct and indirect) associated with rising temperatures, changes to precipitation patterns, and extreme weather. Climate change is projected to affect a number of sectors within the region, including Inglewood, which could ultimately result in measurable and adverse social and economic consequences. The ECAP

anticipates that future climate change would likely affect public health, water resources, and economic systems. Potential changes to these sectors are described below.

- **Public Health** - Climate-related impacts such as heat and drought could have particularly significant health effects within Inglewood. It is expected that climate change will have differential effects on different subpopulations within the region, where biological sensitivity, socioeconomic factors, and geography all contribute to the heightened risk for climate-sensitive health outcomes. Vulnerable populations include children, pregnant women, older adults, low-income communities, people with chronic diseases and mobility/cognitive constraints, and outdoor workers.

Along with seasonal warming, Inglewood is likely to experience a larger number of extreme heat days, warm nights, and more prolonged periods of hot weather. Periods of increased high temperatures or extended high temperatures could lead to increased heat-related mortality, cardiovascular-cause mortality, respiratory mortality, heart attacks, and other causes of mortality. Emergency medical services typically increase during heat waves in response to heat-triggered health problems. Along with heat-related illness, changes in temperature are expected to worsen air quality, particularly ozone and particulate matter concentrations.

Along with increased temperatures and reduced precipitation, the frequency, intensity and duration of wildfires is likely to increase. For Inglewood, which lacks large areas of open vegetative-fuel, an increase in local fires wildfires is not likely, and direct injuries and deaths from fire are not anticipated. However, wildfires within the southern California region will likely worsen air quality and negatively impact public health in the Los Angeles basin. The increase in area burned will likely exacerbate eye and respiratory illness, worsening asthma, allergies, chronic obstructive pulmonary disease, and other cardiovascular and respiratory diseases for the population within Inglewood.

- **Water Resources** - Climate change could affect California's snowpack, precipitation, and, consequently, water supply. There is some uncertainty as to how water supplies will be affected, but even the most conservative models anticipate less stable water supplies and potentially more competition for current water sources that are already over-drafted and over-allocated resources. Inglewood's primary sources of water are imported water, groundwater production, and recycled water. The imported water from the State Water Project and Colorado River and local groundwater could possibly be affected by climate change. Climate change is expected to increase the frequency and severity of droughts in the region as temperatures rise and precipitation and stream flow decline during the summer. Accordingly, demands for water will increase with warmer temperatures and higher evapotranspiration, thus, straining existing water supplies.
- **Economy** - Resulting impacts of climate change may impose monetary costs to California and Inglewood. In particular, the higher incidence and intensity of storms, heat waves, and disrupted water supplies, and the damage incurred as a result of those events, will result in economic effects.

Greenhouse Gas Emissions Inventory

A 2010 Inglewood Greenhouse Gas Inventory (dated February 2011) was compiled by the South Bay Cities Council of Governments on behalf of the City of Inglewood. The Inventory provides a snapshot of emissions for 2010 and quantifies the main sources of emissions from municipal operations and the community as a whole, accounting for direct emissions from the on-site combustion of fuels and the combustion of fuel in vehicles. It also estimates indirect emissions associated with community electricity consumption and emissions from solid waste generated and water consumed in Inglewood. The Inventory includes a business-as-usual forecast (BAU) of greenhouse gas emissions for future years 2020 and 2035. The BAU forecast estimates how projected trends in energy use, driving habits, population growth, and employment expansion will affect future emissions, providing a worst-case scenario for emissions growth. Baseline emissions in 2010 and the BAU forecast for 2020 and 2035 and set forth in the Table 1 of the ECAP.

According to the ECAP, in 2010 the total greenhouse gas emissions in Inglewood were 594,273 metric tons of carbon dioxide equivalent (MT CO₂e), which equates to 5.35 MT CO₂e per capita. The transportation sector emitted 54 percent of Inglewood's greenhouse gas emissions. The residential sector contributes 21 percent of the community total, while the remainder of the emissions came from the commercial (16 percent), industrial (4 percent), solid waste (3 percent), and water (2 percent) sectors.

PROJECT CHARACTERISTICS

The ECAP is comprised of the following components:

- 2010 GHG inventories for community and municipal operations;
- 2020 and 2035 GHG emissions forecasts;
- 2020 and 2035 (based upon the 2020 and 2035 statewide targets) local targets for GHG emissions reductions;
- relationship of ECAP to federal, state, and local strategies for GHG emissions reduction;
- new local strategies for GHG emissions reduction;
- new local strategies for adapting to a changing climate; and
- implementation program.

Strategies for Reducing Future GHG Emissions

To address to the challenge of climate change, the ECAP proposes five greenhouse gas reduction strategies. These strategies contain actions that are a proven, affordable set of measures based on existing technologies. This strategic framework would provide the City with an efficient and cost-effective pathway for implementing emissions reduction policies. The ECAP also includes an additional strategy (i.e., adaption strategy) to help the City begin to prepare for the potential impacts of climate change. The six strategies are summarized below.

Strategy 1: Lead by Example - During the last decade, the City of Inglewood has taken steps to reduce energy and water use, lower vehicle fuel consumption, minimize employee commuting, and divert solid waste from landfills. The "Lead by Example" strategy and its associated actions builds on previous projects by developing an institutional framework for the City to continue energy and water conservation efforts, to accelerative vehicle replacement, to make green purchases, and to provide the information and technical assistance for residents and businesses to implement energy efficiency measures. Actions to reduce greenhouse gas emissions from Inglewood's municipal operations are expected to reduce emissions by 1,594 MT CO₂e per year in 2020 and 2,419 MT CO₂e by 2035.

Strategy 2: Increase Energy Efficiency - Residential and non-residential building produce approximately 40 percent of Inglewood's emissions and are a primary target for the ECAP. This strategy would facilitate energy efficiency in homes and businesses. The combination of state and local greenhouse gas emissions reduction strategies are expected to reduce emissions by 1,908 MT CO₂e per year (0.01 MT CO₂e per service population) in 2020 and 9,146 MT CO₂e per year in 2035 (0.1 MT CO₂e per service population).

Strategy 3: Support Renewable Energy Generation - This strategy includes actions that would help homes and businesses in Inglewood increase renewable energy production by identifying and removing barriers, educating consumers, and pursuing tools that facilitate clean energy financing. State and local actions are expected to lower greenhouse gas emissions by 43,177 MT CO₂e per year (0.3 MT CO₂e per service population) in 2020 and 60,747 MT CO₂e per year in 2035 (0.4 MT CO₂e per service population).

Strategy 4: Improve Transportation Options - Inglewood's transportation strategy covers a broad range of activities that aim to reduce vehicle miles traveled, improve mobility, and enhance vehicle fuel efficiency. Specific implementation measures involve recommendations to change land uses, adopt a new perspective on community design, promote alternative modes of travel, and revise antiquated parking standards. It should be noted that no specific land use, regulatory or policy changes are proposed at this

time; however, if and when proposed, any such changes would be reviewed, as appropriate, under CEQA and would be subject to the City's project/ordinance review process. State, regional, and local strategies are projected to reduce emissions by 83,001 MT CO₂e per year (0.57 MT CO₂e per service population) in 2020 and 104,554 MT CO₂e (0.7 MT CO₂e per service population) in 2035.

Strategy 5: Reduce Consumption and Waste - Water consumption and solid waste generation produce on a small percentage of Inglewood's emissions, but the specific actions outlined in the ECAP can result in significant emissions reductions. This strategy includes water conservation, recycling, and local food actions. Actions to reduce greenhouse gas emissions from consumption and waste are expected to reduce emissions by 1,281 MT CO₂e per year (0.01 MT CO₂e per service population) in 2020 and 2,156 MT CO₂e (0.01 MT CO₂e per service population) by 2035.

Strategy 6: Adapt to the Potential Impacts of Climate Change - Adaptive actions describe a pathway for the City of Inglewood to minimize the potential consequences of climate change on its citizens. Many of these actions overlap with standard greenhouse gas project conditions and mitigation measures, or have already been undertaken by the City.

Inglewood GHG Emissions and Reduction Targets for Years 2020 And 2035

The City of Inglewood proposes to set a greenhouse gas emissions reduction target of 15 percent below 2005 levels by 2020 and an emissions reduction goal of 32.5 percent by 2035. The 2020 target is tied to the recommendation of the California Air Resources Board and the Climate Change Scoping Plan, which suggests that local governments work to reduce emission by 15 percent below current levels. Inglewood's 2020 target would align with the state recommendation and steer the City on a course towards compliance with California's long-term emissions reduction target goal to reduce greenhouse emissions by 80 percent below 1990 levels in 2050.

GHG Emissions Reduction Potential Due to the ECAP

Through a combination of proposed federal, state, and city-level actions, Inglewood can anticipate emissions reductions of 130,942 MT CO₂e per year from the business-as-usual scenario in 2020. State-level actions, such as the Pavley Clean Cars legislation, the Low Carbon Fuel Standard, the Renewables Portfolio Standard, and Title 24 upgrades are expected to reduce emissions by 121,139 MT CO₂e per year by 2020. Local measures are projected to reduce emissions by 9,803 MT CO₂e. This combination of state and local action would place the City 19 percent below 2005 emission levels in 2020, meeting the City's proposed 2020 greenhouse gas emissions reduction target. Table 1, Greenhouse Gas Reduction Targets, shows the emissions reduction by strategy in 2020.

Intended and Potential Benefits of the ECAP

It is anticipated that implementation of strategies and recommendations of the ECAP would demonstrate the City's ability to comply with AB 32 and collectively achieve a city-wide reduction in GHG emissions, which in turn would result in positive steps toward long-term sustainability and measurable benefits in the physical environment. The ECAP anticipates that implementation of the ECAP may have a direct beneficial effect on public health, air quality, and energy resources. ECAP strategies will also serve to enhance transportation planning goals and implementation of alternative transportation modes, including support for pedestrian and bicycle use.

More specifically, minimizing greenhouse gas emissions will reduce other harmful air pollutants, such as carbon monoxide, sulfur dioxide, and particulate matter, ultimately benefiting the health and well-being of the community at large. Enabling alternative modes of transportation (e.g., walking or bicycling) could facilitate higher physical activity levels amongst the population, resulting in the population living healthier lives. Addressing transportation and land use planning by supporting infill development and promoting alternative modes of transportation will reduce demand for imported energy, especially oil. In addition, smarter building design and construction practices, including passive solar heating and cooling, building orientation, and renewable energy systems, will diminish the need for fossil-fuel based energy. All of these

Table 1 – Greenhouse Gas Reduction Targets.

	2020 REDUCTION POTENTIAL MTCO₂E	2020 REDUCTION POTENTIAL (MTCO₂E/SP)	2035 REDUCTION POTENTIAL MTCO₂E	2035 REDUCTION POTENTIAL (MTCO₂E/SP)
ECAP STRATEGIES				
Lead by Example	1,575	0.01	2,392	0.02
Increase Energy Efficiency	1,908	0.01	9,146	0.06
Support Renewable Energy	43,177	0.29	60,747	0.40
Improve Transportation Options	83,001	0.57	104,554	0.68
Reduce Consumption and Waste	1,281	0.01	2,156	0.01
Total Reductions from Building Strategies	130,942	0.89	178,996	1.16
Projected BAU Emissions	626,748	4.27	678,283	4.41
Adjusted BAU with ECAP Measures	495,806	3.38	499,288	3.25
Proposed Greenhouse Gas Emissions Targets	519,273	3.53	412,364	2.68
Reduction Beyond Target (2020) and Emissions Gap (2035)	23,467	0.16	-86,924	-0.57

Source: Inglewood 2012 Energy and Climate Action Plan (2012).

public benefits may be reflected in tangible economic benefits for both the City and its individual residents.

In addition, analyzing greenhouse gas at a comprehensive and programmatic level is part of a strategy to address the cumulative impacts of greenhouse gas emissions and thus streamline environmental review for future projects that further the goals of GHG emissions reduction consistent with the strategies within the ECAP. The Inglewood ECAP is part of a framework that will allow eligible future development projects to reference the ECAP in order to tier and streamline the environmental review process.

Implementation of the ECAP

In order for the City to meet its low carbon goals, the City would initiate actions and programs that would help mitigate municipal and community-wide greenhouse gas emissions and prepare for adaptation to a changing climate. Along with specific measures for the Inglewood, the ECAP establishes a framework for evaluating and self-mitigating greenhouse gas emissions that could result from new development. It includes a development review process, a checklist of emissions-reducing design standard for projects, and an in-lieu fee for unique projects that cannot apply the City's design standards.

Project Design Features and Project Assumptions

This IS/ND provides the project evaluation and environmental clearance anticipated to result due to adoption and implementation of the proposed ECAP, which is a policy document to guide City staff and decision-makers on how to reduce greenhouse gas emissions by identifying a range of emissions reduction goals and strategies to achieve AB 32 compliance and mandated GHG emissions target reductions. The ECAP, although a stand-alone planning tool, supplements the City's adopted General Plan for aspects related to accomplishing the objective of targeted GHG emissions reductions to reflect year 1990 GHG emission levels by year 2050. There are no actual physical development projects or activities proposed or being considered at this time. Future projects may be proposed to implement specific action items; however, as the details of any future land use, regulatory or policy changes is

unknown at this time, attempting to analyze specific impacts through this evaluation would be speculative and therefore are not considered in detail. For CEQA purposes, the ECAP recommended strategies and actions are assumed to ultimately achieve its targeted GHG goals. The strategies and actions of the ECAP are not considered mitigation measures in the context of CEQA review; rather they are self-mitigating features inherent within the definition of the proposed ECAP project. The ECAP project includes the recommended strategies as identified in Table 2, 2012 ECAP Recommended Strategies and Actions.

Table 2 – 2012 ECAP Recommended Strategies and Actions.

Ref. No.	Recommended Actions (Grouped by Strategy)
1.0 Strategy 1: Lead by Example	
1.1	Identify a Senior Official. Identify a Senior Official from each City department or agency to carry out energy conservation and greenhouse gas reduction actions.
1.2	Develop department energy reduction and climate action work programs. By 2014, require all City departments or agencies to develop their own energy reduction and climate action work programs that define three to five actions that the agency will implement by 2015.
1.3	Coordinate interagency actions. Coordinate energy conservation and greenhouse gas conservation efforts through participation in quarterly, interagency meetings.
1.4	Define City and department goals. Define numeric goals for reductions in fuel consumption, energy and water use, and solid waste generation for municipal operations and set non-numeric goals for renewable energy generation.
1.5	Explore the creation of a climate-ready development review process. The City will explore the creation of a climate-ready development review process to evaluate and streamline development review proposals under the ECAP.
1.6	Continue building and facility energy upgrades. Continually monitor building performance and identify cost-effective actions to reduce energy use.
1.7	Replace all City-owned lights. Replace all City-owned street, park, and traffic lights with LED lights.
1.8	Explore establishing a Green Building Center. Explore establishing a Green Building Center that provides incentives, outreach, financing, and other forms of assistance to business-owners and residents.
1.9	Accelerate City vehicle fleet replacement. Accelerate City vehicle fleet replacement by adding greenhouse gas and criteria pollutant emissions rates to the factors used to determine replacement of City vehicles.
1.10	Continue commute trip reduction program. Expand the commute trip reduction program for City employees.
1.11	Continue planning for electric vehicle infrastructure. Pursue electric vehicle infrastructure, such as charging stations, as well as adding new vehicles to the fleet.
1.12	Explore adopting an environmentally-preferable purchasing policy. Explore adopting an environmentally-preferable purchasing policy to purchase products from distributors and manufacturers with a high-level of social and environmental responsibility.
1.13	Increase recycled water use. Increase the amount of recycled water used to irrigate municipal parks and landscaping.
1.14	Accelerate water-efficient irrigation system deployment and native and drought-resistant vegetation planning. Replace all conventional irrigation and sprinkler systems with water-efficient irrigation systems by 2025 and transition to native and drought-tolerate vegetation.
1.15	Increase open space and tree plantings. Increase the amount of open space and number of shade tree plantings in Inglewood.
2.0 Strategy 2: Increase Energy Efficiency	
SA	State Action: Title 24 Updates. California's Title 24 Building Energy Code is updated every three years, continually increasing energy standards. <u>MAKE COMMERCIAL BUILDINGS MORE EFFICIENT.</u>
2.1	Explore developing a commercial energy conservation ordinance . Explore the development of a commercial energy conservation ordinance that requires point of sale energy audits and requires commercial businesses to implement energy efficiency measures when sold or transferred.
2.2	Require energy use disclosure. Require businesses to disclosure energy use at point of sale.
2.3	Identify energy efficiency upgrades for historic buildings. Create a suite of energy efficiency upgrades for historic buildings. <u>INCREASE THE ENERGY EFFICIENCY OF RESIDENTIAL BUILDINGS</u>
2.4	Explore developing a residential energy conservation ordinance. Explore developing a residential energy conservation ordinance that requires point of sale energy audits and all single family and multifamily buildings to meet a list of energy efficiency measures when sold or transferred.
2.5	Develop a multifamily housing retrofit program. Develop a multifamily housing retrofit program by creating a pilot project that uses outside funding to create a loan program to encourage investment in housing retrofits.

Ref. No.	Recommended Actions (Grouped by Strategy)
2.6	Draft a model agreement for tenants and renters. Draft a model agreement to share the costs and benefits of energy efficiency upgrades between tenants and renters.
2.7	Establish a weatherization and energy retrofit loan program for low-income homeowners. Establish a weatherization and energy retrofit loan program for low-income homeowners.
2.8	Continue Residential Sound Insulation Program. Continue implementing the Residential Sound Insulation Program financing by the LAX Land Use Mitigation Program.
	<u>INCREASE THE ENERGY EFFICIENT STREET AND TRAFFIC LIGHTS</u>
2.9	Replace commercial lights with LED lights. Work with businesses and Southern California Edison to replace all non-City-owned street and parking lot lights with LED lights.
3.0 Strategy 3: Support Renewable Energy Generation	
SA	State Action: Renewables Portfolio Standard. Requires investor-owned utilities, such as Southern California Edison, to increase procurement from renewable energy resources to 33% of total procurement by 2020.
SA	State Action: Solar Rebate Programs. Incentivize residents and businesses with solar rebates, examples include the California Solar Initiative.
	<u>REMOVE BARRIERS TO RENEWABLE ENERGY GENERATION.</u>
3.1	Complete an obstacle analysis. Complete an obstacle analysis to understand barriers to implementing photovoltaic systems on residential and non-residential structures.
3.2	Streamline residential solar installation. Streamline residential solar installation by training staff and providing permits "over the counter".
	<u>MAKE RENEWABLE ENERGY GENERATION MORE AFFORDABLE.</u>
3.3	Explore the adoption of a Property Assessed Clean Energy Program. Explore the adoption of a Property Assessed Clean Energy (PACE) Program to offer loans for energy generation and efficiency projects for homes and businesses.
3.4	Pursue grants, rebates, and other incentives. Help businesses and residents identify grants, rebates, and other incentives to support renewable energy generation.
	<u>EDUCATE POTENTIAL CUSTOMERS.</u>
3.5	Explore establishing a Green Building Center. Provide information to businesses and residents about incentives for renewable energy generation through the Green Building Center.
3.6	Highlight the Roger's Park Solar Demonstration Project. Use the project to highlight solar technologies, provide educational materials, and emphasize the benefits of renewable energy.
4.0 Strategy 4: Improve Transportation Options and Manage Transportation Demand	
SA	State Action: Clean Cars Standards (Pavley). Sets more stringent vehicle fuel economy standards for cars and light trucks that reduce greenhouse gas emissions.
SA	State Action: Low Carbon Fuel Standard. Requires the carbon intensity California's transportation fuels are reduced by 2020.
	<u>MAKE ROADWAYS MORE EFFICIENT.</u>
4.1	Continue implementation of Intelligent Transportation System Plan. Improve traffic flow by using Intelligent Transportation System elements to reduce delay, increase incident response time, and provide real-time information.
4.2	Continue to make street and sidewalk improvements to ensure a safe and convenient system for pedestrian. Use the Capital Improvement Program to improve pedestrian safety and access through City-wide corridor improvements.
	<u>IMPROVE TRANSIT.</u>
4.3	Crenshaw Corridor Light Rail Service. Work with Metro to develop station areas in Inglewood for the Crenshaw Corridor Light Rail Service.
4.4	Provide and expand local shuttle service. Provide and expand local shuttle services like the I-Line.
4.5	Prioritize transportation funding for pedestrians and cyclists around transit. Prioritize transportation funding around transit stations to encourage walking and bicycling and to calm traffic.
4.6	Improve transit stops. Work with Metro to improve the safety and cleanliness of transit stop and provide real-time service information.
	<u>IMPROVE BICYCLE FACILITIES.</u>
4.7	Expand bike lanes. Implement the General Plan proposed bicycle routes.
4.8	Increase bicycle parking. Require new commercial and multifamily housing to provide secure bicycle parking.
4.9	Provide end-of-trip facilities. Encourage employers to provide end-of-trip facilities, including bike lockers, showers, and changing spaces.
	<u>MAKE PARKING MORE EFFICIENT.</u>
4.10	Implement market rate pricing for on-street parking new transit. Introduce market rate pricing for on-street parking within one quarter of a mile from Crenshaw Transit Corridor Stations.

Ref. No.	Recommended Actions (Grouped by Strategy)
4.11	Limit parking for new development. Establish parking maximums for new development within one-half mile of future rail or rapid bus stations.
4.12	Unbundle parking. Unbundle parking from residential property cost for new construction in the Downtown TOD overlay zone.
4.13	Allow parking cash out. Allow parking cash out for City Hall and businesses within ½ of a mile from Crenshaw Transit Corridor Stations.
4.14	Explore expanding the residential parking permit program. Explore expanding the existing residential area parking permit program within the City.
	<u>REDUCE COMMUTE TRIPS.</u>
4.15	Implement a voluntary commute trip reduction program. Implement a voluntary commute trip reduction program that includes a ridesharing website.
4.16	Encourage telecommuting and alternative work schedules. Encourage employers to offer telecommuting and alternative work schedules to workers.
4.17	Establish commute trip reduction marketing. Coordinate with Metro, government agencies, and non-profits to implement region and city-wide commute trip reduction marketing.
4.18	Encourage subsidized or discounted transit program. Work with local employers encouraging them to implement subsidized or discounted transit program.
4.19	Provide employer-sponsored vanpool and shuttles. Encourage employers to provide vanpool and shuttles from major transit station.
	<u>ENCOURAGE LAND USE INTENSIFICATION AND DIVERSITY.</u>
4.20	Target future development in areas around transit stations. Target future development in areas around Crenshaw Rail transit stations.
4.21	Build affordable and market rate housing. Build affordable and market rate housing, particularly in areas around transit stations.
5.0 Strategy 5: Reduce Consumption and Waste	
	<u>USE LESS WATER.</u>
5.1	Increase locally sourced water. Increase the amount of water gathered from local sources.
5.2	Increase recycled water use. Accelerate the use of recycled water for irrigation and landscaping.
5.3	Use gray water. Adopt a community-wide ordinance that allows gray water “stub-outs” for residential properties and dual plumbing for indoor recycled water use for commercial and industrial development.
5.4	Accelerate and expand low-flow water fixture programs. Accelerate the installation of low-flow water fixtures in residential homes and expand the program to commercial businesses.
5.5	Reduce water for landscaping. Reduce landscaping water use by encouraging water-efficient irrigation systems, grass replacement, and planting native and drought-resistant trees and vegetation.
	<u>PRODUCE LESS WASTE.</u>
5.6	Increase recycling rates. Increase residential, commercial, and construction recycling above California minimums.
5.7	Start a green waste program. Start a green waste program, including a commercial oil recycling program.
5.8	Zero waste education. Work with local solid waste collection agency to educate the community about zero-waste programs.
	<u>PROMOTE LOCAL FOOD PRODUCTION.</u>
5.9	Assist Community Supported Agriculture. Allow city facilities to be used as Community Supported Agriculture drop off sites.
5.10	Start a farmer’s market. Start a certified farmer’s market in Inglewood.
5.11	Create community gardens. Identify and prioritize locations to create community gardens throughout Inglewood.
5.12	Promote gardening and composting. Provide resources and information regarding community gardening and composting to educate the general public on how to grow organic edible plants.
5.13	Organize tool lending program and bounty exchange. Work with community organizations and neighborhood groups to organize a garden-tool lending program and garden bounty exchange program.
5.14	Create edible school yards. Partner with schools and other organizations to create “edible school yards” and sustainable gardening programs at public and private schools.
5.15	Support community kitchens. Support the development of community commercial kitchens that allow residents to pursue micro-enterprise and small businesses.
6.0 Strategy 6: Adapt to Potential Consequences of Climate Change	
	<u>INCORPORATE CLIMATE CHANGE INTO EXISTING PLANNING AND DECISION-MAKING FRAMEWORKS</u>
6.1	Ask the Climate Question. For each project, program, infrastructure investment, and land use decision, City staff and leaders should “ask the climate question” to incorporate a climate dimension into planning and decision-making.

Ref. No.	Recommended Actions (Grouped by Strategy)
6.2	Emergency Operations Plan and Procedures. Coordinate with County and other local governments to refine the existing Emergency Operations Plan and Procedures for climate events likely to increase with climate change.
6.3	Local Hazard Mitigation. Incorporate increases in extreme heat days, prolonged heat waves, and higher intensity precipitation events into the Inglewood Local Hazard Mitigation Plan.
6.4	General Plan. During the next General Plan update, begin to incorporate strategies to reduce climate vulnerability into all elements of the plan.
	<u>INCREASE THE RESILIENCY OF NEIGHBORHOODS, POPULATIONS, AND INDIVIDUALS TO THE POTENTIAL IMPACTS CLIMATE CHANGE.</u>
6.5	Community vulnerability assessment. Conduct a community-wide assessment of the potential health impacts of climate change on Inglewood residents, identifying the neighborhoods, groups, and individuals most vulnerable to climate change and specific opportunities for the city to reduce vulnerability among specific groups.
6.6	Communication network and outreach program. Develop an outreach program for vulnerable populations that provides information on the risks of climate change and actions that they can take to reduce their exposure to unhealthy conditions. Leverage the existing Community Emergency Response Team (CERT) and other social networks to distribute information.
6.7	City website and social media. Make emergency preparedness information more visible on the Inglewood website and use social media to make information more readily available.
6.8	Emergency Preparedness Coordinator. Fund a part-time or contract Emergency Preparedness Coordinator to oversee City-wide preparedness for both non-climate and climate-related events.
6.9	Energy efficiency and water conservation. Leverage existing programs that promote energy efficiency and water conservation to retrofit the homes of Inglewood's most-vulnerable residents.
6.10	Heat island. Target urban heat island programs to increase resilience to climate change.
6.11	Food security. Improve access to healthy foods in low-income communities increase food security and promote sustainable local food systems to reduce food miles.
	<u>ADDRESS THE POTENTIAL HEALTH IMPACTS OF EXTREME TEMPERATURES AND HEAT WAVES BY EXPAND ACCESS TO COOLING CENTERS AND AIR CONDITIONING AND IMPLEMENTING A HEAT ISLAND PROGRAM.</u>
6.12	Transportation to Cooling Centers. Organize a transportation-assistance program for individuals without access to vehicles.
6.13	Heat warning systems. Work state and local organizations to develop a robust heat warning systems.
6.14	High heat day information. Coordinate with the County Health Department to provide up-to-date information to residents about the health effects of heat and Cooling Center locations throughout the County.
6.15	Air conditioning. Seek to reduce exposure to extreme heat by targeting the distribution of energy-efficient, air conditioning in vulnerable populations.
6.16	Light-colored, cool roofs. Explore a cool roofs policy for new residential development with air conditioning that applies the voluntary standards established by CalGreen.
6.17	Light-colored paving. Evaluate on-going pilot programs for cool paving materials (examples include Chula Vista, Chicago) to determine whether the City should establish a cool paving policy.
6.18	Vegetative cover and planting. Promote the increase in vegetative cover and green roofs to cool the environment through shading and evapotranspiration.
6.19	South and west side tree planting. Require the planting of shade trees on the south and west facings sides of new residential and commercial development.
	<u>MAKE BUSINESSES AND WORKERS MORE RESILIENT TO CLIMATE CHANGE.</u>
6.20	Commercial energy demand. Work with Southern California Edison to distribute information to business about Demand Response Programs in order to reduce energy use during peak demand.
6.21	Municipal energy demand. Enroll Inglewood in the SCE Demand Response Program to reduce energy use.
6.22	Protect workers. Work with employers to educate outdoor workers about how to stay cool during extreme heat events.
6.23	Air quality notifications. Work with the Air Quality Management District and County Public Health Department to establish a process (and expand the number of platforms e.g., social media) to notify schools, community organizations, residents, and businesses.

Source: 2012 ECAP.

INCORPORATION BY REFERENCE AND TIERING

In accordance with CEQA Guidelines, an IS/ND may “incorporate by reference” and “tier” applicable discussions from documents that have been previously vetted for public information. CEQA Guidelines Section 15150 (a) states: “An EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration.”

In addition, CEQA Guidelines Section 15152 (a) states: "Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

This IS/ND evaluates the potential impacts associated with the adoption and implementation of the ECAP, a policy-level document focused on reducing air and GHG emissions in order to meet state-mandated requirements. Data and assumptions that were used to develop the recommended strategies, actions and implementation program of the ECAP are presented in that document, and as such those assumptions carry forward to the CEQA analysis provided in this IS/ND. Therefore, the 2012 ECAP (prepared by Raimi + Associates and dated December 2012) is incorporated herein by reference.

The ECAP, although a stand-alone planning tool, supplements the City's adopted General Plan and specifically addresses California Clean Air Act mandates that require cities to demonstrate how they will reach target GHG emissions reduction targets to reflect year 1990 GHG emission levels by year 2050. Successful implementation of the ECAP, and many baseline assumptions used in the CEQA analysis provided in this IS/ND, are predicated on the City's adopted General Plan. Therefore, the Inglewood General Plan (1980) is incorporated herein by reference.

In 2005, the City of Inglewood undertook preliminary efforts to update its General Plan. Although the planning progress remains in progress, considerable effort was completed to compile current conditions information. This information is documented in the *City of Inglewood General Plan Update Technical Background Report* (prepared by EIP Associates and dated August 2006). Existing conditions referenced in this IS/ND are generally derived from the Technical Background Report, which is incorporated herein by reference. A copy of the Technical Background report can be viewed at:

<http://www.cityofinglewood.org/generalplan/reports_and_docs.html>

All of these documents can also be found at the Inglewood City Hall, One W. Manchester Boulevard, Inglewood, CA.

1.9 ENVIRONMENTAL SETTING

The City of Inglewood is located within the South Bay subregion of Los Angeles County. The proximity of Inglewood to the historic center of downtown Los Angeles makes it one of the older and most urbanized of all the South Bay communities. The City of Inglewood incorporates an area of approximately 8.9 square miles and its planning boundaries include an additional 0.5 square miles within its sphere of influence (SOI).

Generally, Inglewood is bordered by the City of Hawthorne and the unincorporated Los Angeles County community of Lennox to the south, the City of Los Angeles to the east, the Los Angeles International Airport (LAX), the City of El Segundo and unincorporated portions of Los Angeles County to the west, and bordered by the unincorporated Los Angeles County communities of Ladera, Baldwin Hills, View Park and Windsor Hills as well as the City of Los Angeles to the north.

Regional access to the City is provided by several key regional highways. The Santa Monica (I-405) Freeway runs north to south, and bisects the City near its western border. The Century (I-105) Freeway runs east to west near the City's southern boundary. The Harbor (SR-110) Freeway, which is located east of and in close proximity to Inglewood, traverses north/south.

1.10 REQUIRED APPROVALS AND AGENCY REVIEW

The City of Inglewood seeks City Council adoption of the ECAP and related ND. No further approvals are required. Future development plans related to implementation of the recommendations and strategies presented in the ECAP may require subsequent review and approval in association with separate development proposals. Such improvements will be considered on a case-by-case base by the City and other reviewing agencies, as appropriate.

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SECTION 2: DETERMINATION

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

2.2 DETERMINATION:

On the basis of this initial evaluation:

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



Signature
Linda F. Tatum, AICP
Acting Director, Economic and Community Development Dept.
Name / Title (print)

January 10, 2013
Date

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SECTION 3: ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is provided for all answers. Responses take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

A "No Impact" answer is adequately supported if the referenced information source(s) show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

When determined that a particular physical impact may occur, the checklist response indicates whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

When determined that a physical impact may occur, but that the level of effect has been demonstrated to be less than potentially significant, the checklist response may indicate if the impact is "Less Than Significant Impact" based on substantial evidence. "Less Than Significant With Mitigation Incorporated" would apply where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." As appropriate, mitigation measures are identified along with a brief explanation how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (pursuant to CEQA Guidelines Section 15063(c)(3)(D)). Mitigation measures from "Earlier Analyses" may be cross-referenced to support a response of "Less Than Significant With Mitigation Incorporated." References to information sources for potential impacts (e.g., general plans, zoning ordinances) and/or previously prepared or outside document are identified at the end of the checklist.

IMPACT EVALUATION

3.1 AESTHETICS

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

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

No Impact. The City of Inglewood is predominantly urbanized and developed with commercial, industrial, residential, and public uses and structures. There are no scenic vistas officially designated within the City or immediate vicinity. [Technical Background Report, Chapter 5.4.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. However, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Because there are no scenic vistas within the City, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect scenic vistas, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood is predominantly urbanized and developed with commercial, industrial, residential, and public uses and structures. There are no scenic resources officially designated within the City or immediate vicinity. [Technical Background Report, Chapter 5.4.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. However, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Because there are no scenic resources within the City, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect scenic resources, and there would be no impact. Further analysis is not required.

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

Less Than Significant Impact. The City of Inglewood is predominantly developed with a mix of medium to high intensity uses having a visual character representative of its urban nature.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. However, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Because actual improvements are not proposed at this time, the potential impact on visual character from those improvements is difficult to predict. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to ensure that improvement plans are consistent with appropriate development and design standards, and guidelines that regulate the visual quality of the City. Therefore, any future improvements resulting from implementation of the ECAP would not substantially degrade the visual character and quality of the City, and impacts would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The City of Inglewood is predominantly developed with a mix of medium to high intensity uses that create light and/or glare.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. However, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Because actual improvements are not proposed at this time, the potential impact on light and glare from those improvements is difficult to predict. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to ensure that improvement plans are consistent with appropriate development and design standards, and guidelines that regulate light and glare aspects of the City. It is anticipated that the City would review future improvement plans to control the amount of light and illumination that could “spill over” to neighboring properties, and constructed with building materials that would not generate excessive levels of reflective glare. Incremental increase of light and/or glare that is generated specifically with any future improvement plan would be consistent with the existing light and glare already experienced within the City. Therefore, any future improvements resulting from implementation of the ECAP would not substantially increase light and/or glare within the City, and impacts would be less than significant. Further analysis is not required at this time.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. With the exception of a network of small-scale community gardens, the City does not contain any land that is in current large-scale agricultural production. The City does not contain any lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

In recent years, the City has experienced the establishment of small pockets of agricultural use via community gardens and edible landscape trends. In particular, a “community supported agriculture” (CSA) program has been established through at least one non-profit organization (i.e., the SJLI-Social Justice Learning Institute). The organization seeks to assist disadvantaged youth through creating a

network of community gardens and facilitating fruit trees and other edible plantings programs. Similar grass-root efforts may be established throughout the City and/or could be anticipated in the future as public awareness responds to neighborhood and community-scale sustainable programs. However, current community gardens within the City, although highly encouraged, are not defined for purposes of this CEQA evaluation as a significant agricultural resource, and no prime or important farmlands are mapped within the City.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. ECAP Strategy 5 does in part focus on the promotion of local food production. In particular, several recommended actions encourage establishment of formal CSA facilities, community gardens, and composting facilities. These actions include the following:

- Assist Community Supported Agriculture. Allow city facilities to be used as Community Supported Agriculture drop off sites. [Action 5.9]
- Start a farmer's market. Start a certified farmer's market in Inglewood. [Action 5.10]
- Create community gardens. Identify and prioritize locations to create community gardens throughout Inglewood. [Action 5.11]
- Promote gardening and composting. Provide resources and information regarding community gardening and composting to educate the general public on how to grow organic edible plants. [Action 5.12]
- Organize tool lending program and bounty exchange. Work with community organizations and neighborhood groups to organize a garden-tool lending program and garden bounty exchange program. [Action 5.13]
- Create edible school yards. Partner with schools and other organizations to create "edible school yards" and sustainable gardening programs at public and private schools. [Action 5.14]

Under the ECAP, Strategy 5 and its related actions would promote the establishment of quasi-agricultural uses throughout the City at a neighborhood and community scale. Significant commercial-scale agricultural production is not anticipated within the City due to its lack of prime agricultural lands. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any Prime Farmland, Unique Farmland or Farmland of Statewide Importance, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is "built-out" and urbanized. With the exception of a network of small-scale community gardens, the City does not contain any land that is in current large-scale agricultural production. The City does not contain any lands that are under a Williamson Act Contract. The City regulations do not identify any zone category for dedicated agricultural use. See also Response 3.3.a above.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any Williamson Act lands, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. The City does not contain any land that is in current timberland production, including any lands designated as forest land or timberland.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any forest land or timberland, and there would be no impact. Further analysis is not required.

- d) **Result in loss of forest land or conversion of forest land to non-forest use?**

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. The City does not contain any land that is in current timberland production, including any lands designated as forest land or timberland.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect or convert any forest land resources, and there would be no impact. Further analysis is not required.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?**

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. With the exception of a network of small-scale community gardens, the City does not contain any land that is in current large-scale agricultural production. The City does not contain any land that is in commercial agricultural or timberland production, and there are no lands designated solely for agricultural or forest use within the City. See also Response 3.3.a above.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to impact or disrupt any existing Farmland or forest land, and there would be no impact. Further analysis is not required.

3.3 AIR QUALITY

III. AIR QUALITY	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development. The ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development; however, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. By its very definition and purpose, the ECAP is viewed as a planning strategy that would provide an overall improvement and net benefit to regional and local air quality conditions since its recommended improvements would reduce air pollutant and GHG emissions through the year 2035.

The emission reduction goals and programs of the ECAP are consistent with the South Coast Air Quality Management District's (AQMD) Air Management Plan and its policies, as well as applicable laws mandating reductions in GHG emissions. And in fact, the ECAP is developed in compliance with AB 32, which requires each agency to address long-term sustainability and climate change. Therefore, the ECAP would not conflict with or obstruct implementation of any air quality plan, and no impact is anticipated. Further analysis is not required.

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development. The ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development; however, the ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals.

Air quality data collected at the Hawthorne Monitoring Station (which is the air quality monitoring station most representative for the City of Inglewood) indicates that local air quality is in non-attainment with national and/or state standards for ozone (O₃) and particulate matter (PM₁₀). Because the ECAP encourages improvements that would generate construction-related air pollutant emissions, the ECAP would indirectly result in the generation of short-term emissions that would contribute incrementally toward non-attainment status. However, individual projects would be evaluated on a case-by-case basis and appropriate measures and best management practices required to reduce O₃ and PM₁₀ emissions.

By its very definition and purpose, the ECAP is viewed as a planning strategy that would provide an overall improvement and net benefit to regional and local air quality conditions since its recommended improvements would reduce air pollutant and GHG emissions through the year 2035. The emission reduction goals and programs of the ECAP are consistent with the South Coast Air Quality Management District's (AQMD) Air Management Plan and its policies, as well as applicable laws mandating reductions in GHG emissions. In fact, implementation of the ECAP would assist the City in meeting its air quality goals. Therefore, the ECAP would not violate any air quality standard, and impacts would be less than significant and ultimately beneficial. Further analysis is not required.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. See Responses 3.3.a and 3.3.b above. Although the ECAP would not adversely impact attainment of any air quality plan or applicable federal or state ambient air quality standards, implementation of the ECAP could result in short-term (i.e., construction) or long-term (i.e., operational) generation of criteria pollutants that would add cumulatively to air pollutant emissions within the South Coast Air Basin. However, because the ECAP is consistent with air quality plans and would not violate any air quality standard, potential impacts would be less than significant and ultimately beneficial. Further analysis is not required.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. The City of Inglewood contains a number of sensitive receptors, including hospitals, libraries, retirement homes, parks and recreational facilities, public and private schools, religious institutions, and childcare facilities.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses or intensities that would generate excessive levels of air emissions. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations, therefore the relationship between existing and allowed land uses, including sensitive receptor uses, would not change.

Because actual improvements are not proposed at this time, the potential impact on sensitive receptors from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate regulations and standards of the City and the AQMD. Therefore, any future improvements resulting from implementation of the ECAP would not significantly affect sensitive receptors, and impacts would be less than significant. Further analysis is not required at this time.

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning

designations and would not include any land uses or intensities that would generate excessive levels of air emissions or objectionable odors. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations, therefore the relationship between existing and allowed land uses, including odor-generating uses, would not change.

Because actual improvements are not proposed at this time, the potential to generate objectionable odors from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) would be evaluated by the City on a case-by-case basis to ensure that construction and operations associated with those improvement plans comply with all appropriate regulations and standards of the City and the AQMD and would not result in objectionable odors. Therefore, any future improvements resulting from implementation of the ECAP would not significantly generate construction or operations-related objectionable odors, and impacts would be less than significant. Further analysis is not required at this time.

3.4 BIOLOGICAL RESOURCES

IV. BIOLOGICAL RESOURCES	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is fully developed with urban uses and has little undisturbed native vegetation. Although the City is located within

range of several state and/or federally listed species (including the south coast marsh vole, coastal dunes milk-vetch, southern tarplant, Coulter's goldfield, and spreading navarretia), the potential occurrence of these within urbanized locations is highly unlikely due to the limited presences of native and/or undisturbed vegetation within the City. The City does not contain any known habitats or species that have been identified as a candidate, sensitive, or special status species. [Technical Background Report, Chapter 5.1.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Future improvements resulting from implementation of the ECAP would not have the opportunity to affect habitats or species that have been identified as a candidate, sensitive, or special status specie in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is fully developed with urban uses and has little undisturbed native vegetation. With the exception of riparian habitats that may be associated with the Dominguez Watershed, the upper boundaries of which extend into the southern region of the City, the City does not contain any known riparian habitat or other sensitive natural communities. [Technical Background Report, Chapter 5.1.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect riparian habitat or other sensitive natural communities identified in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is fully developed with urban uses and has little undisturbed native vegetation. However, the City is located within the upper boundaries of both the Ballona Creek Watershed and the Dominguez Watersheds. Biological resources within Inglewood have only been reported in the Dominguez Watershed; however, mapped habitats within the City are predominately urban, developed land and thus the presence of wetlands is not expected. [Technical Background Report, Chapter 5.1.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect federally-protected wetlands, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. The City does not contain area designated a native resident or migratory wildlife corridor.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to conflict with or affect a native resident or migratory wildlife corridor, and there would be no impact. Further analysis is not required.

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

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. In May 2012, the City adopted a tree preservation ordinance (Inglewood Municipal Code Chapter 12, Article 32). The ordinance was intended to protect and preserve significant trees within the City and control the re-shaping, removal or relocation of those trees that provide benefits for the community. Through the ordinance, the City formally acknowledges that there exist within the City many species of native and non-native trees of significant size and quality that contribute in a positive way to its environment. For example, trees that are properly maintained increase property values, maintain the natural ecology, temper the effects of extreme temperatures, reduce runoff, prevent erosion of topsoil, and help create and maintain the identity and visual character of the City. Further, trees can help to provide protection from flooding and risks of landslides, and they also increase oxygen output, which helps to combat air pollution and reduce the accumulation of GHG emissions.

The tree preservation ordinance applies to and protects all healthy mature trees within the City with trunk sizes eight inches or greater. It also affects all “required” trees (e.g., trees required as mitigation for development projects), as well as other “preferred” trees (identified by species) that have trunk sizes four inches or greater. The City does not currently have any other local policies or ordinances that protect specific biological resources, aside from trees protected by the tree preservation ordinance.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations, policies and regulations. The ECAP includes recommendations that would encourage establishment of more trees within the City in order to realize the beneficial effects of trees and vegetation in reducing GHG emissions. The ECAP includes the following recommended actions:

- Increase open space and tree plantings. Increase the amount of open space and number of shade tree plantings in Inglewood. [Action 1.15]
- South and west side tree planting. Require the planting of shade trees on the south and west facings sides of new residential and commercial development. [Action 6.19]

Because the ECAP encourages the planting of trees throughout the City, implementation of the plan would benefit any future efforts to establish a greater number of trees throughout the City (e.g. through urban forestation programs or fruit tree planting through community garden programs), and it would support tree preservation policies within the City. Future improvements resulting from implementation of the ECAP would not conflict with any policy or ordinance related to protected or sensitive trees or other biological resources, and there would be no impact. Further analysis is not required.

f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is “built-out” and urbanized. The City is not regulated by any Habitat Conservation Plan (HCP).

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to conflict with any HCP or similar habitat preservation plan, and there would be no impact. Further analysis is not required.

3.5 CULTURAL RESOURCES

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

a) **Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?**

Less Than Significant Impact. Although there is no established local register, different historic resource surveys have been completed for Inglewood in order to identify individual buildings and places of historic/architectural significance, and determine the potential for a historic district. Important historic resources which exist in Inglewood as of this date include: Centinela Adobe House, Centinela Springs, Inglewood Veteran’s Memorial Building, Grace Chapel (at Inglewood Park Cemetery), Fox Theatre and approximately one dozen small commercial structures generally within the City’s downtown area. The Centinela Adobe, Centinela Springs, Veteran’s Memorial and the Fox Theatre are each listed at the Federal (i.e., National Register of Historic Places) or State (i.e., California State Historic Landmark) level. While the other resources are noted as of local significance, several are eligible for state and/or federal listing. Because the City has a history dating more than 100 years, (incorporated in 1908), there are many other structures within the City that were constructed prior to 1960 and therefore, could be eligible or potentially eligible for listing in either the National Register or the California Register. [Technical Background Report, Chapter 5.5.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals.

Because actual improvements are not proposed at this time, the potential impact on historic resources from those improvements is difficult to predict. When proposed, all future improvement plans would be evaluated by the City on a case-by-case basis to ensure that improvement plans would be consistent with appropriate review and design policies that may guide modifications to potentially historic resources within the City. Although there is no existing regulation within the Inglewood zoning code intended to protect historic resources, application screening would identify future proposed projects that may indicate project-specific evaluation and would further ensure that any future improvement plan would not substantially degrade the historical significance of the affected building or conflict with Section 15064.5. Therefore, any future improvements resulting from implementation of the ECAP would not substantially degrade the quality of known or potential historic resources within the City, and impacts would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The City of Inglewood is urbanized and predominately developed with improvements that have disturbed surficial layers that may contain archaeological resources. The City does not contain any known significant archaeological resources that would likely be affected by implementation of the ECAP.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Although actual improvements are not proposed at this time, the potential to impact unknown archaeological resources exists if excavation is involved. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to determine the need for construction monitoring or further study. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any known archaeological resource and the potential for affecting unknown archaeological resources would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The City of Inglewood is urbanized and predominately developed with improvements that have disturbed surficial layers that may contain paleontological resources. The City does not contain any known significant paleontological resources that would likely be affected by implementation of the ECAP.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Although actual improvements are not proposed at this time, the potential to impact unknown paleontological resources exists if excavation is involved. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to determine the need for construction monitoring or further study. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any known paleontological resource and the potential for affecting unknown paleontological resources would be less than significant. Further analysis is not required at this time.

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

No Impact. The City of Inglewood is urbanized and predominately developed with improvements that have disturbed surficial layers that may contain human remains. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development;

however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Although actual improvements are not proposed at this time, the potential to impact unknown human remains exists if excavation is involved. State law establishes notification and recovery procedures if human remains are discovered during the development process. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to determine the need for construction monitoring or further study. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect any known human remains, and there would be no impact. Further analysis is not required.

3.6 GEOLOGY AND SOILS

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

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The City of Inglewood contains both active and potentially active faults. The Newport-Inglewood Fault Zone (NIFZ) is a zone of discontinuous folds and faults which stretch across the Los Angeles basin in a northwest-southeast direction from Beverly Hills to Newport Beach. The Newport-Inglewood fault extends through the City, running parallel to the

San Andreas system and lies partly under the Pacific Ocean. The Inglewood Fault, one component of the Newport-Inglewood fault, has been mapped through the Inglewood Civic Center, south of Centinela Creek, and is shown to similarly extend to the south of the Alquist-Priolo Zone map for the Inglewood Quadrangle. Another local component of the Newport-Inglewood Fault is the Townsite Fault, which extends from its intersection with the Centinela Fault in the Centinela Creek, towards the southeast across the Hollywood Park racetrack, and extends approximately to Century Boulevard. Several additional active or potentially active faults are located in or nearby the City. As with much of the Los Angeles region, people and structures within the City of Inglewood are exposed and vulnerable to the potential adverse effects due to rupture of local earthquake faults. [Technical Background Report, chapter 6.2.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses changes or intensities that would increase the exposure of people or structures to the risks of seismic activity, including fault rupture.

Because actual improvements are not proposed at this time, the potential for increased risk of seismic impacts to people or structures from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate seismic and building safety regulations and standards of the City. Therefore, any future improvements resulting from implementation of the ECAP would not significantly conflict with any provisions of the Fault Zoning Map or requirements of the State Geologist, and impacts would be less than significant. Further analysis is not required at this time.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The City of Inglewood is located in a seismically active region of Southern California. Five moderate earthquakes greater than magnitude 5.5 (on the Richter scale) have occurred within the greater Los Angeles Basin in the last 80 years. These include the 1933 Long Beach earthquake, the 1971 San Fernando earthquake, the 1987 Whittier narrows earthquake, the 1991 Sierra Madre earthquake, and the 1994 Northridge earthquake. The most recent earthquake of significance affecting the City was the 1994 Northridge Earthquake, a magnitude 6.7 earthquake that occurred in the San Fernando Valley. Approximately 15,000 structures experienced moderate to severe damage and several bridges and overpasses collapsed. The epicenter for this earthquake was the San Andreas Fault, which is located approximately 45 miles from the City. Due to the City's location and relationship to known active faults (see also Response 3.6.a.i above), people and structures within Inglewood are expected to be at risk due to strong seismic ground-shaking and other seismic-related hazards. [Technical Background Report, Chapter 6.2.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses changes or intensities that would increase the exposure of people or structures to the risks of seismic-related hazards, including strong ground-shaking.

Because actual improvements are not proposed at this time, the potential for increased risk of seismic impacts to people or structures from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate seismic and building safety regulations and standards of the City, including the Uniform Building Code, which incorporates construction standards that anticipate the potential for seismic activity. Therefore, any future improvements resulting from implementation of the ECAP would not significantly be affected by seismic induced hazards (including strong ground-shaking), and impacts would be less than significant. Further analysis is not required at this time.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to a phenomenon where the surface soils, generally alluvial soils, become saturated with water and fail. The potential for liquefaction is increased in areas with susceptibility for high water tables or inundation coupled with groundshaking. Possible liquefaction of the soils in the City of Inglewood has been significantly reduced due to water wells lowering the area's water table. The City has been classified as having either very low susceptibility or—in the southernmost part of the City—low susceptibility to liquefaction. The one exception to these classifications is the former water course of the Centinela Creek which has a very high susceptibility rating. However, concrete culverts to capture water runoff along this course and the lowered water table may have lessened this susceptibility. [Technical Background Report, Chapter 6.2.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses changes or intensities that would increase the potential for seismic-induced liquefaction or exposure of people or structures to the risks of seismic-related hazards, including liquefaction.

Because actual improvements are not proposed at this time, the potential for increased risk of seismic impacts to people or structures from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate seismic and building safety regulations and standards of the City, including the Uniform Building Code, which incorporates construction standards that anticipate the potential for seismic activity. Therefore, any future improvements resulting from implementation of the ECAP would not significantly be affected by seismic induced hazards (including seismic-induced liquefaction), and impacts would be less than significant. Further analysis is not required at this time.

iv) Landslides?

Less Than Significant Impact. In the City of Inglewood, hillside areas are subject to landslide potential. Surface movements in the hillside area could be triggered by rain, a breach in a reservoir, damage to potable water reservoirs or pumping facilities, or earthquake. Hillside development has placed additional loads on the subsurface bedrock. Erosion and the loss of vegetation during periods of drought tend to increase the potential for localized landslides in the hillside areas of the City. [Technical Background Report, Chapter 6.2.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for

any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses changes or intensities within hillside areas that would increase the exposure of people or structures to the risks of landslides.

Because actual improvements are not proposed at this time, the potential for increased risk of seismic impacts to people or structures from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate slope stabilization and building safety regulations and standards of the City, including the Uniform Building Code. Therefore, any future improvements resulting from implementation of the ECAP would not be significantly affected by landslides, and impacts would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. However, it is possible that future improvements and/or retrofit of existing buildings related to recommendations and implementation of the ECAP could require grading and demolition of existing buildings and structures. While these construction activities could result in soil erosion or loss of topsoil, it is anticipated that compliance with standard City requirements and best management construction practices would minimize the potential for substantial soil loss and erosion.

Because actual improvements are not proposed at this time, the potential for soil erosion and top soil loss resulting from those improvements is difficult to predict. When proposed, all future improvement plans (including retrofits) will be evaluated by the City on a case-by-case basis to ensure that construction and operations resulting from those improvement plans comply with all appropriate best management practices to minimize soil loss. Further, major improvement projects would be required to submit grading plans, construction management plans or similar soil management plans that demonstrate compliance with County stormwater runoff and NPDES permit requirements, all of which seek to control and minimize soil erosion. Therefore, any future improvements resulting from implementation of the ECAP would not result in any substantial soil erosion or loss of topsoil, and impacts would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. However, it is possible that future improvements and/or retrofit of existing buildings related to recommendations and implementation of the ECAP could require excavation, grading or establishing new footings/foundations or other structural elements. Implementation of these building components could occur in areas known to have unstable soils or soils prone to geotechnical hazards. The presence of geotechnical hazards, including unstable soils, is best evaluated on a case-by-case basis when specific projects are proposed.

Typically, a soils report or geotechnical report is required by the City whenever structural elements involving soils are proposed. For example, the City building permit and plan check process for any future

improvement project would require a soils report prepared by a State-licensed geotechnical engineer. Future developers would be required to implement and comply with conclusions and recommendations of the soils report which ensure that the structural integrity of any future construction would not be compromised by the underlying soils. Compliance with standard City engineering requirements, as well as the recommendations of any geotechnical and soils report, would minimize the potential for impacts resulting from unstable soils and geotechnical hazards. Therefore, any future improvements resulting from implementation of the ECAP would not result in any substantial soil erosion or loss of topsoil, and impacts would be less than significant. Further analysis is not required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?

Less Than Significant Impact. See Response 3.6.d above. Because any improvement projects (including retrofits) that involve structural components tied to the soils are required to submit for review and approval a soils report or geotechnical report prepared by a State-licensed geotechnical engineer, and to comply with conclusions and recommendations of the soils report which ensure that the structural integrity of any future construction would not be compromised by the underlying soils, the potential for impacts resulting from expansive soils and other soil-related hazards would be less than significant. Further analysis is not required.

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

No Impact. Future improvement projects as recommended by the ECAP would be served by the existing City sewer system. Alternative wastewater disposal systems, including septic tanks are not anticipated, and otherwise would require independent review. Because septic tanks or alternative wastewater systems are not proposed, no impacts are anticipated. Further analysis is not required.

3.7 GREENHOUSE GAS EMISSIONS

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

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

No Impact. The ECAP is designed to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas emissions. It identifies ways to reduce emissions with a range of voluntary, State-level emissions reduction goals and strategies for improving connectivity and land use patterns, transportation modes and systems, incorporating energy efficiency standards, increasing the City's renewable energy supply, and devising adaptation measures.

The ECAP forecasts that future (i.e., year 2035) GHG emissions for the City would continue to increase due to primarily to population growth and increased per capita energy use. The ECAP concluded that Inglewood's GHG emissions would increase from 594,273 MT CO₂e of emissions in 2010 to 626,748 MT CO₂e in 2020 (increase of 5.5 percent) to 678,283 MT CO₂e in 2035 (increase of 14.1 percent). [Draft ECAP, Table 1.] The ECAP proposes policy intervention to reverse trends that could result in accelerating GHG emission levels.

The ECAP recommends that the City set a greenhouse gas emissions reduction target of 15 percent below 2005 levels by 2020, which would then result in reductions of 32.5 percent by 2035. The 2020 target is tied to the recommendation of the California Air Resources Board and the AB 32 Scoping Plan, which suggests local governments establish a 15 percent reduction below 2005 levels. This target places the City on a pathway towards California's long-term emissions reduction target, which is an ambitious goal to reduce greenhouse emissions by 80 percent below 1990 levels in 2050. The City anticipates the need to continue reducing emissions beyond 2020, but also recognizes that additional state and federal actions will be needed to achieve an 80 percent target by 2050. As such, Inglewood proposes to establish a goal to reduce emissions 32.5 percent below 2005 levels by 2035 and acknowledges that the state could seek to codify reductions of a greater percentage by 2035. [Draft ECAP, Executive Summary.]

The long-term 32.5 percent reduction goal is consistent with the target that is outlined in California Executive Order S-3-05, which requires all cities to reduce GHG emissions to 80 percent below 1990 levels. To achieve the 15 percent reduction target from the 2005 baseline, the City would need to develop and implement strategies that reduce emissions by 107,475 MT CO₂e in 2020. [Draft ECAP, Executive Summary.]

Given projected trends, this reduction would lower 2020 emissions to approximately 17 percent below 2020 "business-as-usual" levels (levels anticipated for 2020 in the absence of any local, state, or federal interventions). To achieve a 32.5 percent emissions reduction goal by 2035, Inglewood would need to reduce emissions by approximately 265,919 MT CO₂e from business-as-usual levels in 2035, which would be 39 percent below predicted 2020 business-as-usual levels.

To address the challenge of climate change, the ECAP recommends five greenhouse gas reduction strategies. These strategies contain actions that are a proven, affordable set of measures based on existing technologies. This strategic framework will provide the City with an efficient and cost-effective pathway for implementing emissions reduction policies. The ECAP also includes an additional sixth strategy (i.e., adaption strategy) to help the City begin to prepare for the potential impacts of climate change. These include the following six strategies:

Strategy 1: Lead by Example - Lead by Example and its associated actions would build on previous established projects by reinforcing the institutional framework for the City to continue energy and water conservation efforts, to accelerate vehicle replacement, to make green purchases, and to provide the information and technical assistance for residents and businesses to implement energy efficiency measures. Actions to reduce greenhouse gas emissions from Inglewood's municipal operations are expected to reduce emissions by 1,594 MT CO₂e per year in 2020 and 2,419 MT CO₂e by 2035.

Strategy 2: Increase Energy Efficiency - This strategy would facilitate energy efficiency in homes and businesses. The combination of state and local greenhouse gas emissions reduction strategies are expected to reduce emissions by 1,908 MT CO₂e per year (0.01 MT CO₂e per service population) in 2020 and 9,146 MT CO₂e per year in 2035 (0.1 MT CO₂e per service population).

Strategy 3: Support Renewable Energy Generation - This strategy would include actions that target an increase in renewable energy production within the City (or by City residents and businesses) by identifying and removing barriers, educating consumers, and pursuing tools that facilitate clean energy financing. State and local actions are expected to lower greenhouse gas emissions by 43,177 MT CO₂e per year (0.3 MT CO₂e per service population) in 2020 and 60,747 MT CO₂e per year in 2035 (0.4 MT CO₂e per service population).

Strategy 4: Improve Transportation Options - Inglewood's overall transportation strategy covers a broad range of activities that aim to reduce vehicle miles traveled, improve mobility, and enhance vehicle fuel efficiency. Specific implementation measures with the ECAP would involve changing land uses, adopting a new perspective on community design, promoting alternative modes of travel, and revising antiquated parking standards. State, regional, and local strategies are projected to reduce emissions by 83,001 MT CO₂e per year (0.57 MT CO₂e per service population) in 2020 and 104,554 MT CO₂e (0.7 MT CO₂e per service population) in 2035.

Strategy 5: Reduce Consumption and Waste - Specific actions outlined in the ECAP could result in significant emissions reductions from related water and waste activities. This strategy would include water conservation, recycling, and local food actions. Actions to reduce greenhouse gas emissions from consumption and waste are expected to reduce emissions by 1,281 MT CO₂e per year (0.01 MT CO₂e per service population) in 2020 and 2,156 MT CO₂e (0.01 MT CO₂e per service population) by 2035.

Strategy 6: Adapt to the Potential Impacts of Climate Change - Adaptive actions in the ECAP describe a pathway for the City of Inglewood to minimize the potential consequences of climate change on their citizens. Many of these actions overlap with greenhouse gas mitigation measures or have already been undertaken by the City. It should be noted that CEQA does not require that impacts to a project resulting from climate change be evaluated; however, the implementation of adaptation actions are considered.

Through a combination of proposed federal, state, and city-level actions, Inglewood can anticipate emissions reductions of 130,942 MT CO₂e per year from the business-as-usual scenario in 2020. State-level actions, such as the Pavley Clean Cars legislation, the Low Carbon Fuel Standard, the Renewables Portfolio Standard, and Title 24 upgrades are expected to reduce emissions by 121,139 MT CO₂e per year by 2020. Local measures are projected to reduce emissions by 9,803 MT CO₂e. This combination of state and local action would place the City 19 percent below 2005 emission levels in 2020, meeting the City's proposed 2020 greenhouse gas emissions reduction target.

By 2035, the combination of state and local greenhouse gas emissions measures is likely to reduce emissions by 178,996 MTCO₂e. State measures are expected to account for 160,002 MTCO₂e with local actions resulting in a larger proportion of emissions reductions. These actions put Inglewood 18 percent below 2005 emission levels in 2020, but below the City's 32.5 percent goal in 2035. This estimate does not account for additional future actions by the state, e.g. requiring utilities to provide additional renewable energy or more stringent cars standards and will require the City to aggressively implement additional actions. [Draft ECAP, Chapter 3.]

The ECAP functions as a benefit relative to potential GHG emissions impacts, since its recommended strategies and actions would reduce air and GHG emissions in the City through the year 2035 and beyond, and assist significantly in assisting the City of Inglewood with meeting its target GHG emission reduction goals. Further analysis is not required at this time.

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

No Impact. The ECAP was designed to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas emissions. It identifies ways to reduce emissions with a range of voluntary, State-level emissions reduction strategies and actions. The ECAP policies are intended to fill a current void with City plans, policies and regulations by establishing the required policy framework to address federal and state mandates for addressing climate change and long-term sustainability. In fact, the ECAP is viewed as a benefit, since its recommended strategies and community-wide actions that would reduce air and GHG emissions through the year 2035. The emission reduction goals and programs of the ECAP are consistent with the AQMD Air Management Plan and policies and those applicable laws mandating reductions in GHG emissions. By adopting the ECAP, the City of Inglewood would make the appropriate findings confirming that the ECAP would not conflict with other applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Further analysis is not required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

VIII. HAZARDS AND HAZARDOUS MATERIALS	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a safety hazard for people residing or working in a project area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in a safety hazard for people residing or working in a project area within the vicinity of a private airstrip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. Hazardous materials in the City of Inglewood are routinely used, stored, and transported in commercial/retail businesses as well as in educational facilities, hospitals, and households. A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, or pesticides. Hazardous materials were and are being used in the City through manufacturing, auto and truck sales, repair service activities, and other related activities.

The transport of hazardous materials is regulated by the state Department of Transportation (Caltrans) and California Highway Patrol (CHP). Several regional highways, including I-405 (Santa Monica) and I-105 (Century), that serve as major routes where hazardous materials can be routinely transported pass through or adjacent to the City of Inglewood. Several other major truck routes (primarily along major arterial roadways) by which hazardous materials are routinely transported by trucks are also found in the area. The City has little or no industry that uses significant amounts of hazardous materials that would require transport into the City. [Technical Background Report, Chapter 6.5.]

The *Comprehensive Environmental Response, Compensation, and Liability Act of 1980* (CERCLA) was developed to protect the environment from the risks created by past chemical disposal practices. The United States Environmental Protection Agency (EPA) maintains a list of all known contaminated sites and the status of clean-up activities. No sites within the City are currently listed in the CERCLIS database. [Technical Background Report, Chapter 6.5.]

The Hazardous Waste and Substances Sites (Cortese) List is a tool used by the state and local agencies to identify and track the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA to develop an updated Cortese List at least annually. Two sites within the City are currently listed under the Cortese List. These are the Southern California Gas Company/Inglewood Manufactured Gas Plant (at 700 Warren Lane) and Caprice Cleaners (located at 11235 Crenshaw Boulevard). [Technical Background Report, Chapter 6.5.]

Nine sites within the City of Inglewood were identified in the Spills, Leaks, Investigations and Cleanup (SLIC) List maintained by the Los Angeles Regional Water Quality Control Board (LARWQCB). The SLIC Section of the LARWQCB oversees activities at non-underground storage tank (UST) sites where soil or groundwater contamination have occurred due to former industrial facilities and dry cleaners, where chlorinated solvents were spilled, or have leaked into the soil or groundwater. [Technical Background Report, Chapter 6.5.]

As discussed above, there are existing, albeit limited, locations within the City associated with potentially hazardous materials. If any future improvement projects (resulting from implementation of the ECAP) would be located within these particular areas, construction workers and nearby occupants could be exposed to hazardous materials and substances through any number of ways, including improper handling or use of hazardous materials or hazardous wastes during future construction and/or operational activities, transportation accidents, environmentally unsound disposal methods, or fire, explosion or other emergencies. In addition, existing development and structures could also be handling potentially hazardous materials such as fuels, lubricants and related fluids, solvents, paints, cleaning products, cleaners and degreasers, adhesives, sealers, and pesticides/herbicides. Therefore, future improvements within these particular locations could expose construction workers and nearby occupants to these materials if found within existing structures and buildings.

Further, because many of the existing structures within the City were constructed prior to 1978, lead-based paint, asbestos fibers, and other contaminants could be found within existing structures and buildings that may be associated with future improvements recommended by the ECAP.

Because substantial regulation and documentation exists to address hazardous materials, aside from a catastrophic event, potential impacts would be less than significant. Existing hazardous materials regulations already protect people and locations from unreasonable exposure to hazardous materials and substances. For example, Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with Federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations would be implemented by future employers/businesses, as appropriate, and would be monitored by the State (e.g., Cal Occupational Health and Safety Administration (OSHA) in the workplace or DTSC for hazardous waste), and/or local jurisdictions (e.g., the Los Angeles County Fire Department and the Los Angeles County Environmental Health Division), as appropriate.

Regarding lead-based paint and asbestos, Federal and State regulations govern the renovation and demolition of structures where materials containing lead and asbestos could be present. These requirements include: SCAQMD Rules and Regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). These regulations require that asbestos and lead abatement be performed in accordance with State Department of Health Services regulations prior to any structural demolition.

The following existing Federal, State, and City regulations are also established to control exposure to potentially hazardous materials:

Federal Regulations

- Resources Conservation and Recovery Act (RCRA): relates to hazardous waste management.
- Hazardous and Solid Waste Amendments Act (HSWA): relates to hazardous waste management.
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): relates to cleanup of contamination.
- Emergency Planning and Community Right-to-Know (SARA Title III): relates to business inventories and emergency response planning.

State Regulations

- Hazardous Materials Management Act: relates to business plan reporting.
- Hazardous Waste Control Act: relates to hazardous waste management.
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65): relates to release of and exposure to carcinogenic chemicals.
- Hazardous Substances Act: relates to cleanup of contamination.
- California Medical Waste Management Act: relates to medical and bio-hazardous wastes.

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals.

Because actual improvements are not proposed at this time, potential impacts related to the potential routine transport, use, or disposal of hazardous materials are difficult to predict, but nonetheless would be anticipated to be less than significant. Similarly, it is not possible to specifically assess how a particular improvement project (including associated demolition activities of existing structures and buildings or retrofits) could expose construction workers and nearby occupants to potentially hazardous materials. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to ensure that improvement plans, construction activities and operational characteristics would comply with all applicable Federal, State, County, and City regulations relating to control of hazardous materials. Compliance with these regulations would reduce any potential impacts associated with the routine use, storage, and transportation of hazardous materials, and impacts would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. Future improvement and retrofit projects could result in accidental release of hazardous materials into the environment which could pose a subsequent threat to the public or environment. However, because substantial federal, state and local regulations addressing the transport, use, storage and disposal of hazardous materials are in place, and the ECAP does not involve any specific development proposals, the potential for substantial impacts and risks would be less than significant. See also Response 3.8.a above. Compliance with applicable hazardous materials regulations would reduce the likelihood of accidents and risks associated with release of hazardous materials to less than significant levels. Further analysis is not required.

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

Less Than Significant Impact. There are approximately two dozen public schools located throughout the City of Inglewood. As actual improvement and/or retrofit projects are not being proposed by the ECAP, it is not possible to specifically determine location of future improvement plans and the type and

amount of hazardous materials and substances that a particular project/location could potentially emit or their potential proximity to local schools.

However, because substantial federal, state and local regulations addressing the transport, use, storage and disposal of hazardous materials are in place, and the ECAP does not involve any specific development proposals, the potential for substantial impacts and risks from hazardous emissions and schools would be less than significant. See also Responses 3.8.a and 3.8.b above. Compliance with applicable hazardous materials regulations would reduce the likelihood of unsafe release of hazardous emissions to less than significant levels. Further analysis is not required.

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

Less Than Significant Impact. See also Response 3.8.a above.

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

Less Than Significant Impact. A substantial portion of the City of Inglewood lies within the “area of influence” and eastern approach zone for the Los Angeles World Airport, which is located less than one mile to the west of the City on the westerly side of the I-405 (Santa Monica/San Diego) Freeway. In addition, the Hawthorne Municipal Airport/Jack Northrop Field is located immediately south of the City, south of the I-105 (Century) Freeway and within the City of Hawthorne; however, its area of influence does not extend into Inglewood.

These future improvements would not include any change of land uses or intensities that would conflict with applicable land use plans, policies, or regulations, including airport land use plans that would increase the potential safety hazard because of proximity to the airport for people residing or working in the City beyond that which currently exists. Strategies and recommendations of the ECAP have been developed to be consistent with the City’s existing planning and policy documents. Improvements recommended by the ECAP would not be impacted by or pose an increased safety hazard for any airport land use plan. Further analysis is not required at this time.

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

No Impact. The City of Inglewood is not within the vicinity of a private airstrip that would create excessive noise levels or result in a safety hazard for people within the City. Because there is no opportunity to expose any people residing or working in the City to potential safety hazards from a private airstrip, there would be no impact and any improvements recommended by the ECAP would not be impacted by any private airstrip. Further analysis is not required.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. The City’s 1999 Multi-Hazard Function Plan (Emergency Plan) and the 2004 City of Inglewood Hazard Mitigation Plan establish Inglewood’s emergency preparedness programs. The Emergency Plan addresses the City’s planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The operational concepts reflected in the Emergency Plan focus on potential large-scale disasters which can pose major threats to life and property and which generate unique situations requiring planned synchronized emergency responses both within the City and as a part of the California Standardized Emergency Management System (SEMS). The Hazard Mitigation Plan, intended to augment the City’s Emergency Operations Plan and Procedures, provides direction and guidance to City departments and

the public concerning mitigation measures to lessen the risk of various hazards that threaten the City of Inglewood. [Technical Background Report, Chapter 6.8.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses changes or intensities that would likely impair implementation of or physically interfere with any emergency response plan or emergency evacuation plan.

When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to ensure that improvement plans, construction activities and operational characteristics would not conflict with and/or would continue to facilitate adequate emergency response, evacuation and preparedness. Compliance with these goals and procedures would reduce any potential impacts associated with emergency response plan, and impacts would be less than significant. Further analysis is not required at this time.

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

No Impact. No large open space areas prone to wildfires are located within Inglewood, nor is the City designated as a wildfire zone. Therefore, as no opportunity for any wildland fire to occur and expose people or structures to fire hazards, no impacts are anticipated. Further analysis is not required.

3.9 HYDROLOGY AND WATER QUALITY

IX. HYDROLOGY AND WATER QUALITY	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The City of Inglewood is located within the boundaries of three watersheds: Los Angeles, Ballona, and Dominguez. The City’s drainage system drains into the various tributaries of each watershed. The majority of the City is located within the Dominguez Watershed and drains southward into the Dominguez Channel and ultimately into the Los Angeles Harbor. However, some portions (the City’s northern area) drain westward into Centinela Creek that then flows west into the Ballona Creek, and part of the Morningside Park neighborhood drains northward into Ballona Creek and ultimately into the Santa Monica Bay. These areas are predominately channelized and urbanized with commercial and residential development. There is a strong correlation between decreasing water quality and increasing levels of development intensity. As such, surface and stormwater runoff generated within the City adds incrementally to reduced water quality downstream. [Technical Background Report, Chapters 5.2 and 6.3.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. Strategy 5 of the ECAP focuses on reduced water consumption (as well as reduced solid waste generation). Some of the recommended actions associated with Strategy 5 would serve to uphold water quality standards and ensure compliance with water runoff discharge requirements. This strategy includes actions for water conservation and water recycling, including the following:

- Increase locally sourced water. Increase the amount of water gathered from local sources. [Action 5.1]
- Increase recycled water use. Accelerate the use of recycled water for irrigation and landscaping. [Action 5.2]
- Use gray water. Adopt a community-wide ordinance that allows gray water “stub-outs” for residential properties and dual plumbing for indoor recycled water use for commercial and industrial development. [Action 5.3]

Water conservation and recycling efforts can benefit water quality by reducing the volume of water that is discharged. It also helps achieve water quality standards by reducing the volume of water that must be treated, allowing for a more efficient monitoring process of water quality criteria. In compliance with various Federal, State and County regulations, the City routinely requires implementation of Best Management Practices during construction activities, which include screening catch basins during construction and other similar practices. Similarly, any future improvement projects would also be subject to provisions of the National Pollution Discharge Elimination System (NPDES), Regional Water Quality Control Board (RWQCB) and City of Inglewood would ensure that future projects related to implementation of the ECAP would not violate any water quality standards or waste discharge requirements. Because actual improvements are not proposed at this time, the potential impact related to water quality from those improvements is difficult to predict. When proposed, all future improvement plans

will be evaluated by the City on a case-by-case basis to ensure that improvement plans are consistent with appropriate best management practices, low-impact development requirements and applicable water quality considerations. Therefore, any future improvements resulting from implementation of the ECAP would not substantially degrade water quality, and impacts would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The City of Inglewood, located within the greater Los Angeles metropolitan area, is urbanized and predominantly covered with impervious surfaces and the City is not considered a significant groundwater recharge area. [Technical Background Report, Chapter 5.2.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations.

Strategy 5 of the ECAP focuses on reduced water consumption (as well as reduced solid waste generation). Some of the recommended actions associated with Strategy 5 would serve to reduce water consumption, and thus reduce the need or rate of groundwater withdrawals. Strategy 1 also includes actions that target water conservation. These actions for water conservation and water recycling include the following:

- Increase locally sourced water. Increase the amount of water gathered from local sources. [Action 5.1]
- Increase recycled water use. Accelerate the use of recycled water for irrigation and landscaping. [Action 5.2]
- Use gray water. Adopt a community-wide ordinance that allows gray water “stub-outs” for residential properties and dual plumbing for indoor recycled water use for commercial and industrial development. [Action 5.3]
- Accelerate and expand low-flow water fixture programs. Accelerate the installation of low-flow water fixtures in residential homes and expand the program to commercial businesses. [Action 5.4]
- Reduce water for landscaping. Reduce landscaping water use by encouraging water-efficient irrigation systems, grass replacement, and planting native and drought-resistant trees and vegetation. [Action 5.5]
- Increase recycled water use. Increase the amount of recycled water used to irrigate municipal parks and landscaping. [Action 1.13]
- Accelerate water-efficient irrigation system deployment and native and drought-resistant vegetation planning. Replace all conventional irrigation and sprinkler systems with water-efficient irrigation systems by 2025 and transition to native and drought-tolerate vegetation. [Action 1.14]

Water conservation and recycling efforts can benefit the availability and sustainability of groundwater supplies by reducing the volume of water that is used. In addition, the City has already established several programs that promote water conservation. Combined, with the ECAP strategies, development of future projects that implement the ECAP are not anticipated to significantly deplete groundwater supplies. Therefore, it is concluded that groundwater supplies would not be significantly depleted, and the City’s recharge capability would not be lessened due to implementation of ECAP-strategies. As a result,

potential groundwater supply impacts would be less than significant. Further analysis is not required at this time.

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

Less Than Significant Impact. The City of Inglewood is located within the boundaries of three watersheds: Los Angeles, Ballona, and Dominguez. The City's drainage system drains into the various tributaries of each watershed. These areas are predominately channelized and urbanized with commercial and residential development. Most of the drainage networks are controlled by structural flood control measures, including debris basins, storm drains, underground culverts, and open concrete channels. [Technical Background Report, Chapters 5.2 and 6.3.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals.

Because actual improvements are not proposed at this time, potential impacts on existing drainage patterns, alteration of streams or rivers, or resulting erosion or siltation are difficult to predict. When proposed, all future improvement plans would be evaluated by the City on a case-by-case basis to ensure that improvement plans are consistent with required City and County standards. In compliance with various Federal, State and County regulations, the City routinely requires implementation of Best Management Practices during construction activities, which include screening catch basins during construction and other similar practices. Similarly, any future improvement projects would also be subject to provisions of the National Pollution Discharge Elimination System (NPDES), Regional Water Quality Control Board (RWQCB) and City of Inglewood would ensure that future projects related to implementation of the ECAP would not violate any water quality standards or waste discharge requirements. Therefore, the potential for the ECAP to result in significant alteration of existing drainage patterns or to generate erosion-related impacts would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. The City of Inglewood is located within the boundaries of three watersheds: Los Angeles, Ballona, and Dominguez. The City's drainage system drains into the various tributaries of each watershed. These areas are predominately channelized and urbanized with commercial and residential development. Most of the drainage networks are controlled by structural flood control measures, including debris basins, storm drains, underground culverts, and open concrete channels. [Technical Background Report, Chapters 5.2 and 6.3.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals.

Because actual improvements are not proposed at this time, potential impacts on existing drainage patterns, alteration of streams or rivers, or substantial increase in the rate or direction of surface water flow are difficult to predict. When proposed, all future improvement plans will be evaluated by the City on a case-by-case basis to ensure that improvement plans are consistent with required City and County standards. In compliance with various Federal, State and County regulations, the City routinely requires implementation of Best Management Practices and Low-Impact development techniques. Therefore, the

potential for the ECAP to result in significant alteration of existing drainage patterns or surface water flows would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. The City of Inglewood is situated mostly in the upper reaches of two local watersheds and is not located in any identified 50-year, 100-year or 500-year flood plain. Risks associated with flooding in the City tend to be localized and occur when the amount of water generated from rainfall and runoff exceeds the capacity of the storm drain system. The City's Storm Drain Maintenance Staff regularly clears the catch basins and drains of foliage, garbage, and other obstructions to allow the free flow of runoff to minimize the potential for and prevent flooding. However, due to design constraints, two specific intersections within the City (i.e., the intersections of West Century Boulevard/South Inglewood Avenue and the West Beach Avenue/Evergreen Street) have routinely been subject to flooding during heavier than average rain events. The City has sought to address this issue through its Storm Drain Master Study Plan. [Technical Background Report, Chapter 6.3.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. See Response 3.9.a and 3.9.d above.

- f) **Otherwise substantially degrade water quality?**

Less Than Significant Impact. See Responses 3.9.a through 3.9.e above.

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

No Impact. The City, situated mostly in the upper reaches of the Dominquez and Ballona Creek Watersheds, is not located in any identified 50-year, 100-year or 500-year flood plain. Therefore, the risks associated with flooding in the City tend to be localized and not due to any known delineation of a mapped flood hazard area. [Technical Background Report, Chapter 6.3.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations, and therefore it does not introduce new housing development. Because no new housing or structures are proposed and the City does not lie within a 100-year flood hazard area, there is little to no potential for impacts due to flood hazards. Future improvement projects related to implementation of the ECAP would not conflict with any FEMA map or regulation. Further analysis is not required.

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

No Impact. See Response 3.9.g above.

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

No Impact. See Responses 3.9.d, 3.9.e, 3.9.g and 3.9.h above.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The City of Inglewood is located more than 3 miles inland from the Pacific Ocean, and thus is located outside of the mapped tsunami inundation area as mapped by the California Emergency Management Agency. The City has two below-grade closed-tank reservoirs that, having a combined capacity of 20.6 million gallons, act as storage for the booster pump stations: the North Inglewood and Morningside Reservoirs. To minimize concerns due to rupture, the tanks are maintained at reduced capacity levels. [Technical Background Report, Chapter 6.3.] Hence, the City is not likely to experience impacts due to inundation by seiche, tsunami or mudflow, and no impacts are expected. Further analysis is not required. See Responses 3.9.g through 3.9.i above.

3.10 LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The ECAP is a policy-level document that does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not propose to change any existing land use designation or zoning classification that could divide the established community. Land uses with implementation of the ECAP anticipate that uses would continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. Because future ECAP improvements would not include any land uses or intensities that would significantly divide the City or a community, no impact is anticipated. Further analysis is not required.

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. These future improvements would not include any land uses or intensities that would conflict with City land use plans, policies, or regulations, and the strategies and recommendations of the ECAP have been developed to be consistent with the City's existing planning and policy documents. See also Responses 3.2.c, 3.4.e, 3.4.f, 3.7.b and 3.10.a above, and Response 3.16.a below.

The City will review all future improvements on a case-by-case basis and ensure that said improvement project would be consistent with the City's land use plans, policies, and regulations, including the General Plan, Zoning Code, etc. Therefore, any future improvements resulting from implementation of the ECAP are not anticipated to conflict with applicable planning, policy or zoning programs, and impacts would be less than significant. Further analysis is not required.

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

No Impact. The City of Inglewood is not regulated by any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). any unique or sensitive habitat, HCP, or NCCP. See Response 3.4.f above.

3.11 MINERAL RESOURCES

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

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

No Impact. The City of Inglewood is predominately urbanized and covered by infrastructure (e.g., roadways) and development. Within the City, oil is the only extractable resource known to exist with the possible associated presence of natural gas. Oil production, in terms of the number of wells, was greater in previous decades although substantial oil extraction still occurs in the Baldwin Hills. Within the City, there is only one remaining active oil well site, which is the seven-acre Brea Oil Company site at Eucalyptus Avenue and Hyde Park Boulevard. Other valuable mineral resources are not known to exist within the City. The City of Inglewood has a permit-issuance procedure (Special Use Permit) to evaluate any future oil drilling sites based on their locality, accessibility, and potential impact on adjacent land uses. Even if future sites are not established within the City boundaries, additional oil production of underlying fields is still possible with use of a variety of techniques such as slant-drilling. [Technical Background Report, Chapter 6.1.]

Due to its limited occurrence, the opportunity to impact any mineral resource that could be of value to the region and the residents of the State is not apparent, and no impacts are anticipated. Implementation of improvements recommended by the ECAP would not impact any know mineral resource. Further analysis is not required.

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

No Impact. See Response 3.11.a above.

3.12 NOISE

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

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does not introduce new housing or noise sensitive development. However, it is anticipated that implementation of the ECAP strategies would involve short periods of construction activity that would introduce construction-related noise.

Since actual improvement and/or retrofit projects are not being proposed at this time, it is not possible to specifically determine the level of noise impact that could result with the ECAP at a particular location. The City will review all future improvement and retrofit projects on a case-by-case basis and ensure that construction and operations of such future projects would comply with all appropriate regulations and standards, including the City's Noise Ordinance.

While implementation of the ECAP may indirectly result in temporary localized increases in ambient noise during construction or retrofit activities, such increases are not anticipated to be excessive nor exceed applicable standards, and impacts would be less than significant. Further analysis is not required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. See Response 3.12.a above. Because actual improvements are not proposed at this time, the potential to generate excessive groundborne vibration or noise levels is not anticipated except to the extent typical of standard construction activity, thus impacts would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses or intensities that would generate excessive levels of noise not otherwise typical within an urban environment. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations, therefore the relationship between existing and allowed land uses, including sensitive receptor uses, would not change. See also Responses 3.12.a and 3.12.b above. Because actual improvements are not proposed at this time, the potential to generate a substantial increase in ambient noise levels is not anticipated, thus impacts would be less than significant. Further analysis is not required.

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

Less Than Significant Impact. See Responses 3.12.a through 3.12.c above.

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

Less Than Significant Impact. See Response 3.8.e above. Land uses within the City are affected by aircraft utilizing the LAX airport. The California Division of Aeronautics has adopted the Community Noise Equivalent Level (CNEL) as a methodology for describing airport noise exposure and the LAX land use plan defines land areas within Inglewood that lie within the 65 dBA CNEL contour from airport operations. Although the City of Inglewood is located within the area of influence zone of the LAX airport, the City has implemented a voluntary Residential Sound Insulation Program funded by grants from Los Angeles World Airports (LAWA) and the Federal Aviation Administration (FAA) to lessen aircraft-related noise levels within residential uses. [Technical Background Report, Chapter 6.9.]

Strategy 2 of the ECAP seeks to increase energy efficiency within commercial and residential buildings, as well as infrastructure elements. One measure recommended under Strategy 2 is the continuation of the Residential Sound Insulation Program, which offers both noise attenuation and energy efficiency benefits. Other energy efficiency improvement programs and retrofits may offer further benefits for noise reduction within building interiors. Therefore, the ECAP would not expose people residing or working within the project area to excessive noise levels from nearby airport related uses, and impacts would be less than significant and ultimately beneficial. Further analysis is not required.

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

No Impact. See Response 3.8.f above. Because no private airstrips are within the area, there would be no opportunity for noise impacts related to proximity to a private airstrip, and no impact is anticipated. Further analysis is not required.

3.13 POPULATION AND HOUSING

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

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

No Impact. The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. These improvements would be consistent with the underlying General Plan and Zoning designations and would not include any land uses or intensities that would generate excessive levels of air emissions. Nor does the ECAP propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations; therefore, no change in population growth (directly or indirectly) is expected. While certain infrastructure improvements and enhancements are recommended by various ECAP strategies, the nature of those improvements are limited to energy efficiency enhancements that would result and the reduction of GHG emissions. Further, the goals and recommended improvements in the ECAP would not directly result in new employment or destination opportunities. Because implementation of the ECAP would not directly create or indirectly induce growth, no impacts are anticipated. Further analysis is not required.

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

No Impact. Implementation of the ECAP would not induce population growth. See Responses 3.10.b and 3.13.a above. Because no specific projects are proposed and no change in land use is proposed, the ECAP would not directly result in displacement of any housing, and no impact is anticipated. Further analysis is not required.

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

No Impact. See Responses 3.13.a and 3.13.b above.

3.14 PUBLIC SERVICES

<u>XIV. PUBLIC SERVICES</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) Fire protection?

No Impact. The City of Inglewood receives fire protection and paramedic services from the County of Los Angeles Consolidated Fire Protection District, also known as the Los Angeles County Fire Department (LACFD). Services include fire suppression, hazardous materials protection, emergency medical treatment including basic and advanced life support transportation, earthquake and fire safety planning, fire inspections and building plan reviews. The City belongs to Battalion 20 within Division 6 of the LACFD. Battalion 20 operates a total of five stations, four of which serve the City. Three of these stations are located within the City, while a fourth is located nearby within the unincorporated County territory of Lennox. In 2006, Battalion 20 employed approximately 75 full-time staff among the five different fire stations that serve the City. Based on a 2005 population estimate of 118,164, the City’s corresponding ratio was the equivalent of approximately 0.63 fire personnel per 1,000 residents. In 2005, with a total of 10,505 emergency incidents, each station averaged approximately 1,660 responses, which is well within the number of calls recommended by the Insurance Service Office (ISO) when rating a community for fire insurance rates. [Technical Background Report, Chapter 6.6; and <<http://www.fire.lacounty.gov/HometownFireStations/HometownFireStations.asp#Battalion20>>.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. The ECAP and its recommended improvements would not require additional fire protection or emergency response services, nor is it anticipated to trigger any changes that would affect police protection services. Existing fire protection and emergency response services would be adequate in accommodating any future improvement project related to implementation of the ECAP. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect fire protection, and no impact is anticipated. Further analysis is not required.

b) Police protection?

No Impact. Law enforcement services in the City are provided by the Inglewood Police Department (IPD), which is housed at the headquarters located adjacent to Inglewood City Hall at 1 Manchester Boulevard. As of 2006, the IPD had 197 actual sworn officers and approximately 61 civilian personnel. Based on a 2005 population estimate of 118,164, the City's corresponding ratio was approximately 1 officer per 1,000 residents. [Technical Background Report, Chapter 6.6.]

The ECAP is a policy-level document focused primarily on operational and design strategies applicable to existing and future development; however, the ECAP does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The ECAP does recommend improvements and retrofits of existing buildings to ensure the City does not exceed GHG thresholds and ultimately achieves its targeted GHG goals. The ECAP does not propose to change any existing land use designation or zoning classification, and anticipates that land uses will continue to be consistent with the underlying Inglewood General Plan and Zoning Code designations. The ECAP and its recommended improvements would not require additional police protection services, nor is it anticipated to trigger any changes that would affect police protection services. Existing police protection services would be adequate in accommodating any future improvement project related to implementation of the ECAP. Therefore, any future improvements resulting from implementation of the ECAP would not have the opportunity to affect police protection, and no impact is anticipated. Further analysis is not required.

c) Schools?

No Impact. The ECAP would not generate development or changes in land use intensities that would change or increase student enrollment at the City's School Districts. As discussed above (see Response 3.13.a), the ECAP would not generate population growth that could impact school services. However, implementation of the strategies and recommendations of the ECAP could result in the retrofit of some or all of the City of Inglewood's approximately 20 public schools to increase energy efficiencies and reduce the emission of GHG. Such improvements, if any, would be voluntary and reviewed, approved and coordinated directly through the school district to ensure that adverse physical impacts would be avoided. In addition, retrofit projects at non-school facilities would be evaluated on a case-by-case basis to ensure that construction and operations of any future projects would comply with all appropriate regulations and standards of the City and would not disturb any nearby schools. Hence no impact is anticipated and further analysis is not required.

d) Parks?

No Impact. The ECAP would not generate development or changes in land use intensities that would change or increase demand for public parks and recreational facilities within the City. As discussed above (see Response 3.13.a), the ECAP would not generate population growth that could impact park facilities and recreational services. However, implementation of the strategies and recommendations of the ECAP could result in the retrofit of some or all of the City of Inglewood's approximately public parks to increase energy efficiencies, water conservation and similar actions that could reduce the emission of GHG. Such improvements would be reviewed by the City and approved and coordinated to ensure that adverse physical impacts to park facilities would be avoided. In addition, retrofit projects at non-park facilities would be evaluated on a case-by-case basis to ensure that construction and operations of any future projects would comply with all appropriate regulations and standards of the City and would not disturb any nearby parks. Hence no impact is anticipated and further analysis is not required.

e) Other public facilities?

Less Than Significant Impact. See Responses 3.14 a through 3.14.d above. Because substantial growth is not anticipated and no specific new development is proposed, physical adverse impacts to public facilities is generally not anticipated. However, several strategies of the ECAP recommend or require improvements or retrofits to municipal buildings. Retrofit projects at public facilities would be

evaluated on a case-by-case basis to ensure that construction and operations of any future projects would comply with all appropriate regulations and standards would not be detrimental to the those facilities or the public-at-large. Hence, potential impacts to public facilities are anticipated to be less than significant and further analysis is not required.

3.15 RECREATION

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

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. See Response 3.14.d above.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. See Response 3.14.d above.

3.16 TRANSPORTATION AND TRAFFIC

<u>XVI. TRANSPORTATION AND TRAFFIC</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The ECAP would not generate development and additional traffic movements that would burden the existing street and circulation system. Existing streets will be capable of servicing the ECAP and its recommended improvements. Since actual improvement and/or retrofit projects are not being proposed at this time, it is not possible to specifically determine the level of impact that could result with the ECAP at a particular location. The ECAP recommends improvements to reduce GHG by expanding the City’s pedestrian and bicycle network, promoting a comprehensive transit system, and other related measures to improve the efficiency of the existing transportation network by reducing roadway congestion and improving the capacity of Inglewood’s streets. Specifically, Strategy 4 addresses a range of recommendations that target improving transportation options. This strategy covers a broad range of activities that aim to reduce vehicle miles traveled, improve mobility, and enhance vehicle fuel efficiency. Specific implementation measures involve encouraging land uses modifications, adopting a new perspective on community design, promoting alternative modes of travel, and revising antiquated parking standards. Specific actions that could improve the effectiveness and performance of the circulation system for all modes of transportation, including mass transit and non-motorized components, include the following:

- Continue implementation of Intelligent Transportation System Plan. Improve traffic flow by using Intelligent Transportation System elements to reduce delay, increase incident response time, and provide real-time information. [Action 4.1]
- Continue to make street and sidewalk improvements to ensure a safe and convenient system for pedestrian. Use the Capital Improvement Program to improve pedestrian safety and access through City-wide corridor improvements. [Action 4.2]
- Crenshaw Corridor Light Rail Service. Work with Metro to develop station areas in Inglewood for the Crenshaw Corridor Light Rail Service. [Action 4.3]
- Provide and expand local shuttle service. Provide and expand local shuttle services like the I-Line. [Action 4.4]
- Prioritize transportation funding for pedestrians and cyclists around transit. Prioritize transportation funding around transit stations to encourage walking and bicycling and to calm traffic. [Action 4.5]
- Improve transit stops. Work with Metro to improve the safety and cleanliness of transit stop and provide real-time service information. [Action 4.6]
- Expand bike lanes. Implement the General Plan proposed bicycle routes. [Action 4.7]
- Increase bicycle parking. Require new commercial and multifamily housing to provide secure bicycle parking. [Action 4.8]
- Provide end-of-trip facilities. Encourage employers to provide end-of-trip facilities, including bike lockers, showers, and changing spaces. [Action 4.9]
- Implement market rate pricing for on-street parking new transit. Introduce market rate pricing for on-street parking within one quarter of a mile from Crenshaw Transit Corridor Stations. [Action 4.10]

- Limit parking for new development. Establish parking maximums for new development within one-half mile of future rail or rapid bus stations. [Action 4.11]
- Unbundle parking. Unbundle parking from residential property cost for new construction in the Downtown TOD overlay zone. [Action 4.12]
- Allow parking cash out. Allow parking cash out for City Hall and businesses within ½ of a mile from Crenshaw Transit Corridor Stations. [Action 4.13]
- Explore expanding the residential parking permit program. Explore expanding the existing residential area parking permit program within the City. [Action 4.14]
- Implement a voluntary commute trip reduction program. Implement a voluntary commute trip reduction program that includes a ridesharing website. [Action 4.15]
- Encourage telecommuting and alternative work schedules. Encourage employers to offer telecommuting and alternative work schedules to workers. [Action 4.16]
- Establish commute trip reduction marketing. Coordinate with Metro, government agencies, and non-profits to implement region and city-wide commute trip reduction marketing. [Action 4.17]
- Encourage subsidized or discounted transit program. Work with local employers encouraging them to implement subsidized or discounted transit program. [Action 4.18]
- Provide employer-sponsored vanpool and shuttles. Encourage employers to provide vanpool and shuttles from major transit station. [Action 4.19]
- Target future development in areas around transit stations. Target future development in areas around Crenshaw Rail transit stations. [Action 4.20]
- Build affordable and market rate housing. Build affordable and market rate housing, particularly in areas around transit stations. [Action 4.21]

Implementation of these action items could directly improve the efficiency of the circulation system by improving its safety and enhancing non-motorized elements. Additional actions seek to minimize trip demand, which in turn could reduce roadway congestion and thereby boost the effectiveness, efficiency and performance of the circulation system. ECAP strategies and recommendations are intended to supplement existing plans, ordinances and policies by working within the transportation-related policy framework that has already been established. Because the ECAP does not conflict with applicable plans, policies or ordinances, and in fact recommends strategies to further the goals of such transportation-related policy documents, the potential for impact is less than significant. Further study is not required.

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

Less Than Significant Impact. The Los Angeles County Congestion Management Program (CMP) was developed as a means of addressing regional traffic growth and congestion as a function of land use and development decisions. The CMP includes City arterial roadways and intersections. The ECAP would not directly generate development that could result in additional traffic movements that would significantly burden the existing street and circulation system or conflict with the County CMP. Existing streets would be capable of servicing the ECAP and its recommended improvements. Since actual improvement and/or retrofit projects are not being proposed at this time, the potential for development that would conflict with the CMP is less than significant.

The ECAP recommends improvements to reduce GHG by expanding the City's pedestrian and bicycle network, promoting a comprehensive transit system, and other related measures to improve the efficiency of the existing transportation network by reducing traffic congestion and improving the capacity of Inglewood's streets. See Response 3.16.a above. Continued compliance with existing congestion management programs, supplemented by the strategies and actions of the ECAP, would further ensure that potential conflicts with the County's CMP would not result with the ECAP. Further analysis is not required.

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

No Impact. See also Responses 3.8.e and f, and 3.10.b, above. Implementation of the ECAP would not result in conflicts that could affect any air traffic patterns. Further analysis is not required.

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

Less Than Significant Impact. Those improvements recommended by the ECAP that relate to traffic circulation and access will be required to comply with all applicable City standards and regulations. City standards require that circulation and street improvements be designed to ensure that significant safety hazards would not result with any development and that all driveways and access points be designed with sufficient vehicular sight distance. ECAP Strategy 4 addresses a range of recommendations that target improving transportation options. This strategy covers a broad range of activities that aim to reduce vehicle miles traveled, improve mobility, and enhance vehicle fuel efficiency. Specific actions that seek to minimize transportation-related hazards and maximize safety for both motorized and non-motorized components include the following:

- Continue implementation of Intelligent Transportation System Plan. Improve traffic flow by using Intelligent Transportation System elements to reduce delay, increase incident response time, and provide real-time information. [Action 4.1]
- Continue to make street and sidewalk improvements to ensure a safe and convenient system for pedestrian. Use the Capital Improvement Program to improve pedestrian safety and access through City-wide corridor improvements. [Action 4.2]
- Prioritize transportation funding for pedestrians and cyclists around transit. Prioritize transportation funding around transit stations to encourage walking and bicycling and to calm traffic. [Action 4.5]

Implementation of these action items could result in beneficial improvements that would enhance the safety of the circulation system. Additional actions seek to minimize trip demand, which in turn could improve safety for non-motorized components of the circulation system. The City will review all future improvement projects on a case-by-case basis to ensure that access and circulation features are properly designed to reduce potential safety hazards. Further analysis is not required at this time.

e) Result in inadequate emergency access?

Less Than Significant Impact. Those improvements recommended by the ECAP that relate to traffic circulation and access will be required to comply with all applicable City standards and regulations. City standards require that circulation and street improvements be designed to ensure that significant safety hazards would not result with any development and that adequate access is maintained. See also Response 3.16.d above. The City will review all future improvement projects on a case-by-case basis to ensure that access and circulation features are properly designed to provide adequate emergency access, thus, reducing potential safety hazards. Further analysis is not required at this time.

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

Less Than Significant Impact. One of the key strategies of the ECAP is to reduce GHG by expanding the City's pedestrian and bicycle network, promoting a comprehensive transit system, and other related measures to improve the efficiency of the City's existing transportation network. ECAP strategies and recommendations are intended to supplement existing plans, ordinances and policies by working within the transportation-related policy framework that has already been established. Specifically, ECAP Strategy 4 addresses a range of recommendations that target improving transportation options, including aspects involving mass transit and non-motorized components. Specific recommended actions that may

benefit public transit, bicycle and pedestrian facilities and reinforce compliance with existing adopted policies, plans and programs for these facilities, include the following:

- Continue to make street and sidewalk improvements to ensure a safe and convenient system for pedestrian. Use the Capital Improvement Program to improve pedestrian safety and access through City-wide corridor improvements. [Action 4.2]
- Crenshaw Corridor Light Rail Service. Work with Metro to develop station areas in Inglewood for the Crenshaw Corridor Light Rail Service. [Action 4.3]
- Provide and expand local shuttle service. Provide and expand local shuttle services like the I-Line. [Action 4.4]
- Prioritize transportation funding for pedestrians and cyclists around transit. Prioritize transportation funding around transit stations to encourage walking and bicycling and to calm traffic. [Action 4.5]
- Improve transit stops. Work with Metro to improve the safety and cleanliness of transit stop and provide real-time service information. [Action 4.6]
- Expand bike lanes. Implement the General Plan proposed bicycle routes. [Action 4.7]
- Increase bicycle parking. Require new commercial and multifamily housing to provide secure bicycle parking. [Action 4.8]
- Provide end-of-trip facilities. Encourage employers to provide end-of-trip facilities, including bike lockers, showers, and changing spaces. [Action 4.9]
- Encourage subsidized or discounted transit program. Work with local employers encouraging them to implement subsidized or discounted transit program. [Action 4.18]
- Provide employer-sponsored vanpool and shuttles. Encourage employers to provide vanpool and shuttles from major transit station. [Action 4.19]
- Target future development in areas around transit stations. Target future development in areas around Crenshaw Rail transit stations. [Action 4.20]
- Build affordable and market rate housing. Build affordable and market rate housing, particularly in areas around transit stations. [Action 4.21]

Implementation of these action items could reinforce compliance with existing adopted plans, policies and programs that support public transit, and bicycle and pedestrian facilities.

Additional actions seek to minimize trip demand and traffic-flow efficiency, which in turn could reduce roadway congestion and thereby boost the effectiveness, safety and performance of the transit, bicycle and pedestrian facilities. Implementation of these actions would not result in a conflict for existing policies intended to further the cause of public transit, bicycle or pedestrian facilities, and in fact the ECAP may further enhance the City's ability to implement these policies. See also Responses 3.16, a, c, d and e, above.

Because the ECAP does not conflict with applicable plans, policies or ordinances, and in fact recommends strategies to further the goals of such transportation-related policy documents, including those regarding public transit, bicycle, and pedestrian facilities, the potential for impact is less than significant. Further study is not required.

3.17 UTILITIES AND SERVICE SYSTEMS

<u>XVII. UTILITIES AND SERVICE SYSTEMS</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The Los Angeles County Sanitation District (LACSD) manages wastewater collection and treatment for the City of Inglewood. The City's estimated 10.6 million gallons per day (mgd) of wastewater flows to the Joint Water Pollution Control Plant (advanced primary with partial secondary treatment) located in the City of Carson. LACSD is also responsible for monitoring industrial waste discharges into the wastewater system. [Technical Background Report, Chapter 3.2.]

The ECAP would not generate development or changes in land use intensities that would change or increase the volume of wastewater generation or the demand for wastewater treatment. As discussed above (see Response 3.13.a), the ECAP would not generate population growth that could result in increased wastewater treatment needs. Implementation of the ECAP's recommendations and retrofits would not affect non-City operated facilities located outside of the City limit. Therefore the potential to exceed wastewater treatment requirements, treatment capacities, violate water quality standards, or waste discharge requirements of the City and Regional Water Quality Control Board is not anticipated and no impact would occur. Further analysis is not required.

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

No Impact. See Response 3.17.a above.

c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The City of Inglewood owns and maintains approximately 12 miles of reinforced concrete pipes and 464 catch basins throughout and immediately adjacent to the City. The Los Angeles County Flood Control District (LACFCD) also operates roughly 42 miles of storm drain pipes along with 889 catch basins within City limits. The City is already urbanized with a high concentration of impermeable surfaces that either collect, concentrate, or magnify storm water flows. There are a variety of surface water management providers in the County that manage water quality and storm water runoff from new development. And, the City has an active program to implement the requirements of the National Pollutant Discharge Elimination System (NPDES).

See Responses 3.9.a through 3.9.j above. The ECAP does not propose any improvements at this time that would affect storm water flows, storm water facilities or flood conditions. Further, the ECAP would not involve changes to any land uses or development intensities that would require new drainage facilities or expansion of existing facilities. Therefore, impacts to storm water facilities would be less than significant, and further analysis is not required.

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

Less Than Significant Impact. The City of Inglewood provides water to 86 percent of its residences and businesses, while the remaining areas/customers receive water service by Golden State Water Company and Cal America Water. The Cal-America Water Company serves a small area in the northwest area portion of the City. The Golden State Water Company, formerly Southern California Water Co., provides water to a significant area located south of Century Boulevard to the City's boundary. The City purchases approximately 55 percent of its water from West Basin Municipal Water District (WBMWD) and pumps approximately 45 percent from the City's local groundwater basin. The water provided by the City is pumped from City-owned wells, treated, and blended with water purchased from the WBMWD. [Technical Background Report, Chapter 3.1.]

The ECAP does not propose improvements that would increase demand or burden the existing water supply levels in the City. Future ECAP recommendations and improvements would be consistent with the underlying General Plan and Zoning designations and would induce growth or change any land uses or intensities that would require additional water supplies or new or expanded water entitlements. However, the ECAP does recommend strategies that target improved energy efficiencies through aggressive water conservation practices and programs that seek to minimize water treatment and pumping needs, which in turn would result in a significant reduction in electricity used to operate water supply treatment and distribution facilities.

Strategy 5 of the ECAP focuses on reduced water consumption and waste. Some of the recommended actions with this strategy would serve to reduce water consumption, and thus reduce demand on water supply. Strategy 1 also includes actions that target water conservation. Recommended water conservation and water recycling actions of the ECAP include the following:

- Increase locally sourced water. Increase the amount of water gathered from local sources. [Action 5.1]
- Increase recycled water use. Accelerate the use of recycled water for irrigation and landscaping. [Action 5.2]
- Use gray water. Adopt a community-wide ordinance that allows gray water "stub-outs" for residential properties and dual plumbing for indoor recycled water use for commercial and industrial development. [Action 5.3]
- Accelerate and expand low-flow water fixture programs. Accelerate the installation of low-flow water fixtures in residential homes and expand the program to commercial businesses. [Action 5.4]

- Reduce water for landscaping. Reduce landscaping water use by encouraging water-efficient irrigation systems, grass replacement, and planting native and drought-resistant trees and vegetation. [Action 5.5]
- Increase recycled water use. Increase the amount of recycled water used to irrigate municipal parks and landscaping. [Action 1.13]
- Accelerate water-efficient irrigation system deployment and native and drought-resistant vegetation planning. Replace all conventional irrigation and sprinkler systems with water-efficient irrigation systems by 2025 and transition to native and drought-tolerate vegetation. [Action 1.14]

Water conservation and recycling efforts can benefit the demand for water supply by reducing the volume of water that is consumed, thus potentially sustaining the availability of available water supply entitlements even as growth occurs. In addition, the ECAP estimates that implementation of these strategies could reduce GHG emissions by as much as 1,142 MTCO₂E for 2020 and 1,842 MTCO₂E for 2035. See also Response 3.9.b above.

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

No Impact. See Response 3.17.a above.

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

Less Than Significant Impact. The primary solid waste facilities serving the City of Inglewood are the Puente Hills Landfill and the Carson Transfer Station, which transfers solid waste to the El Sobrante Landfill located in Riverside County, California. The residential solid waste represents up to 48 percent of the City-generated waste, while the commercial sector makes up the remaining 52 percent of the waste disposed to the landfills. The majority of residential solid waste generated in the City of Inglewood is collected and transported to a City-owned transfer station, where it is then consolidated and transported to a materials recovery facility where recycling materials are mechanically sorted. The remaining solid waste is then taken to one of three County landfills. [Technical Background Report, Chapter 3.4.]

The ECAP does not propose specific improvements that would increase generation of solid waste or demand for solid waste disposal at landfills. Future ECAP recommendations and improvements would be consistent with the underlying General Plan and Zoning designations and would induce growth or change any land uses or intensities. However, future projects that serve to implement the ECAP, including retrofits, demolitions and new construction, could generate construction debris. In order to fulfill the requirements of the State mandate, the City of Inglewood has adopted city-wide policies and ordinances related to solid waste management. These regulations target waste diversion and recycling, including recycling of demolition and construction debris, as a best management practice.

Further, one of the key strategies of the ECAP is to reduce GHG by promoting the reduction of waste through public education and actively reducing the volume of solid waste through enhanced recycling rates. Therefore, the ECAP could reflect an overall benefit in relation to reducing service burden on landfills. The ECAP supports the City's existing recycling policies and programs by recommending improvements and guidelines for the continued recycling of solid waste.

It is anticipated that the City will review all future improvements on a case-by-case basis and ensure those improvements employ best management practices for waste diversion, including recycling of demolition and construction debris, and that any project would be accommodated by existing landfill facilities and available capacities, as applicable. Therefore, potential impacts to landfills and solid waste disposal needs are anticipated to be less than significant. Further analysis is not required.

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

Less Than Significant Impact. See Response 3.17.f above.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact. The ECAP was designed to provide clear policy guidance to City staff and decision-makers on how to reduce greenhouse gas emissions. The ECAP identifies strategies to reduce emissions with a range of voluntary, State-level emissions reduction goals and strategies for improving connectivity and land use patterns, transportation modes and systems, incorporating energy efficiency standards, increasing the City’s renewable energy supply, and devising adaptation measures.

Overall, the potential impacts from the ECAP project are anticipated to have no impact or less than significant impacts, and for some environmental issues (e.g., air quality, water supply, solid waste disposal, etc.), the result effect from implementation of the ECAP may even be beneficial. See Responses 3.1.a through 3.17.g above. As a result, the ECAP and its recommended improvements would not significantly impact any fish or wildlife species or habitat; fish or wildlife population; plant or animal community; rare or endangered plant or animal species; or historical or prehistorical resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Less Than Significant Impact. The ECAP and its recommended strategies and improvements would not generate significant impacts that are individually limited, but would become cumulatively considerable. See also Response 3.3.c above.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. As reflected in the responses above, the ECAP and its recommended strategies and improvements would not significantly directly or indirectly affect human beings.

SECTION 4: REFERENCES

4.1 LIST OF PREPARERS AND PERSONS CONSULTED

City of Inglewood

- Linda F. Tatum, AICP, Acting Director of Economic and Community Development
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- Matt Burris, AICP, Principal Planner
- Eric Yurkovich, Senior Planner

4.2 LIST OF REFERENCES

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< <http://www.qcode.us/codes/inglewood/>> and
<http://www.cityofinglewood.org/depts/pw/gis/gis_map_counter_services/map_room/planning/zoning.asp>

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SECTION 5: SUMMARY OF IMPACTS AND MITIGATION MEASURES

This IS has determined that the proposed ECAP would not result in any significant effect on the environment. Further, the IS has determined that self-mitigating project features are already incorporated into the ECAP (as strategy policies and implementing actions) or that implementation of standard conditions and best management practices already required by the City and other regulating agencies, are sufficient to ensure that all potential impacts would remain less than significant. Therefore, no mitigation measures are required.

Because the proposed project would not have a significant effect on the environment, a ND will be adopted as the appropriate document to provide the necessary environmental clearance for the ECAP.

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