

4.H ENERGY RESOURCES

4.H.1 INTRODUCTION

This section assesses the significance of the use of energy, including electricity, natural gas and gasoline and diesel fuels that would result from the proposed Downtown Inglewood and Fairview Heights TOD Plan. It discusses existing energy use patterns, and examines whether the Downtown Inglewood and Fairview Heights TOD Plan would result in the consumption of large amounts of fuel or energy, or use of such resources in a wasteful manner.

Refer to Section 4.G, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas emissions. Refer to Section 4.N, *Utilities, Service Systems, and Water Supply*, for a discussion of water consumption.

4.H.2 APPLICABLE PLANS, POLICIES, AND REGULATIONS

Implementation of the proposed Downtown Inglewood and Fairview Heights TOD Plan is subject to a range of federal, state, regional, and local plans, policies, and regulations, which are described below.

FEDERAL PLANS, POLICIES, AND REGULATIONS

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

In response to the *Massachusetts et al. vs. Environmental Protection Agency et al.* ruling, the Bush Administration issued an executive order on May 14, 2007, directing the Environmental Protection Agency (EPA) and Department of Transportation (US DOT) to establish regulations that reduce greenhouse gas (GHG) emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFÉ) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFÉ standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

STATE PLANS, POLICIES, AND REGULATIONS

California Public Utilities Commission Plans and Programs

The California Public Utilities Commission (CPUC) has authority to set electric rates, regulate natural gas utility service, protect consumers, promote energy efficiency, and ensure electric system reliability. The CPUC has established rules for the planning and construction of new transmission facilities, distribution facilities, and substations. Utility companies are required to obtain permits to construct certain power line facilities or substations. The CPUC also has jurisdiction over the siting of natural gas transmission lines.

The CPUC regulates distributed energy generation policies and programs for both customers and utilities. This includes incentive programs (e.g., California Solar Initiative) and net energy metering policies. Net energy metering allows customers to receive a financial credit for power generated by their on-site system and fed back to the utility. The CPUC is involved with utilities through a variety of energy procurement programs, including the Renewable Portfolio Standard program.

In 2008, the CPUC adopted the Long Term Energy Efficiency Strategic Plan, which is a road map to achieving maximum energy savings in California through 2020. Consistent with California's energy policy and electricity "loading order," the Energy Efficiency Strategic Plan indicates that energy efficiency is the highest priority resource in meeting California's energy needs. The CPUC also adopted energy goals that require all new residential construction in California to be zero net energy by 2020. The zero net energy goal means new buildings must use a combination of improved efficiency and distributed renewable energy generation to meet 100 percent of their annual energy need. In addition to the zero net energy goals for residential buildings by 2020, the CPUC has adopted goals that all new commercial construction in California will be zero net energy by 2030 and 50 percent of existing commercial buildings will be retrofit to zero net energy by 2030.

California Green Building Standards Code, California Code of Regulations Title 24

The 2013 California Green Building Standards Code ([Title 24] CCR Part 11 [CALGREEN]) took effect January 1, 2014. These comprehensive regulations are designed to achieve major reductions in GHG emissions, energy consumption, and water use. CALGREEN requires every new building constructed in California to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low-pollutant-emitting materials. It also requires separate water meters for non-residential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects and mandatory inspections of energy systems (e.g., heat furnace, air conditioner, and mechanical equipment) for non-residential buildings larger than 10,000 square feet to ensure that all are working at their maximum capacity and according to their design efficiencies.

Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased

from 33 percent to 50 percent by December 31, 2030, thereby doubling energy efficiency within the state. SB 350 makes revisions to the California Renewable Portfolio Standards (RPS) Program and to certain other requirements on public utilities and publicly owned electric utilities. SB 350 also requires local publicly owned electric utilities to establish annual targets for energy efficiency savings and demand reduction consistent with a statewide goal established by the California Public Utilities Commission, and provides incentives for electrification of rail facilities. Local utilities would be required to develop more detailed strategies and incentives for use of renewable energy sources, resulting in an increased demand for renewable energy generation.

SB 350 emphasizes the important role of electric vehicles in California's overall scheme to combat climate change, declaring that "[d]eploying electric vehicles should assist in grid management, integrating generation from eligible renewable energy resources, and reducing fuel costs for vehicle drivers...." The bill promotes the development of additional electric vehicle charging infrastructure to encourage greater use of electric cars, and requires electrical utilities to include expansion of electrical vehicle charging facilities as part of their strategies and incentives for reducing overall energy consumption.

SB 350 does not establish specific development standards for projects such as the proposed TOD Plan.

Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005)

Assembly Bill 1007 required the California Energy Commission (CEC) to prepare a state plan (State Alternative Fuels Plan) to increase the use of alternative fuels in California. The Commission prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board and in consultation with other state, federal, and local agencies. The final State Alternative Fuels Plan, published in December 2007, attempts to achieve an 80-percent reduction in greenhouse gas emissions associated with personal transportation, even as California's population increases. Measures proposed that would reduce petroleum fuel use include:

1. Lowering the energy needed for personal transportation by tripling the energy efficiency of on-road vehicles by 2050 through:
 - a. Conventional gas, diesel, and flexible fuel vehicles (FFVs) averaging more than 40 miles per gallon (mpg).
 - b. Hybrid gas, diesel, and FFVs averaging almost 60 mpg.
 - c. All electric and plug-in hybrid electric vehicles (PHEVs) averaging well over 100 mpg (on a greenhouse gas equivalents [GGE] basis) on the electricity cycle.
 - d. Fuel cell vehicles (FCVs) averaging over 80 mpg (on a GGE basis).
2. Moderating growth in per capita driving, reducing today's average per capita driving miles by about 5 percent or back to 1990 levels.
3. Changing the energy sources for transportation fuels from the current 96 percent petroleum-based to approximately:
 - a. 30 percent from gasoline and diesel from traditional petroleum sources or lower GHG emission fossil fuels such as natural gas.

- b. 30 percent from transportation biofuels.
 - c. 40 percent from a mix of electricity and hydrogen.
4. Producing transportation biofuels, electricity, and hydrogen from renewable or very low carbon-emitting technologies that result in, on average, at least 80 percent lower life cycle GHG emissions than conventional fuels.
5. Encouraging more efficient land uses and greater use of mass transit, public transportation, and other means of moving goods and people.

Performance Standard for Baseload Power Generation

SB 1368 (Chapter 598, Statutes of 2006) required the CPUC to establish a GHG emissions performance standard for “baseload” generation from investor-owned utilities of 1,100 lbs CO₂/MWh. The CEC established a similar standard for local publicly owned utilities. All electricity provided to California, including imported electricity, must be generated from plants that meet or exceed this standard.

SB 1, California Solar Initiative

Also known as “Million Solar roofs” legislation, SB1 set a goal of installing 3,000 megawatts of new solar energy generation by 2017. New buildings within the Downtown Inglewood and Fairview Heights planning areas will be required to be designed to allow for roof-mounted solar installation.

Renewable Portfolio Standard

California law (SB XI-2, Statutes of 2011) requires retail suppliers of electricity to procure at least 33 percent of annual retail sales from eligible renewable energy sources by 2020.

Executive Order S-03-05

Executive Order S-03-05 mandates that California emit 80 percent fewer greenhouse gases in 2050 than it emitted in 1990. Energy efficiency and reduced vehicle miles traveled (VMT) would play important roles in achieving this aggressive goal.

Executive Orders S-14-08 and S-21-09

Since 2006, California has had a mandate to increase the use of renewable generation to 20 percent of retail electricity sales by 2010 (see description of SB 1078, above, and SB 107). In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which raises California’s renewable energy goals to 33 percent by 2020. This enhanced target is intended to help California meet statewide greenhouse gas emission reduction targets. This has been reiterated by California Executive Order S-21-09 which charges the California Air Resources Board (CARB), by July 31, 2010, to establish a regulation consistent with this 33 percent target by 2020. This is a further increase in RPS over SB 1078 and SB 107.

LOCAL PLANS, POLICIES, AND REGULATIONS

Inglewood General Plan

The City of Inglewood General Plan does not contain any policies or regulations specifically related to energy resources.

Inglewood Energy and Climate Action Plan

The City of Inglewood developed an Energy and Climate Action Plan (ECAP) in 2013 that evaluates both energy and greenhouse gas emissions. In addition, the Inglewood ECAP is a roadmap for achieving community-wide energy and greenhouse gas emissions reductions that encourages the City to grow more sustainably. The ECAP includes the following: an energy and greenhouse gas emissions inventory, reduction target/goal, reduction strategies, and an implementation program. The ECAP sets forth six general strategies: (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 the potential for climate change. Relevant measures from the ECAP include:

- Lead by Example
 - Replace City-owned street, park, traffic lights with LED lights
 - Electric Vehicle Infrastructure
 - Water efficient irrigation systems and recycled water use in municipal parks and landscaping
 - Increase open space and tree planting
- Increase Energy Efficiency
 - Explore development of commercial and residential energy conservation ordinances
 - Identify energy efficiency upgrades for historic buildings
 - Explore development of a multi-family retrofit program
 - Replace non-city owned street and parking lot lighting with LED lights
- Support Renewable Energy Generation
 - Pursue loans, grants, rebates and incentives for installation of renewable energy generation facilities
- Improve Transportation Options and Manage Transportation
 - Installation of Intelligent Transportation System elements
 - Pedestrian safety and access improvements
 - Crenshaw Corridor light rail service
 - Local shuttle service
 - Prioritize transportation funding for pedestrians and bicycles around transit
 - Expand bicycle lanes
 - Increase bicycle parking
 - Encourage provision of “end of trip” facilities (bike lockers, showers, changing spaces) at places of employment
 - Explore limiting parking for new development within one-half mile of transit stations

4.H.3 ENVIRONMENTAL SETTING

ELECTRICITY

The Southern California Edison Company is the electrical purveyor for the City of Inglewood, and services approximately 59,468 customers/meters in the City (SCE, 2016). In Downtown Inglewood's residential neighborhoods, existing electrical facilities consist of an overhead electrical system, including poles carrying low voltage conduits along with telecommunication and cable TV facilities. In most of the commercial and industrial areas in the Downtown area, the existing electrical networks are underground within all the streets (JMC² 2015).

In the Fairview Heights area, all of the existing electrical facilities are overhead with poles carrying low voltage conduits along with telecommunication and cable TV facilities. Most of the overhead electrical lines and poles are located at the back of single-family residences, and in between streets and parcels (JMC,² 2015).

Southern California Edison is currently in the process of rehabilitating the 39 circuits that serve the City to ensure system reliability. The rehabilitation process includes equipment replacement, safety upgrades, and installation of alternate sources of power (SCE, 2016).

NATURAL GAS

The Southern California Gas Company is the natural gas purveyor within the City of Inglewood. Both TOD Plan areas have an extensive natural gas facility network with good comprehensive coverage. The existing gas lines within the project area ranges in size from one-inch to 10-inches (JMC² 2015).

In 2014, the Southern California Gas Company developed an implementation plan for the orderly and cost-effective testing and where needed replacement of natural gas transmission pipelines in the system that had not previously been pressure-tested. Since implementation of this plan upgrade, the Southern California Gas Company has replaced or retrofitted equipment, and installed mainline valves with the energy-saving technology that allows them to be opened or closed remotely by system operators at a central control location, or that automatically shuts off the flow of natural gas in the event of a large pressure drop (SCG, 2016).

Recent natural gas infrastructure improvements near the TOD Plan areas include pipeline replacement within Crenshaw Boulevard near Manchester Boulevard and Florence Avenue and hydrostatic pressure testing of existing pipelines (SCG, 2016).

The Southern California Gas Company expects its active meters to grow an average of 0.8 percent annually from 2013 through 2035. However, the Gas Company projects total gas demand to decline at an annual rate of 0.33 percent from 2013 to 2035 (CGEU, 2014). The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to "Advanced Metering Infrastructure" (CGEU, 2014).

The Southern California Gas Company has developed projections for capacity and demand for gas supplies through 2035, which shows a capacity of 3,875 billion cubic feet and a demand of 2,647 billion cubic feet in an average temperature year (CGEU, 2014).

4.H.4 SIGNIFICANCE CRITERIA

Appendix F of the CEQA Guidelines provides guidance for assessing energy impacts of projects. The appendix provides three goals:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on natural gas and oil; and
- Increasing reliance on renewable energy sources.

Consistent with Appendix F goals, the significance criteria used to evaluate environmental impacts in this analysis focus on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Thus, the proposed Downtown Inglewood and Fairview Heights TOD Plan would have a significant effect on the environment if it were to:

- 4.H-1 Use large amounts of energy or fuel, or consume energy or fuel in a wasteful manner:
- During construction as the result of construction activities, or by resulting in the construction or expansion of energy infrastructure that would cause significant environmental effects, or
 - Following construction, during project operations, by using large amounts of energy or use energy for fuel in a wasteful manner either:
 - Within buildings or other onsite operations (stationary source consumption), or
 - As the result of vehicle trips associated with project site development (mobile source consumption).

4.H.5 PROJECT IMPACTS AND MITIGATION MEASURES

Threshold 4.H-1: Use large amounts of energy or fuel in a wasteful manner.

Impact 4.H-1.1: Implementation of the proposed Downtown Inglewood and Fairview Heights TOD Plan would require energy during construction of proposed land uses. However, because site-specific development projects will comply with all federal, state, and/or local energy standards. As a result, the project's energy usage would not be considered "wasteful, inefficient, and unnecessary," and the resulting impact would be *less than significant*.

Methodology

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as: decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations; preclude use of onsite renewable energy systems; inhibit pedestrian or bicycle mobility; inhibit access to transit; or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise conserve energy.

Impact Assessment

Construction Impacts

Buildout of the proposed TOD Plan would entail demolition of 40 residential units; 23 hotel rooms, and approximately 987,844 square feet of retail, office, institutional and industrial square footage, along with construction activities that would result in a net increase of up to 2,693 residential units; 198,935 square feet of retail space; 314,944 square feet of office space; 235 hotel rooms; 341,194 square feet of institutional uses, and 875,550 square feet of industrial space over a 20 year period.

During construction of each site-specific development project within the TOD planning areas, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities within the TOD planning areas would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California, with the exception that because Downtown and Fairview Heights are fully developed

urban areas, demolition of existing development would need to be undertaken. While such demolition is typical for infill urban development, demolition activities would result in energy consumption that would not need to be consumed on sites where demolition is unnecessary. Because demolition is, in fact, required and not optional to provide for the type of high intensity mixed use, transit oriented development that is at the core of long-term energy conservation and greenhouse gas reduction programs, the energy consumed during site demolition to make way for transit oriented development is not considered to be wasteful. Although the extent of construction activities that would occur within Downtown Inglewood and Fairview heights as the result of the proposed TOD Plan is large, construction and development would occur over a 20-year period, and demand for construction-related electricity and fuels would be spread out over that time frame.

Installation of electrical and gas facilities to serve new uses would correspond with proposed roadway improvements and site-specific building construction. Any new electrical or natural gas line upgrades serving individual buildings within the TOD planning areas would be constructed in a combined joint trench. The final design and composite plan would be coordinated with SCE and/or the Southern California Gas Company during the design process.

Currently, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Furthermore, pursuant to the proposed TOD Plan, conditions of approval will be placed on all site-specific development within the TOD planning areas to implement existing regulations and prevent the wasteful or inefficient use of energy during construction:

- Implement work schedules and procedures that minimize equipment idle time and double-handling of material;
- Minimize equipment idling time either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]);
- Switch off office equipment and lights when not in use;
- Use solar power sources for road signs and other applicable equipment that will be required at the construction site;
- Design all temporary roads to minimize travel distances; and
- Maintain and properly tune all construction equipment in accordance with manufacturer's specifications. It shall be the contractor's responsibility to ensure that all equipment has been checked by a certified mechanic and determined to be running in proper condition prior to operation.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner.

Operations Impacts

Once operational, site-specific developments that would occur pursuant to the TOD Plan would include residential, retail, office, hotel, and light industrial uses that generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. However, these types of land uses would involve energy consumption quantities that are typical for urban infill development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

Operational use of energy includes the heating, cooling, and lighting of buildings; water heating; operation of electrical systems and plug-in appliances within buildings; parking lot and outdoor lighting; and the transport of electricity, natural gas, and water to the areas where they would be consumed. New development that would be permitted by the proposed TOD Plan would be required to meet Title 24 energy efficiency standards. In complying with these standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced.

Additionally, the infill development that would occur by the proposed project would be within an urbanized area where existing infrastructure provides for efficient delivery of electricity and natural gas to the project area. The TOD Plan provides for a high degree of access to transit, and would improve existing pedestrian and bicycle routes, which is intended to reduce vehicle miles travelled from development within the TOD planning areas and would in-turn reduce vehicular related energy use. Thus, the proposed TOD Plan would not use large amounts of energy or fuel in a wasteful manner related to vehicle trips.

The TOD Plan also sets forth several sustainability features including:

- Green Boulevards (La Brea Avenue, Florence Avenue, Manchester Boulevard and Prairie Avenue) would be re-designed with bioswale dividers that separate protected bike lanes from traffic lanes and thereby increase pedestrian and bicycle safety and encourage non-vehicular travel.
- Alley walkways and mid-block pass-throughs would be designed to provide for increased use of pedestrian and bicycle travel.
- Drought-tolerant landscaping would be used on all streetscapes to reduce water consumption and energy required to transport water to the TOD planning areas.
- New structures would be designed so as to accommodate green roofs or solar installations.
- Installation of photovoltaic panels on the top floor of all parking structures for renewable energy generation.

Several other aspects of future development in the TOD Plan areas would also help manage the amount and efficiency of energy consumption and would ensure that the related consumption is not inefficient, wasteful or unnecessary or place a significant demand on regional energy supplies. The City's administration of the CALGREEN/Title 24 requirements and the City's Energy and Climate Action Plan includes review of design components and energy conservation measures that occurs during the permitting process for each development project, which ensures that all requirements are met. According to the California Energy Commission, the CALGREEN/Title 24 standards are 25

percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction (CEC, 2014). Typical CALGREEN measures include: insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; incorporation of skylights, etc. Thus, each future site-specific development project that would occur pursuant to the TOD Plan would not use large amounts of energy or fuel in a wasteful manner within buildings or other onsite operations.

In addition, other existing regulations are likely to result in more efficient use of all types of energy, and reduction in reliance on non-renewable sources of energy within the TOD planning areas over the next 20+ years. These include the federal Energy Independence and Security Act, the state Long Term Energy Efficiency Strategic Plan, and the state CALGREEN/Title 24 regulations (all described above), which are designed to reduce reliance on non-renewable energy resources and reduces demand by providing federal tax credits for purchasing fuel-efficient items, and providing goals for developing energy efficient buildings, and improving the renewable fuel, appliance, and lighting standards.

Significance Conclusion for Impact 4.H-1

Construction activities related to the proposed project would comply with all federal, state, and/or local energy standards. As a result, the project's energy usage would not be considered "wasteful, inefficient, and unnecessary," and impacts would be less than significant.

The overall energy usage that would result from build out of the proposed TOD Plan would increase incrementally as each future each site-specific development project is built. However, the levels would be typical for the proposed land uses, and no aspect of the proposed project or land use would involve higher than typical energy demands. Further, the TOD Plan would comply with, all CALGREEN/Title 24 standards and the City's Energy and Climate Action Plan. Therefore, the energy demand from the proposed project would not result in "wasteful, inefficient, and unnecessary," and impacts would be less than significant.

4.H-6 REFERENCES – ENERGY RESOURCES

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<https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/pipeline-safety-enhancement-plan>

Inglewood-Crenshaw Boulevard Pipeline Replacement Project:

<https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/2014-inglewood-crenshaw-blvd>

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