

4.9.1 INTRODUCTION

This section of the Draft Environmental Impact Report (Draft EIR) provides an analysis of the potential land use impacts of the proposed Inglewood Transit Connector Project (proposed Project). Specifically, this section analyzes the potential for the proposed Project to physically divide the existing community and conflict with applicable land use plans, policies, and regulations. This section describes existing land use conditions, general plan designations, and zoning as necessary to evaluate the potential land use impacts of the proposed Project.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

4.9.2 METHODOLOGY

The significance of potential impacts of the proposed Project is determined based on the thresholds of significance described below in *Section 4.9.5: Thresholds of Significance*. The evaluation of land use impacts identified applicable land use plans and policies and assessed whether the proposed Project is inconsistent with those plans and policies. The study area for the land use impact analysis is the City of Inglewood, with a focus on land uses located in proximity to the proposed Project. The analysis of whether the proposed Project would physically divide an existing community considered the existing land uses near the proposed Project and the APM system's components, including the guideway, stations, and support facilities' potential to serve as a barriers between land uses. Consistency analysis for the proposed Project is also provided against existing policies, regulations, and programs. If an established program goal and/or policy is relevant to another environmental resource and has been analyzed in another section, readers are referred to the appropriate environmental resource section for the discussion.

4.9.3 REGULATORY FRAMEWORK

4.9.3.1 State Plans and Regulations

Senate Bill 535

Senate Bill 535 was signed into law on September 30, 2012. This bill directs 25 percent of the proceeds from Greenhouse Gas Reduction Fund to projects that provide a benefit to disadvantaged communities. As part of the legislation, CalEPA was assigned with the responsibility for identifying communities that are considered disadvantaged throughout California. A list of disadvantaged communities was released by

CalEPA in April 2017. The proposed Project is within or adjacent to disadvantaged communities as defined in Senate Bill 535 and identified by CalEPA.¹

Assembly Bill 1550

Assembly Bill 1550 was signed into law on September 14, 2016. This bill builds on Senate Bill 535 by requiring the Greenhouse Gas Reduction Fund investment plan to allocate (1) a minimum of 25 percent of the available funds to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5 percent of the available funds to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the State, and (3) an additional minimum of 5 percent of the available funds either to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of, disadvantaged communities. The proposed Project is within or adjacent to disadvantaged communities as defined in Assembly Bill 1550.²

4.9.3.2 Regional Plans and Regulations

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020-2045 RTP/SCS was adopted in September 2020. The RTP/SCS is a long-range visioning plan that serves as an important planning document for the region that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The RTP/SCS includes land use policies to guide the region's development, including economic development and land use near transit.

The proposed Project is included in the Project List under the 2020-2045 RTP/SCS program (RTP ID S1200T100)³ in support of the RTP Framework.

1 OEHA. *SB 535 Disadvantaged Communities*. <https://oehha.ca.gov/calenviroscreen/sb535>. Accessed September 15, 2020.

2 California Air Resources Board. *Priority Population Investments*. <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>. Accessed September 15, 2020.

3 SCAG. *ConnectSoCal. Adopted Final Connect SoCal. Transportation System Project List*. https://www.connectsocial.org/Documents/Adopted/fConnectSoCal_Project-List.pdf. Accessed September 15, 2020.

Applicable goals from the 2020-2045 RTP/SCS include:

- Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods
- Goal 3:** Enhance the preservation, security, and resilience of the regional transportation system
- Goal 4:** Increase person and goods movement and travel choices within the transportation system
- Goal 5:** Reduce greenhouse gas emissions and improve air quality
- Goal 6:** Support healthy and equitable communities
- Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Goal 8:** Leverage new transportation technologies and data-driven solutions that result in more efficient travel

Los Angeles County Airport Land Use Commission, Airport Land Use Plan

The Los Angeles County Airport Land Use Commission adopted the Los Angeles County Airport Land Use Plan in 1991 (revised 2004) in order to comply with State law and coordinate planning efforts surrounding public-use airports in the County.⁴ The purpose of the Commission is to protect the public health, safety, and welfare through ensuring compatibility of land uses near public-use airports and minimizing the public's exposure to excessive noise and safety hazards within areas around public-use airports. Los Angeles International Airport (LAX) is located approximately 2 miles southwest of the proposed Project.⁵

Portions of the guideway, stations, and support facilities, including the MSF, the Prairie Avenue/Pincay Street Station, and the Prairie Avenue/Hardy Street Station,⁶ are located within the LAX Planning Boundary/Airport Influence Area.⁷

4 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted 1991 and revised 2004.

5 Google Maps, 2017. Available at maps.google.com.

6 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted 1991 and revised 2004.

7 An airport influence area is the area which current or future airport-related noise, over flight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

4.9.3.5 Local Plans and Regulations

City of Inglewood General Plan

California State law requires every city and county to adopt a comprehensive General Plan to guide its future development. The proposed Project is located entirely within the City of Inglewood (City). The City's General Plan includes the following elements: Land Use, Circulation, Safety, Noise, Housing, Open Space, Conservation, and Environmental Justice Elements.^{8,9}

Land Use Element

The Land Use Element¹⁰ was adopted in 1980 and subsequently amended in 1986, 2009, and 2016. The Land Use Element presents a long-range plan for the general distribution and intensity of public and private land uses within the City. The goals applicable to the proposed Project are identified below:

Goals—General

- Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the City to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.
- Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.
- Promote Inglewood's image and identity as an independent community within the Los Angeles metropolitan area.

Goals—Commercial

- Create and maintain a healthy economic condition within the present business community and assist new business to locate within the city.
- Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.

8 City of Inglewood *General Plan*, (1980).

9 City of Inglewood *General Plan*, "Environmental Justice Element" (April 2020).

10 City of Inglewood *General Plan*, "Land Use Element" (1980).

- Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

Goals—Industrial

- Increase the industrial employment opportunities for the City’s residents.

Goals — Circulation

- Ensure that proposed new uses can be accommodated by adequate and safe streets.
- Promote and support adequate public transportation within the City and the region.
- Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.
- Develop a safe and adequate pedestrian circulation system which is barrier-free for the handicapped.

Goals — Community Facilities

- Maintain the present high level of police and fire services to the extent it is fiscally prudent.
- Expand opportunities for cultural and social growth for the City’s residents.

As part of the Land Use Element, the City adopted the Downtown Transit Oriented District goals and policies in September 2016.¹¹ Analysis of goals and policies related to historic resources is provided in **Section 4.4: Cultural Resources**. Policies and goals applicable to this section include:

Downtown Transit Oriented District Goals and Policies (as amended September 2016)

Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.

Policy 1.1: Mixed Use Development. Encourage a range of residential, retail, office, recreational, and institutional uses in the Historic Downtown to create a vibrant urban district and support local business.

Policy 1.2: Ground Floor Uses and Storefronts. Require uses that activate pedestrian activity such as retail on major streets and plaza frontages. Require that storefronts be historically-sensitive, attractive and transparent in the Historic Downtown.

¹¹ City of Inglewood *General Plan, “Land Use Element”* (1980).

Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.

Policy 2.1: Public Gathering Places. Create public spaces in key locations in the public right-of-way and on privately-owned land. In particular, create a central plaza along Market Street between Florence Avenue and Regent Street and/or in the adjacent parcels suitable for eating, resting and people watching, but also for festivals, concerts and events at special times.

Policy 2.2: Pedestrian Network. Enhance sidewalks, repurpose alleys and create mid-block passthroughs and internal courtyards to serve as pedestrian passageways and enjoyable public spaces.

Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street.

Goal 3: Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.

Policy 3.1: Complete Streets. Accommodate all modes of transportation on streets, with particular attention to transit vehicles and pedestrians, but also design streets to serve as open spaces in the urban environment, places where people gather, communicators of the locality's culture, vision and values, and generators of development on adjacent parcels.

Policy 3.2: Green Boulevards. Create Green Boulevards that protect cyclists, infiltrate stormwater and use vegetation to create a sense of place on Florence Avenue, La Brea Avenue, Manchester Boulevard and Prairie Avenue.

Policy 3.3: Pedestrian Promenades. Emphasize Market Street and Queen Street as pedestrian promenades that may be closed to automobiles for special events or as conditions require.

Policy 3.4: Pedestrian Connections to Metro Rail. Establish high-quality at-grade and/or bridge connections from the Downtown Inglewood Metro station across Florence Avenue to the south. Make every effort to facilitate a

direct pedestrian connection from the station to Beach Avenue to the north.

Policy 3.5: Local Transit Connections to Metro Rail. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.

Policy 3.6: Parking District. Establish a parking district with shared parking consolidated in garages, and manage pricing

Goal 4: Downtown is a major economic engine providing jobs, sales tax, and other revenues.

Policy 4.1: Major Sites Development. Develop major sites and create new destinations at the north and south ends of Market Street, immediately north of the Metro station, and on and around the City Yard that create jobs, generate revenues for the city through sales and bed tax and provide new opportunities for residents.

Policy 4.3: Equitable Development. Implement policies such as a local hire notification requirement for large employers, Business Improvement District youth guide program and others so that the benefits of growth accrue to the current population of Inglewood. Encourage educational uses wherever possible to improve the job-readiness of the local population.

Goal 5: Downtown is a model for economic development.

Policy 5.1: Stormwater Management. Collect, clean and infiltrate stormwater runoff on streetscapes, parking lots and roofs wherever possible. Create a daylighted stream through TechTown reflecting topography and flow of water to the treatment plant.

Goal 6: Downtown expresses the unique culture of Inglewood.

Policy 6.1: Districts. Define the following unique districts within the Downtown TOD area, each with their own unifying character or identity that should be

preserved and enhanced: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

Circulation Element

The Circulation Element, adopted in December 1995, serves as a guide for future circulation and transportation developments. The program addresses the adequacy of street access, traffic capacity for current and future land use needs, truck routes, and bicycle routes. For consistency analysis of the proposed Project and the Circulation Element see **Section 4.12: Transportation**.

Conservation Element

The Conservation Element, adopted in October 1997, contains goals, guidelines, and policies for the conservation, development, and utilization of natural resources found within the jurisdiction of the City of Inglewood. Resources addressed in the Element include water, soils, natural gas and oil. For a consistency analysis of the proposed Project and the Conservation Element see **Sections 4.2: Air Quality, 4.3: Biological Resources, and 4.14: Utilities and Service Systems**.

Housing Element

The City's current Housing Element¹² was adopted on January 28, 2014. The current version of the Housing Element covers the 5th Cycle Regional Housing Needs Allocation (RHNA) projections from 2013-2021. The Housing Element establishes policies to create or preserve quality residential neighborhoods while identifying current and future housing needs and establishes policies and programs to address housing deficiencies. A newly updated Housing Element would be adopted before November 2021 to account for the SCAG 6th Cycle RHNA projections as amended by the adoption of SB 375 in 2008.¹³ See **Section 4.11: Population, Employment, and Housing** for consistency analysis of the proposed Project and the Housing Element.

Noise Element

The Noise Element, adopted in September 1987,¹⁴ contains a comprehensive program regarding noise control in the planning process, including goals and policies that would guide the local planners in achieving and maintaining compatible land uses with environmental noise levels. Noise sensitive uses

12 City of Inglewood *General Plan*, "Housing Element" (2014).

13 California Government Code Section 65583 (c)(1)(A).

14 City of Inglewood *General Plan*, "Noise Element" (1987).

include residential, schools, hospitals, libraries, and parks. A consistency analysis was conducted for the Noise Element and discussed in **Section 4.10: Noise and Vibration**.

Open Space Element

The Open Space Element adopted in December 1995 addresses the current and future recreation needs of the community for park land and recreational facilities and plans for the conservation or creation of open spaces to mitigate the effects of increasing urbanization of Inglewood. See Recirculated Initial Study (**Appendix 2.0.2a**) for the no impact finding under Section 2.14: Public Services, Threshold (a) iv, Parks. The proposed Project would not have impacts on parks and would not directly generate population growth, which would require more recreational facilities.

Safety Element

The General Plan Safety Element adopted in July 1995¹⁵ contains goals, objectives, and policies that protect the welfare and safety of the citizens of Inglewood and their properties, and the community as a whole, from risks associated with a variety of natural and man-made disasters. These disasters include, but are not limited to, earthquakes, flooding, fires, and airplane crashes. See **Section 4.6: Geology and Soils** for the consistency analysis of the proposed Project with the Safety Element.

Environmental Justice Element

The Environmental Justice Element, adopted on June 30, 2020, provides guidelines to minimize pollution and its effects on the community, and ensure that all residents have a say in decisions that may affect their quality of life. The State of California defines Environmental Justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies”.¹⁶ The goals and policies that apply to the proposed Project are presented below:

Goal 1: Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life.

Policy: Participation and Collaboration

¹⁵ City of Inglewood *General Plan, “Safety Element”* (1995).

¹⁶ *California Government Code §65040.12.e.*

- EJ-1.11:** Conduct broad outreach on public hearings that affect the environment in languages used by the community.
- EJ-1.12:** Inform the public on decisions that affect their environment using multiple communication methods, including traditional and online forms of communication.
- EJ-1.13:** Provide written notices and other announcements regarding key land use and development issues in English and Spanish where feasible. For all other materials, note that verbal translation assistance is available.
- EJ-1.14:** Offer interpretation services at key meetings and workshops on issues affecting the environment.
- EJ-1.15:** Consider offering childcare at key meetings and workshops on environmental issues affecting entire neighborhoods and the City as a whole.
- EJ-1.16:** Consider varying the time and date of key meetings and workshops, or holding multiple meetings and workshops, in order to ensure broad participation.
- EJ-1.17:** Seek feedback on public decisions through traditional and online forms of communication, such as website, email, mobile phone apps, online forums, and podcasts.
- EJ-1.18:** Partner with community-based organizations that have relationships, trust, and cultural competency with target communities to outreach on local initiatives and issues.

Goal 2: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.

Policy: General Environmental Health

- EJ-2.1:** Incorporate compliance with State and federal environmental regulations in project approvals.

- EJ-2.2:** Work with other agencies to minimize exposure to air pollution and other hazards in the environment.
- EJ-2.3:** Ensure compliance with rules regarding remediation of contaminated sites prior to occupancy of new development.
- EJ-2.4:** Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.
- EJ-2.8:** Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.
- EJ-2.12:** Place adequate conditions on large construction projects to ensure they do not create noise, dust or other impacts on the community to the extent feasible.
- EJ-2.13:** Continue to reduce pollution entering the storm drain system through the incorporation of best management practices.

Goal 3: A community that promotes physical activity and opportunities for active living.

Policy: Access and Connectivity

- EJ-3.4:** Require the provision of on-site bicycle facilities in new large-scale development projects.
- EJ-3.5:** Partner with transit agencies to ensure that parks and recreational facilities are accessible to low-income and minority populations.
- EJ-3.7:** Encourage new specific plans and development projects be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.

Goal 4: Healthy, affordable and culturally appropriate food is readily available to all members of the community.

Policy: Affordable and Nutritious Food

EJ-4.4: Maximize multimodal access to fresh food by encouraging grocery stores, healthy corner stores, and outdoor markets at key transit nodes and within new transit-oriented development projects.

Goal 6: Adequate and equitably distributed public facilities are available in the community.

EJ-6.1: Ensure the City provides equitable public improvements and community amenities to all areas of the City.

EJ-6.2: Prioritize the City’s capital improvement program to address the needs of disadvantaged communities.

EJ-6.3: Plan for the future public improvement and service needs of underserved communities.

EJ-6.6: Provide ongoing infrastructure maintenance in existing residential neighborhoods through the capital improvement program.

EJ-6.8: Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.

EJ-6.10: Coordinate with the Inglewood Unified School District, transit agencies and other public agencies to provide adequate public facilities, improvements and programs to the City of Inglewood.

New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan and Design Guidelines

The Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines (TOD Plan) address Downtown Inglewood and the Fairview Heights neighborhoods and implements the City’s vision for transforming the quality of the environment within these areas.¹⁷ The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the new Crenshaw/LAX line

¹⁷ City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

just east of the Florence Avenue/La Brea Avenue intersection. This Downtown TOD Plan area extends approximately one-half mile in all directions from the Metro Station. The Fairview Heights TOD Plan area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. This Fairview Heights TOD Plan area also extends approximately one-half mile in all directions from the Metro Station.

The TOD Plan includes goals and policies which were incorporated into the Land Use Element goals and policies in 2016 under the Downtown Transit Oriented District Goals and Policies section. The TOD Plan further includes concept plans, zoning, development standards and design guidelines, and an implementation action plan for consideration by applicants submitting any proposals for new construction or rehabilitation within the TOD Plan area, submitting project plans for design review, as well as for consultation by City Staff when making recommendations for project approvals. The TOD Plan also addresses architectural detail, signage, public art, and civic and cultural life.

The proposed Project is located within the Historic Downtown and Hillcrest Districts as defined in this plan. The Historic Downtown District is pedestrian-oriented and human-scaled. Under the plan, the Historic Downtown District would function as a regional destination and gathering space for all in the City of Inglewood that links residents with the community's past, present and future. This district would include public space, restaurants, entertainment, residential uses and limited hotel and office uses. The goal for the Hillcrest District is to retain the District's present character and continue to be home to churches, neighborhood retail uses, as well as residences.

Hollywood Park Specific Plan

The Hollywood Park Specific Plan (HPSP) establishes development standards and design guidelines for the 298-acre Hollywood Park site at the northeast corner of the Prairie Avenue and Century Boulevard intersection and provides an overview of existing infrastructure and necessary improvements related to the site, including measures for implementation of the HPSP. The site is currently under development. SoFi Stadium was completed in August 2020 and development of a 6,000-seat entertainment venue, parks, and retail, housing, entertainment, gaming, hotel, and civic uses are also allowed by the HPSP.¹⁸

The HPSP includes guidelines and standards for improvements in and fronting the public right-of-way within the Plan area, which includes approximately 0.5 miles of street frontage along Prairie Avenue where the proposed Project will be located. The HPSP provides integrated and coordinated landscape design

18 City of Inglewood, Hollywood Park Specific Plan, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

guidelines for new development along the perimeter of the Plan area with the objective of promoting land use compatibility, particularly along Prairie Avenue. The HPSP includes streetscape standards in order to integrate Hollywood Park with the adjoining urban fabric, achieve a diverse urban forest, and assist in developing districts of distinctive and appropriate character.¹⁹ Sidewalk widths provide comfortable walking routes and parkway widths are designed to provide sufficient area for urban tree growth. The streetscape will also include identity elements that will differentiate Hollywood Park from nearby developments, including unique architectural features, special landscape (such as seasonal displays of color), graphic elements (such as signs or logos), special pedestrian or automobile paving, special night lighting effects, or other similar features.

City of Inglewood Planning and Zoning Ordinance

The City of Inglewood Planning and Zoning Code (Chapter 12 of the Inglewood Municipal Code (IMC)) is the primary land use regulation in the City.²⁰ The purpose of the Zoning Ordinance is to protect and promote the public's health, safety, and general welfare, and to implement the policies of the comprehensive General Plan. The Zoning Ordinance describes the zoning districts and land use classifications, land use regulations, environmental standards, and developments standards relating to issues such as intensity, setbacks, height, and parking.

LAX Airport Land Use Plans

The LAX Airport Land Use Plan (LAX ALUP) is created by the Los Angeles World Airports (LAWA) and includes a LAX Plan²¹ and a LAX Specific Plan.²² The LAX ALUP addresses planning, zoning and other land use regulations as a component of Los Angeles City's General Plan. The plans provide a land use policy framework to guide implementation of the LAX Master Plan on a broad level and includes zoning and development regulations with permitted and prohibited uses for properties in the LAX Zone.

The LAX Plan and LAX Specific Plan cover land use planning in areas adjacent to the LAX airport west of La Cienega Boulevard. The proposed Project is approximately one mile east of La Cienega Boulevard and would not be included in the LAX land use framework which includes the Runway Protection Zones (RPZs)

19 City of Inglewood, Hollywood Park Specific Plan, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

20 City of IMC, Chapter 12.

21 Los Angeles International Airport. *LAX Plan*. 2017. lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx. Accessed August 16, 2020.

22 Los Angeles International Airport. *LAX Specific Plan*. 2017. file:///C:/Users/clan/Downloads/17-0276-s2_ord_185164_10-28-17.pdf. Accessed August 16, 2020.

and height restriction boundaries.²³ However, the proposed Project is located within the Airport's 65 community noise exposure level (CNEL) noise contour area. Together, the noise contour area and areas within the RPZ(s) makes up the LAX Airport Influence Area (AIA).

4.9.4 EXISTING CONDITIONS

4.9.4.1 Existing Land Uses

The City of Inglewood was historically developed as a low-density single-family community and is transitioning to include higher density development with the implementation of land use plans such as the New Downtown and Fairview Heights TOD Plan and the Hollywood Park Specific Plan. These plans allow and encourage mixed-use development focusing on walkability, density, and TOD.

As of 2016, land uses in the City were comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent) and industrial (3.7 percent) uses.²⁴ Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or multifamily units. Today, there are more multifamily dwelling units than single-family units in the City.

Commercial uses are typically located along major arterials in the City of Inglewood. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of LAX. Zoning for light industrial represents 75 percent of land zoned for industrial uses while the remaining 25 percent is zoned for heavy industrial uses. Land uses included within the City's public/semi-public areas include parks, schools, government buildings and facilities, churches, the Inglewood Cemetery, and hospitals. The City's right-of-way area includes 180 miles, or 1,337 acres, of streets and alleys. The City is primarily developed. A majority of the vacant land in the City is designated for industrial land uses with minimal vacant land designated for residential and commercial uses.²⁵

Further descriptions of existing land uses along the proposed Project for the guideway is provided below. The proposed Project is described in three segments—the Market Street Segment, the Manchester

23 Los Angeles County, Airport Land Use Commission, Department of Regional Planning, *Los Angeles County Airport Land Use Plan*, adopted December 19, 1991, revised December 1, 2004, available at <http://planning.lacounty.gov/view/alup/>, accessed February 15, 2019.

24 City of Inglewood, *City of Inglewood General Plan, Land Use Element, Land Use Comparison table*, Inglewood Land Use, p. 54, updated 2016, <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-pdf>.

25 City of Inglewood, *City of Inglewood General Plan, Land Use Element*, p. 10, updated 2016. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-pdf>.

Boulevard Segment, and the Prairie Avenue Segment. Descriptions for each segment is then broken down into descriptions of General Plan designations, followed by a description of the existing zoning, and ending with a description of existing physical uses on site (such as retail, schools, churches). Two figures are included to show the land use designations under the General Plan and IMC in the Project footprint. The figures include the following: **Figure 4.9-1: General Plan Land Use Designations**, and **Figure 4.9-2: Zoning Map**.

Market Street Segment

The Market Street Segment extends from the intersection of Market Street and Florence Avenue to the intersection of Market Street and Manchester Boulevard. As shown in **Figure 4.9-1**, the entire Market Street Segment is designated Downtown TOD in the General Plan Land Use Map. The Downtown TOD designation is a component of the New Downtown Inglewood and Fairview Heights TOD Plan,²⁶ which as discussed previously, was approved in 2016. The plan defines zoning to further define the allowable uses within each area.

As shown in **Figure 4.9-2**, the Market Street Segment is almost entirely designated Historic Core (HC)²⁷ within the General Plan on both sides of the roadway, with only two parcels directly south of Florence Avenue being outside of the HC zone and designated as TOD Mixed Use 1 (TOD MU-1). The HC zone is intended to provide for a mix of land uses, including commercial services such as retail, restaurants, and offices and civic uses, including public and quasi-public facilities. Residential uses are also allowed in the HC zone. The land use patterns and sizes of the developments in this zone are intended to be consistent with the existing historic urban fabric. The HC zone permits a maximum height of five stories or 68 feet, no minimum lot size, and public street setback of zero feet. An exception to this condition is given to parcels directly adjacent to Market Street, which is limited in height to three stories or 45 feet within 20 feet of Market Street.

The objective of the TOD MU-1 zone is to provide larger-scale transit-oriented development at a higher density. A variety of uses are allowed in the TOD MU-1 zone and the mixing of uses is encouraged. Allowable uses in the TOD MU-1 zone include ground-level retail, services, public-serving offices, and upper-level residential, office, hotel, or institutional functions. Plazas and shared parking structures are

26 City of Inglewood. *The New Downtown Inglewood & Inglewood TOD Plans*. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>, accessed July 2020.

27 City of Inglewood. *New Downtown Inglewood and Fairview Heights TOD Plan*. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. Accessed September 17, 2020.

also encouraged. The TOD MU-1 zone is further divided into three separate districts: North Station, North Market Place, and South Market Place. The parcels adjacent to the proposed Project are located in the North Market Place district, with a height limit of up to eight stories or 104 feet, minimum lot size 80,000 sf, and public street setback of zero feet.

Zoning east of Locust Street and north of Regent Street, adjacent to the Market Street/Florence Avenue Station is TOD MU-1 on the north end and Residential Multifamily (R-3) to the south. In the event of a conflict between the Downtown TOD plan and the IMC designated zoning, the Downtown TOD Plan would override the requirements within the IMC designated zoning requirements.²⁸ However, in the event that the Downtown TOD Plan does not address a regulatory requirement, the IMC prevails.

At the north end of the segment is a commercial shopping center that includes 15 parcels and contains restaurants, an auto shop, retail stores, pharmacy, cosmetic services, and a dental office. Existing uses adjacent to Locust Street consist of single-family and multifamily residential homes to the east, adjacent to the shopping plaza. North of Florence Avenue and the shopping center are additional retail commercial uses including a grocery store, pharmacy, and cosmetic services. A senior housing project, bank, and beauty salons are located south of Regent Street and the shopping plaza. The existing land use west of the plaza is a vacant lot which is currently being developed.

Commercial uses border the street on both sides of Market Street from south of Regent Street up to the intersection with Manchester Boulevard. Uses west of Market Street, from north to south consist of a beauty salon, vacant lot, restaurants, the former Fox Theater building, a repair shop, public employment services, retail stores, and an office building. On the east side of Market Street, the existing land uses from Regent Street to Manchester Avenue include a bank, a site under development with a mixed use project, art gallery, restaurants, retail stores, and a commercial office.

Manchester Boulevard Segment

The Manchester Boulevard Segment extends from the intersection of Market Street and Manchester Boulevard to the intersection of Manchester Boulevard and Prairie Avenue. A majority of the Manchester Boulevard Segment is designated Downtown TOD on the General Plan Land Use Map as shown in **Figure 4.9-1**. The area southeast of Manchester Boulevard and Spruce Avenue is designated Commercial/Residential.

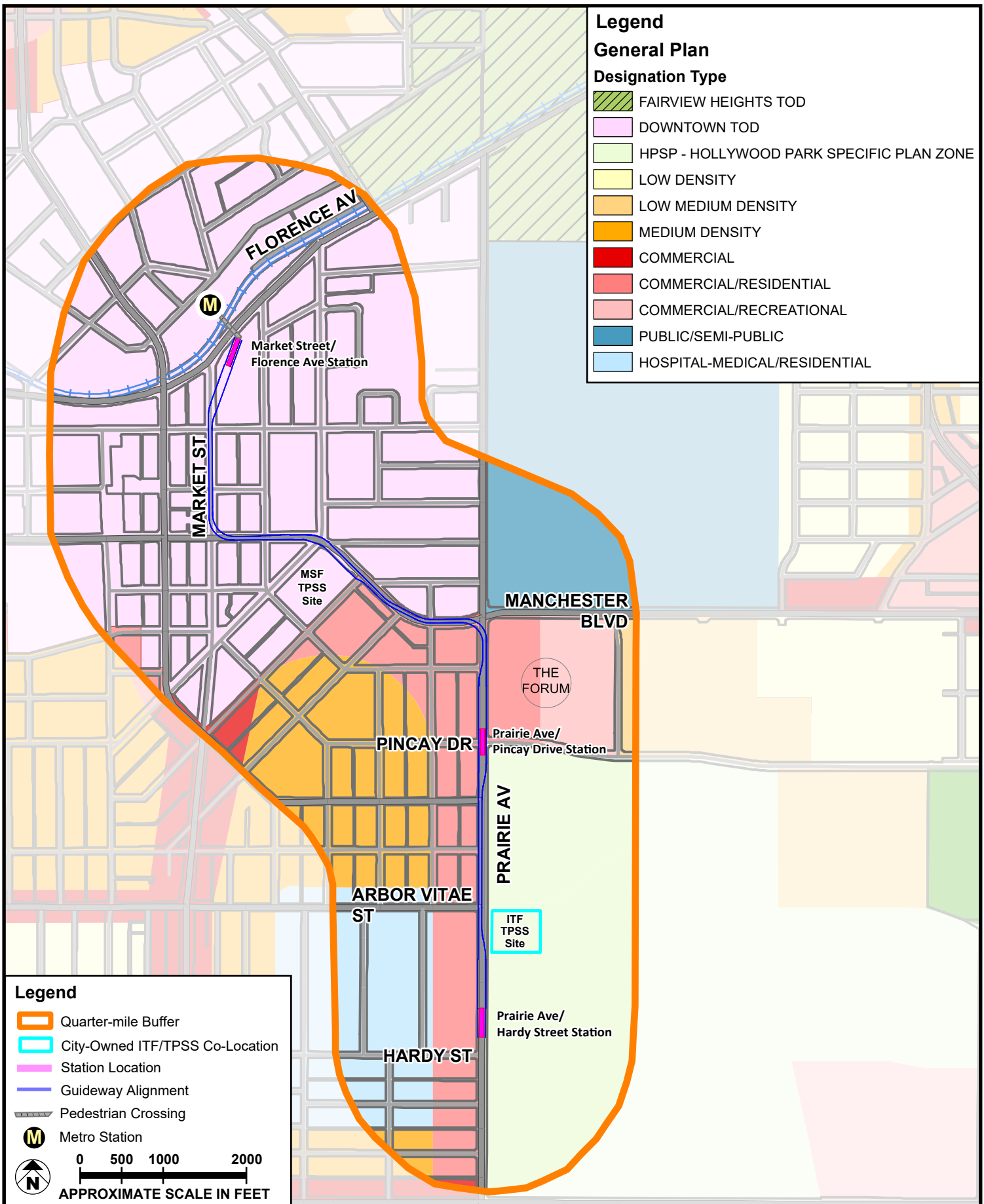
28 Inglewood Municipal Code 12-16.8.

As shown in **Figure 4.9-2**, the majority of the Manchester Boulevard Segment is zoned HC on either side of the street from the intersection with Market Street to the intersection with Hillcrest Boulevard. Starting on the south side of Manchester Boulevard, the HC zone extends past Hillcrest Boulevard all the way to Spruce Avenue, including the proposed MSF site. On the north side of Manchester Boulevard zoning is General Commercial (C-2). The height limit for the C-2 zone is 6-stories or 75 feet, with no setback requirements.

The area located south of Manchester Boulevard from Spruce Avenue to Prairie Avenue is zoned C-2. Under the IMC, the C-2 zone allows for a variety of commercial uses (e.g., retail and service businesses) and does not allow for new residential uses. The height limit for the C-2 zone is six-stories or 75 feet, with no setback requirements.

Land uses on Manchester Boulevard consist of primarily commercial uses. Land uses on the north side of Manchester Boulevard from west to east include retail stores, a dentist office, and a restaurant. Near Manchester and Hillcrest Boulevards is a gas station, a bar, a medical clinic, an advertising agency, a retail store, and a church. Near Manchester Drive and Osage Avenue is an insurance office, a church, and multifamily housing. An auto shop and a restaurant are located on Manchester Boulevard at Prairie Avenue. A cemetery is located across Prairie Avenue to the north.

On the south side of Manchester Boulevard, traveling from west to east to Hillcrest Boulevard uses include retail stores, a pharmacy, and restaurants. Between Hillcrest Boulevard and Spruce Avenue is a shopping center that includes a grocery store with a gas station. Other uses located within the grocery store shopping center include a bank branch, coffee shop, and gym. East of Spruce Avenue, the south side of the roadway is lined with retail shops, a day care facility, and a real estate office. Moving past Osage Avenue towards Prairie Avenue is a dry cleaner, a dentist office, and a commercial building.



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

FIGURE 4.9-1



General Plan Land Use Designations



SOURCE: City of Inglewood - 2017; Meridian Consultants LLC - 2020

FIGURE 4.9-2



Zoning Map

Prairie Avenue Segment

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to just south of the intersection of Prairie Avenue and Hardy Street. The entire area west of Prairie Avenue is designated Commercial/Residential by the General Plan (see **Figure 4.9-1**). East of Prairie Avenue, The Forum is designated Commercial/Recreational and Commercial/Residential. South of the Forum, the HPSP is designated Major Mixed-Use which continues until Century Boulevard.

As shown in **Figure 4.9-2**, the area west of Prairie Avenue is zoned C-2 for the entirety of the segment. Land uses west of Prairie Avenue from the north to Kelso Avenue, include an office building and school. South of Kelso Street is a restaurant and a funeral home before the land use transitions into residential uses. On either side of Buckthorn Street are retail stores and continuing south is a church and a hotel until Arbor Vitae Street. South of Arbor Vitae Street is a restaurant, convenience store, a vacant building, more restaurants, beauty salons, and a repair shop in a commercial center.

The area east of Prairie Avenue is zoned Commercial Recreation (C-R) north of Pincay Drive and HPSP south of Pincay Drive. The C-R zone allows for a variety of commercial entertainment uses including, among others, animal exhibitions, athletic events, social events, and conventions. The height limit for the C-R zone is 150 feet in height from natural grade with a 30 feet setback from the property line. The setback area can be used to accommodate landscaping or landscaped parking/subterranean parking. The HPSP is a Mixed-Use specific plan that includes SoFi Stadium and allows development of a mix of uses, including retail commercial and residential uses. Starting on the north end of Prairie Avenue, the Inglewood Park Cemetery is located on the northeast corner of Prairie Avenue and Manchester Boulevard. The Inglewood Park Cemetery is located on 200 acres of land with park-like vegetation throughout the site. South of Manchester Boulevard is the Forum, a historic commercial recreational venue built in 1967. South of Pincay Drive is the recently completed SoFi Stadium with additional development ongoing south of the stadium. The HPSP area, including SoFi Stadium, includes 298 acres east of Prairie Avenue extending to Century Boulevard.

4.9.5 ADJUSTED BASELINE CONDITIONS

This section assumes the Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis, 4.0-5: Adjusted Baseline**. Related to land use, the changes associated with the Adjusted Baseline affect the vacant land immediately east of the proposed Project across Prairie Avenue, which would be developed with retail, restaurant, commercial, and residential uses, and other entertainment and open space uses in the HPSP Specific Plan area. No other changes to the existing environmental setting related to land use and planning would occur under the Adjusted Baseline Environmental Setting.

4.9.6 THRESHOLDS OF SIGNIFICANCE

A significant land use impact would occur if the proposed Project would result in the following:

Threshold LU-1 Physically divide an established community.

Threshold LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The first threshold applies to projects that would create physical barriers which would create divisions to existing connections between parts of a community. Physical divisions in a community could be created if connectivity between areas of the existing community is substantially affected. Physical division can also occur if the connectivity between areas of an existing community is reduced to the extent that one portion of a community would be physically separated from the rest of the community.

The second threshold addresses consistency with applicable land use plans and focuses on potential conflicts between the proposed Project and existing land use plan, policies, and regulations adopted to avoid or mitigate environmental effects. Determinations of significance are not based on inconsistency alone, but on instances where inconsistencies with plans, policies, and regulations would also result in physical impacts on the environment.

A project is considered to be consistent with a general plan and related planning documents if, considering all its aspects, it would further the objectives and policies of the plan or not obstruct their attainment. If a project is determined to be inconsistent with specific individual objectives or policies, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the proposed Project would not be considered inconsistent with the plan.

Inconsistency with a land use or planning policy is not necessarily considered to be an impact under CEQA; only those inconsistencies that result in physical effects on the environment are considered a significant impact to the environment as defined by CEQA. The proposed Project is considered to be consistent with the goals of regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary intent of the land use plan or policy. Policies that do not result in physical impacts represent factors that the Lead Agency and Responsible Agencies would consider in their planning reviews of the proposed Project.

Thresholds and analysis relevant to land use compatibility, including consistency with applicable plans, in terms of views, air quality, noise, and surface transportation are addressed in **Sections 4.1: Aesthetics, 4.2, 4.10, and 4.12**, respectively.

4.9.7 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

4.9.7.1 Project Characteristics

The proposed Project is an approximately 1.6-miles long, elevated APM system, and primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue, with limited encroachments outside of the public right-of-way. Three stations would be located along proposed Project as follows:

- Market Street/Florence Avenue station (at the site of the existing CVS retail commercial center) generally located between Florence Avenue and Regent Street that provides connections to the Metro Crenshaw/LAX Line and Downtown Inglewood;
- Prairie Avenue/Pincay Drive station generally located at the intersection of Prairie Avenue and Pincay Drive that provides connections to the Forum, and Los Angeles Stadium & Entertainment District (LASED) at Hollywood Park, including SoFi Stadium; and
- Prairie Avenue/Hardy Street station north of the intersection of Prairie Avenue and Hardy Street that provides connections to the LASED at Hollywood Park, including SoFi Stadium and the Inglewood Basketball & Entertainment Center (IBEC).

Each station is configured with center station platforms to minimize the total footprint of the station and guideways while providing ease of passenger wayfinding.

The APM guideways would consist of dual lanes, with each lane approximately 14 feet wide, and widths varying from 30 feet to 75 feet to accommodate stations and turn-back switches. The guideway is supported by columns ranging in size from approximately 6 feet by 12 feet to 6 feet by 9 feet in diameter depending on the locations, spacing and guideway configuration.

Existing roadways and infrastructure along the guideway would require some reconfiguration to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure under the roadway surface may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations along Market Street, Manchester Boulevard, and Prairie Avenue are necessary to ensure that the existing number of travel lanes is maintained.

The proposed Project includes a Maintenance and Storage Facility (MSF), to provide regular and preventive maintenance for the APM trains (i.e., rolling stock and equipment), vehicle storage, and an operations control center. **Figure 4.9-3: Map of Property Acquisitions and Easements**, identifies the location of the proposed MSF. The MSF building would be approximately 97,400 SF and elevated to match the track elevation. Approximately 450 public parking spaces would be provided in a surface parking lot adjacent to the MSF.

Support facilities would include two traction power substations (TPSSs). These substations would be the service connection point and would provide the necessary power for the proposed Project including traction power, auxiliary power and housekeeping power for the stations and infrastructure. One of the TPSSs would be co-located with the MSF and another would be located at City's Civic Center site on Prairie Avenue as identified in **Figure 4.9-3**.

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

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

Property and Easement Acquisitions

The proposed Project is located in a highly developed urban setting containing existing residential, commercial, education, and transportation facilities. While the majority of the proposed Project would be located within the public street right of way, components of the guideway system are proposed on adjacent property which would require acquisition of property or easements. In addition, the Market Street/Florence Avenue station and the MSF would require acquisitions of properties. Property and easement acquisitions are discussed below.

Market Street Segment

The northern most station of the proposed Project is the Market Street/Florence Avenue station which would be located at 310 E. Florence Avenue, southeast of Market Street and Florence Avenue. The station would replace an existing retail commercial center containing restaurants, auto part store, cosmetology school, convenience store, and drug store. An elevated passenger walkway connecting the Market Street/Florence Avenue station with the Metro Crenshaw/LAX line Downtown would connect the Market

Street/Florence Avenue station with the Crenshaw/LAX Metro line Downtown Inglewood station north of Florence Boulevard.

As the guideway continues south on Market Street, existing commercial buildings and vacant lots would line both sides of the guideway.

Manchester Boulevard Segment

The guideway turns east onto Manchester Boulevard which would require the guideway to extend into the adjacent property occupied by a two-story commercial building at 150 S. Market Street, located on the northeast corner of the Market Street and Manchester Boulevard intersection. The existing commercial building would be replaced by the guideway and a surface parking lot providing approximately 50 public parking spaces as part of the proposed Project.

As the guideway continues east, retail commercial and restaurant uses continue on both sides of Manchester Boulevard until the intersection with Manchester Drive, where churches and residential homes line the north side of Manchester Boulevard. An additional property acquisition would be required in this segment to accommodate the MSF, which would be located south of the street between Hillcrest Boulevard and Spruce Avenue, at 500 E. Manchester Boulevard. This site is developed with a shopping center that includes a grocery store with a gas station. Other uses located within the grocery store include a bank branch, coffee shop, and gym. A TPSS in would also be located on this property.

Prairie Avenue Segment

The Prairie Avenue Segment extends from the intersection of Prairie Avenue and Manchester Boulevard to just south of the intersection of Prairie Avenue and Hardy Street. As the guideway turns south, the structure would extend into the air space of the commercial office property at 401 Prairie Avenue located at the southwestern corner of Manchester Boulevard and Prairie Avenue. An easement would be required on this property to accommodate the guideway structure.

As the guideway continues south, uses include a commercial office building and educational facilities west of Prairie Avenue, including a daycare center and Kelso Elementary School. Existing land use south of Kelso Street and west of the Prairie Avenue is a mix of commercial buildings and retail commercial centers, hotels, and residential buildings. East of Prairie Avenue are the Forum and the SoFi Stadium. South of the stadium additional development is ongoing in the HPSP area. A TPSS would be located at the City's Civic Center site on Prairie Avenue near the intersection with Arbor Vitae Street. Additionally, an approximately 30-foot easement east of Prairie Avenue would be required to accommodate the columns, guideway structure, and station components. This area required would be contained within the parking lot areas of the Forum and the setback areas of HPSP.

This segment would contain two stations—the Prairie Avenue/Pincay Drive station located at the intersection of Prairie Avenue and Pincay Drive near the Forum and the Prairie Avenue/Hardy Street station located at the intersection of Prairie Avenue and Hardy Street (See **Section 3.0: Project Description, Figure 3.0-10**). Both stations would be largely contained within the existing public right-of-way and setback areas, with station elements such as pedestrian access point landings extending up to 75 feet outside the existing right of way and onto properties the Forum and HPSP properties.

Table 4.9-1: Anticipated Property Acquisitions And Easements and **Figure 4.9-3: Map of Property Acquisitions and Easements** identifies parcels that would be acquired in fee or on which easements would be acquired to implement the proposed Project. A detailed list of existing parcels on and adjacent to the proposed Project is provided in **Appendix 4.9.1**.

General Plan Amendment

The proposed Project includes proposed amendments to the General Plan Land Use, Circulation, and Safety Elements as described below to reflect the addition of this transit system to the City’s circulation system. No changes are proposed to the other elements of the General Plan including the Housing, Conservation, Noise, Open Space, and Environmental Justice Elements.

Land Use Element

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

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

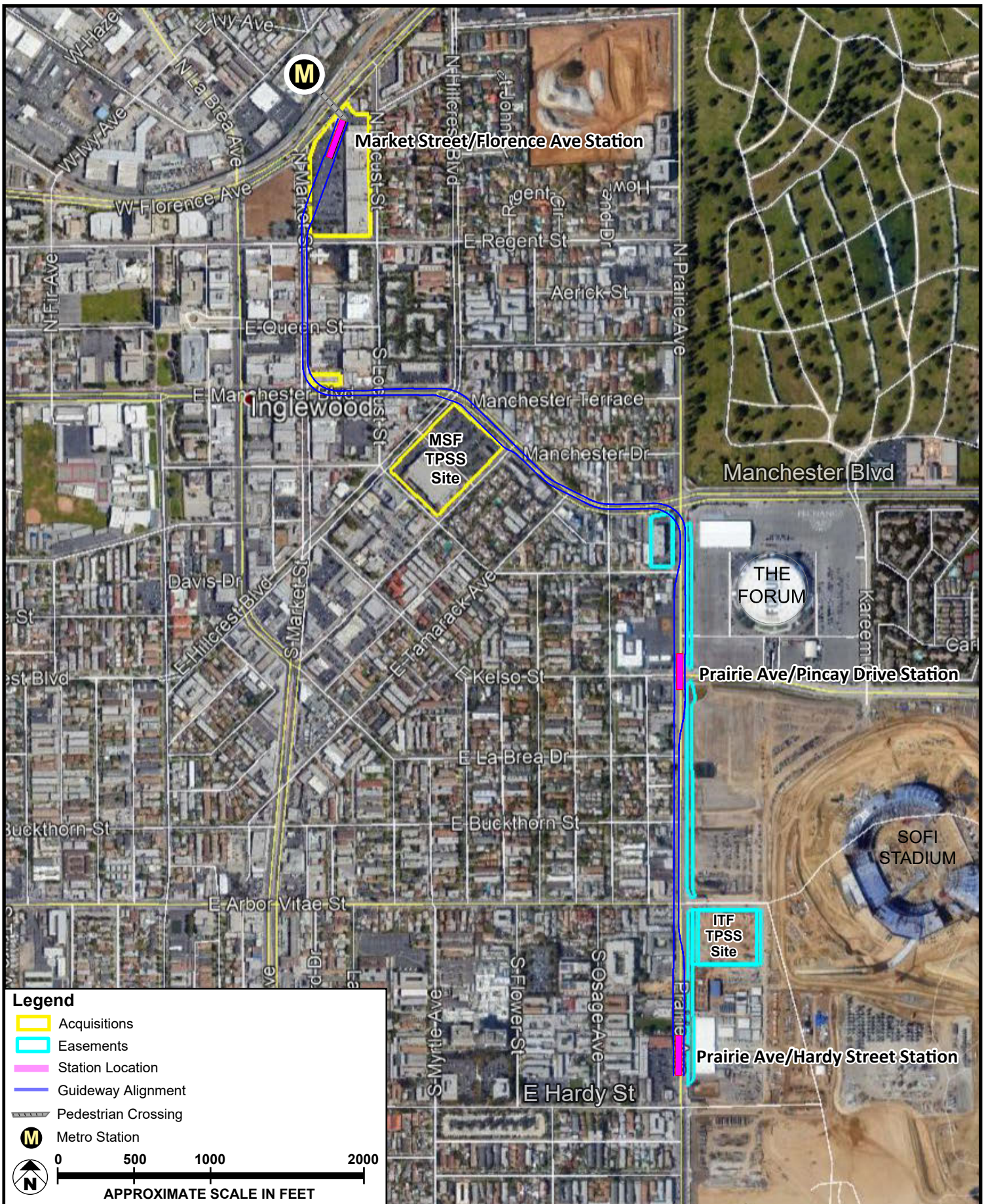
Second, a description of the proposed ITC Project would be added to the “Passenger Train Service” subsection under the “Development Factors- Transportation Network” section. The subsection provides a list of passenger train services available in the City of Inglewood.

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

**Table 4.9-1
Anticipated Project Acquisitions And Easements**

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Restaurant- House of Tacos	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-022	226 N. Market St	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Advance America, Optometric Center, Beauty Supply	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station. Starbucks, Chase Bank Branch Planet Fitness located inside retail commercial site	Full Acquisition	Maintenance and Storage Facility, guideway, traction power substation columns, construction staging, and future parking
4021-028-237	600 E. Manchester Blvd.	Various Auto Repair Shops / Commercial	Aerial easement or partial acquisition	Guideway
4021-036-049	401 S. Prairie Ave.	Commercial Office	Easements or partial acquisition	Guideway and columns
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) / Commercial Recreation	Easements or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Prairie Avenue/Pincay Drive Station, vertical circulation, columns, roadway, and sidewalks
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Prairie Avenue/Hardy Street Station, vertical circulation, columns, roadway, and sidewalks



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

FIGURE 4.9-3



Map of Property Acquisitions and Easements

Circulation Element

The amendment to the General Plan Circulation Element²⁹ would include changes to text and diagrams related to the five components described below.

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

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

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

Fourth, changes to the descriptions of the street environment, parkways, medians, and on-street parking objectives that are to be implemented as part of the proposed Project to accommodate streetscape modifications along the proposed Project for all street segments (Market Street, Manchester Boulevard and Prairie Avenue).

Fifth, because there is insufficient right-of-way on Prairie Avenue, between Manchester Boulevard and Century Boulevard to provide bicycle lanes, modification to the “Bike Route Plan” Map is proposed to remove Prairie Avenue as a Type I Designated Bike Route.

Safety Element

The Safety Element³⁰ would be amended to include descriptions of the proposed Project components including the guideway, stations, the MSF and TPSSs. Specifically, the proposed Project would be added as

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

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

a Critical Facility. The description of transportation routes would be updated to incorporate the presence of proposed Project components.

Overlay Zone

An amendment to Chapter 12, Planning and Zoning, of the IMC is proposed to add a Transportation Corridor Overlay Zone (TC Overlay Zone) that would apply to the proposed Project. The intent of the TC Overlay Zone is to define specific uses and development standards applicable to the proposed Project as the standards in the underlying zones are not applicable to an elevated guideway, stations, or various other components of the proposed Project infrastructure. The TC Overlay Zone standards would supersede the standards of the zones underlying the TC Overlay Zone footprint, but only with respect to the proposed Project elements; the standards of the underlying zones would continue to govern existing and future development of non-Project elements.

The TC Overlay Zone defines the uses permitted in this overlay zone area along with supplemental development standards and design guidelines. The boundaries of the proposed TC Overlay Zone are shown in **Figure 4.9-4: Transportation Corridor Overlay Zone**. The TC Overlay Zone area includes the guideway, stations, and all related support facilities.

The uses permitted by the TC Overlay Zone are similar to, and expand upon, the City's existing Transportation Corridor (T-C) Zone (Section 12-38.50)³¹ of the IMC, which provides the zoning framework for the Metro Crenshaw/LAX Line within the City. The proposed TC Overlay Zone would allow the following as permitted uses (TC Overlay Zone Uses):

1. The construction, operation and maintenance of any at-grade or elevated fixed guideway transportation system, including, without limitation, light rail (which may consist of an automated people mover system, automated guideway transit, monorail, and/or any other comparable system that may be steel-wheel/steel rail, rubber tired or magnetically levitated, supported on rail(s) from below, straddling, or suspended from overhead beam(s) from above), trolley, busway (including rapid transit), and/or comparable transit or transportation system, including public and private rights-of-way, easements, underground utilities, tracks, spurs, guideways, footings, support columns, support beams, and any appurtenant facilities, improvements, and equipment, including stations (which may be at-grade or elevated and comprise of one or multiple levels), maintenance facilities, storage facilities, operations control centers, related administrative and office facilities, restrooms, vertical and horizontal circulation elements (such as stairs, escalators, elevators, and pedestrian bridges and

31 City of Inglewood. Inglewood Municipal Code. Section 12-38.50. T-C Zone. Permitted Uses. https://qcode.us/codes/inglewood/view.php?topic=12-17_2-12_38_50&frames=on.

walkways), plazas or similar open space areas, platforms, signals, utility and storage areas, power distribution elements, electrical or traction power substations, rolling stock, and the like, that are necessary and related to the operation, maintenance and security of the transportation system.

2. Parking facilities (surface, subsurface, or structured) for transportation facilities (including such facilities' employees and users) or for use by adjacent businesses or public facilities.
3. Mobility hubs (which may be co-located with parking facilities) and multimodal pick-up and drop-off facilities.
4. In conjunction with the uses permitted in subsections (1) - (3) of this section, property in the TC Overlay Zone may be landscaped and otherwise improved with ornamental fencing, ornamental lighting, directional and informational signage, public information and communications signage systems and all related facilities, fiberoptics, emergency lighting, security systems, rest areas and seating, café or food service carts, service kiosks or structures, retail, and other similar streetscape improvements, public amenities or other uses typically found in public transit stations.
5. Station sites and maintenance or storage facility sites in the TC Overlay Zone may be jointly developed with station facilities and commercial, residential, public facility, or mixed uses.
6. As interim uses only during periods of construction, construction staging and laydown (including storage of all equipment and materials), fencing, construction-related office and employee space (which may include restrooms and a canteen and/or food vendor area), interim parking, and ancillary temporary structures and any other temporary use approved by the Director of Public Works as reasonably related to any of the foregoing temporary or permanent uses or otherwise in the public interest.

Development of the TC Overlay Zone Uses within the TC Overlay Zone will be subject to the Inglewood Transit Connector Design Guidelines (ITC Design Guidelines). The ITC Design Guidelines provide design guidance for each component of the Project (e.g., guideway, stations, parking lots) and define the City's review and permitting process for the development of the TC Overlay Zone Uses in the TC Overlay Zone area. With respect to such uses only, the ITC Design Guidelines will supersede the standards in Inglewood Municipal Code, the Downtown Inglewood and Fairview Heights Transit Oriented Development Plan, and the Hollywood Park Specific Plan, as well as any other design, plan review, or permit process described in any of the foregoing documents (including the Site Plan Review process in Article 18.1 in Chapter 12). However, to the extent feasible, TC Overlay Zone uses will be designed to be compatible with the urban design features and development standards outlined in the aforementioned regulatory documents guiding design in adjacent areas. Compliance with the review process as specified in the ITC Design Guidelines will be required prior to the issuance of building permit(s) for development of the TC Overlay Zone Uses.

The ITC Design Guidelines will include standards for design, features and design elements for buildings, structures, transit system elements, streetscapes, landscaping, lighting, parking, and sustainability.

The TC Overlay Zone also sets forth the following specific development standards for the TC Overlay Zone Uses:

- A height limit of 104 feet for station sites, 85 feet for the MSF site, and 75 feet for all other improvements, structures, and elements of the proposed Project, which include the guideway. These are height limits calculated above finished grade.
- No minimum setbacks (0' setback).
- No minimum street frontage requirements.
- Parking and public art requirements as specified in ITC Design Guidelines.

The TC Overlay Zone specifies that where the zone overlays a property or portions of a property, any affected area will continue to be treated as a legal setback area and shall continue to be counted within density calculations under the underlying zone, regardless of whether such area is developed with the TC Overlay Zone Uses or dedicated as a public right-of-way. The TC Overlay Zone does not impact allowable Floor Area Ratios (FAR) of developments within the overlay zone area.

Design Guidelines

The ITC Design Guidelines identify the objectives for the various project components and provides design guidance to help achieve the objectives. The ITC Design Guidelines include instructions on the project component dimensions, characteristics, and construction methods to better integrate the proposed Project with existing resources and nearby communities.

Guideline Objectives

APM Guideway

The guideway would have a significant presence on the streets of it is located on, connecting the major entertainment centers with each station. The guideway would be simple, clean, respectful of the surrounding environment and complimentary to the station design.

Stations

The stations would be the dominant feature of the proposed Project. The designs of the stations would be sleek, simple and are encouraged to enhance the user experience and the identity of the proposed Project. Stations would be designed to reflect the unique character of downtown Inglewood and the new surrounding development along Prairie Avenue. By designing the platform enclosures to visually frame views towards points of interest, users would have a sense of place, arrival, and intuitive wayfinding.

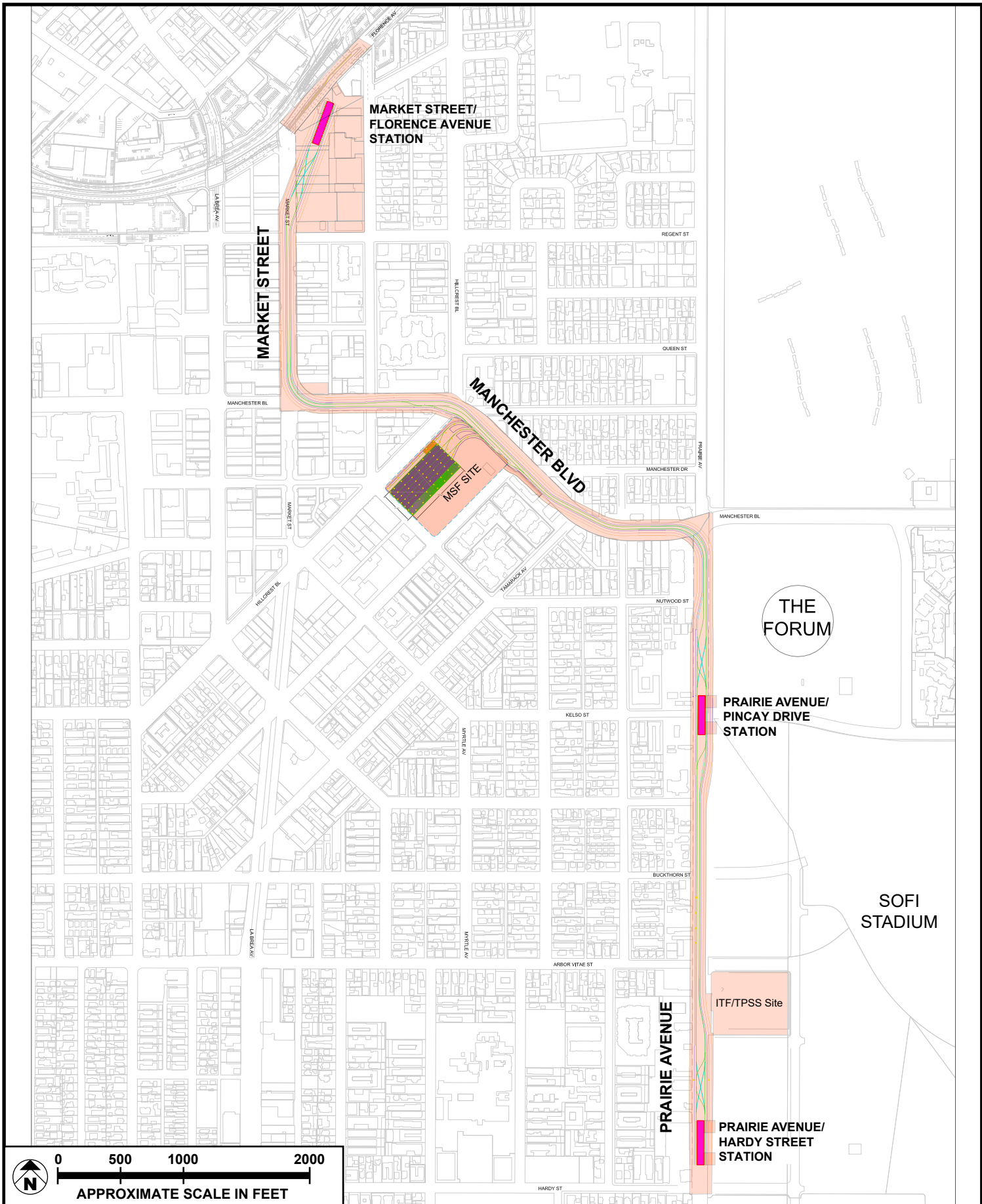


FIGURE 4.9-4

Transportation Corridor Overlay Zone



Maintenance and Storage Facility

The Maintenance and Storage Facility (MSF) will be easily accessible by employees who serve and maintain APM trains. It will be as unobtrusive as possible to its adjacent neighbors.

Streetscape

Roadway and street related designs would establish a framework and overall vision for the streetscape. Building upon proposed development within the Inglewood downtown and areas adjacent to the APM, the streetscape improvements associated with the proposed Project would add additional pedestrian facilities, active transportation, and aesthetics.

The public right-of-way includes the roadway, the bicycle network, and the sidewalk area. The goals for the roadways, streetscape, and pedestrian connections are to create an attractive and functional environment for the users, and seeks to create well defined edges between the pedestrian and the vehicle realm, to use a hierarchy of spaces that help define the use of the pedestrian space, and to improve the passenger experience ease through clarity of circulation and wayfinding.

Pedestrian Network and Streetscape

The pedestrian network would connect buildings, streets, parking areas, and the Project stations to create an environment that supports all modes of transportation. Sidewalks are the most important component of the area's pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes of travel (automobile, public transit, bicycles, etc.) to land uses in the area. The pedestrian zone would be of adequate width to accommodate pedestrians, including those with disabilities while providing pedestrian connections to the APM stations.

Under the ITC Design Guidelines, streetscape in Downtown Inglewood would be consistent with the street furniture items which currently exists on Market Street and the historic core and in accordance with the Downtown TOD Plan.³² Existing furniture on Market Street include waste baskets, light posts, sidewalk posts, and street chairs spread across the downtown area on sidewalk areas. Street furniture and street would be consistent with the ITC Design Guidelines, which include consideration of the street trees recommended on Market Street and surrounding areas under the Downtown TOD Plan.

32 City of Inglewood. *New Downtown And Fairview Heights Transit Oriented Development Plan and Design Guidelines*. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. November 1, 2016.

For the streetscape adjacent to HPSP on Prairie Avenue, the ITC Guidelines provide that streetscape design in the area include consideration the streetscape design guidelines for the HPSP project and that elements of this streetscape vision may be incorporated as feasibly consistent with the ITC Design Guidelines' overall Project vision. The HPSPS streetscape plan is designed to achieve a diverse urban forest, to integrate Hollywood Park with the adjoining urban fabric and to assist in developing districts of distinctive and appropriate character. Street trees selected for Prairie Avenue are based on recommendations from local arborists to create a palette of horticulturally successful, low maintenance and climate-appropriate tree species.³³ Tree selections on Prairie Avenue under the design guidelines of the HPSP are Afghan Pine, Camphor Tree, Southern Magnolia, and Canary Island Pine trees. Prairie Avenue adjacent to HPSP would also accommodate residential and retail gateways to the development and HPSP identifying elements with the goal of accommodating and providing architectural features, landscaping, graphic elements, special pedestrian or automobile paving, special night lighting effects or other similar features that complement the HPSP development.

Overall, the streetscape design would build upon proposed development within the Inglewood Downtown and APM adjacent areas and existing land use plans. The goals for the roadways, streetscape, and pedestrian connections is to create a cohesive, attractive and functional environment for the users and seeks to create well defined edges between the pedestrian and the vehicle realm. Hierarchy of spaces would be used to define the pedestrian space and improve passenger circulation and wayfinding experience.³⁴

Parking

The proposed Project includes parking lots at three locations: The Market Street/Florence Avenue Station, 150 S. Market Street, and 500 E. Manchester Boulevard (MSF). The Market Street/Florence Avenue Station site would include pick up and drop off areas on Locust Avenue and Regent Street and a surface parking lots containing approximately 650 public parking spaces. The surface parking lot at 150 S. Market Street would contain approximately 50 public parking spaces, and the surface parking lot on the MSF site would contain approximately 450 public parking spaces. Planting zones will be provided to separate parking stalls from sidewalks with trees will be planted at a minimum ratio of one tree per 10 parking spaces, not including the trees along the street edge of the parking lot.

33 Hollywood Park Lan Company, LLC. *Hollywood Park Specific Plan*. <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Adopted July 8, 2009, Amended September 23, 2014, Amended February 24, 2015.

34 ITC Design Guidelines.

Construction Commitment Program

The Construction Commitment Program identifies construction practices that would be implemented during construction of the proposed Project to address potential impacts associated with construction activities. These include measures to avoid or reduce adverse impacts of the proposed Project to environmental resources and the surrounding communities. Construction measures included in this Program address:

- Construction staging and traffic control requirements
- Maintaining access to parking, businesses, and pedestrian facilities
- Noise and vibration
- Air quality
- Tree removal and replacement
- Visual screening³⁵

Impact LU-1: Would the project physically divide an established community?

Construction

Implementation of the Clean Construction Program would ensure access to project adjacent sites would be available to the public with minor inconveniences. The Worksite Traffic Control Plans required by the CCP would prioritize maintaining a minimum of one travel lane in each direction on streets affected by construction activities. In the event that a complete road closure would be required, a detour route would be reviewed and approved by the City and public notice will be provided regarding the closure and the detour route. The detour route will allow for continued access to areas affected by project construction.

To minimize impacts on surrounding communities, construction staging would largely take place on parcels outside the existing right of way, limiting impacts on circulation. Staging would also comply with any City issued permits and be reviewed by the City prior to its implementation.

Although construction activities during Phase 3 would occasionally pose physical barriers to connections on Market Street or Manchester Boulevard, the physical barriers would be temporary and measures within the Construction Commitment Program would be provided to minimize transportation impacts that may

35 ITC Construction Commitment Program.

arise from temporary street closures. Relevant Construction Commitment Program measures to reduce local transportation impacts are outlined below:

Construction Staging and Traffic Control Program

1. The City of Inglewood would establish a Project Task Force for the ITC Project. This Project Task Force will provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force will review the traffic management plans to ensure the following topics are considered:
 - Coordination with other public infrastructure projects within the City’s boundaries,
 - Detour impact analysis for pedestrian, business, bicycle, and traffic flow,
 - Coordinate closures and restricted access with all special events,
 - Notification of the public with use of signage and web-based media,
 - Work with City of Inglewood and LA County police and fire personnel regarding maintenance of emergency access and response times,
 - Monitor and coordinate deliveries,
 - Establish detour routes,
 - Work with residential and commercial neighbors regarding upcoming construction activities and,
 - Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.

2. The Contractor and its consultants and sub-contractors shall develop and submit Worksite Traffic Control Plans to the City of Inglewood that address the following:
 - Worksite Traffic Control Plans shall be designed to minimize traffic impacts on residential streets.
 - Except as provided in the work hours permit issued by the City, the minimum traffic lane requirements for arterial streets impacted by Construction shall maintain at least the full number of traffic lanes in the peak direction, and if feasible one traffic lane in the off-peak direction, with additional capacity provided through appropriate detour routes.
 - The minimum traffic requirements for all other commercial and residential streets impacted by construction activities shall be one lane in each direction, unless varied by a City-approved Worksite Traffic Control Plan that protects the surrounding residential and business neighborhoods and promotes the free flow of traffic along the arterial streets.
 - Access shall be maintained to and from all alleys at one or both ends of the alley. If an alley is obstructed at one end such that a turnaround by any vehicle is not feasible, then at its sole expense the Contractor will provide flaggers to control the alley.

- Worksite Traffic Plans shall demonstrate that adequate access for public safety vehicles (such as police, fire, and emergency response), and pedestrian access within the Project area or approved detours is provided at all times.
 - Worksite Traffic Plans shall provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
 - All existing bus stops must be maintained or if necessary, relocated nearby with appropriate signage.
 - Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate the Contractor's Contract work and when approved by the City.
 - Provide reasonable vehicular access to all businesses and community facilities, including parking needs.
3. The Contractor and its consultants and sub-contractors shall take the following actions related to any road closures required during construction:
- The City and Contractor shall provide advanced notice of the planned date of the temporary full street closure. Such community outreach will include at least one meeting with businesses and residents to discuss and receive comments for each temporary full street closure.
 - Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice.
 - Temporary full street closures are permitted upon thirty (30) days' notice to the City.
4. If the City determines that traffic impacts have not been sufficiently mitigated, then, at any time, the City's traffic engineer may revise the Worksite Traffic Control Plans to incorporate additional mitigation measures or to modify traffic control.
5. Detour routes during temporary street closures shall be subject to review and approval by the City, provided that the Contractor gives thirty (30) days' notice. Detour routes must not use residential streets unless authorized by the City. Wayfinding signage identifying the closures and alternative routes will be provided by the Contractor.
6. Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice.
7. Construction staging and traffic control requirements (including lane closures, street closures and hauling restrictions) shall be in accordance with the standards set forth in: this Article; all Construction Staging Plans, Traffic Management Plans, and any conditions of approval included in a City-issued permit.

8. The Contractor and its consultants and sub-contractors take the following actions related to Preliminary Haul and Overload routes:
 - Haul routes and overload/oversized vehicle routes must be reviewed and approved by the City.
 - To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the Project area, and hauling of material from the Project area, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).
 - The City may restrict one or more of the above haul routes during special events within the City or situations when lane restrictions affect a haul route.

The CCP also includes the following business and community support programs:

1. The Contractor and its consultants and contractors shall develop and submit Business and Community Support Plans to the City of Inglewood for the purpose of assisting those businesses financially affected by the construction performed. Business Support Plans shall address the following:
 - Advertising support in a local or regional newspaper, social media
 - Notice plans of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access
 - Notice plans to property owners if utilities would be disrupted for short periods of time and scheduled major utility shut-offs during low-use periods of the day.
 - Methods by which business owners can convey their concerns about construction activities and the effectiveness of measures during the construction period so activities can be modified to reduce adverse effects.
 - Access plans that ensure that all businesses and service providers are provided with adequate access during construction. Where there is a significant LEP population, signage shall be provided in various languages (as appropriate).
 - Funding for temporary signage and advertising during construction to help businesses that are partially blocked or that have inconvenient access due to construction activity.

These measures would continue to allow access within the Project area, including access to businesses at all times, and transportation related inconveniences would be reduced to the extent feasible and provide additional support for businesses. Efforts would be made to keep all traffic lanes open for peak directional travel. If all lanes cannot remain open, one lane would be kept open for peak direction and supplemented by detour options. Advanced notice of road closures and detours would be provided to the City and the community.

Measures to minimize transportation impacts are not limited to private vehicles. Bus stop relocation and bicycle/pedestrian detours facilitates access by other modes of transportation and ensures continued operation and connectivity to nearby communities. Multimodal access to local businesses would be maintained throughout construction.

While access to some neighborhoods would be disrupted and detoured for short periods of time during construction, through implementation of the Worksite Traffic Control Plans, and other Project construction mitigation measures, access would continue to be available to neighborhoods for both residents and emergency response. The proposed Project would not physically divide the existing community during construction and this impact is less than significant.

Additional construction impact analysis including aesthetics, air quality, noise, traffic, and vibration can be found in **Sections 4.1, 4.2, 4.10, and 4.12.**

Operation

The proposed Project will connect the Metro Crenshaw/LAX line with Downtown Inglewood and local entertainment centers including SoFi Stadium and the Forum, facilitating regional transit connectivity across the greater Los Angeles region. Both the guideway and the stations will be elevated and primarily located within public right-of-way for the length of the proposed Project. Existing uses adjacent to the proposed Project include commercial, single and multifamily residential, and entertainment uses.

As discussed below, the proposed Project guideway and stations would be elevated to minimize access impacts to adjacent land uses and ground transportation. The columns for the guideway and the guideway will change the physical characteristics of the streets it is located on, including affecting the views of buildings along these streets. These streets are, however, existing transportation facilities that are a feature of the community and divide the community in this regard. Stations would be designed to provide easy access for pedestrians to and from the station and adjacent streets. The proposed support facilities for the APM system, such as the MFS, would not be constructed on existing transportation facilities and would be contained within designated parcels without physically dividing the community. Therefore, operation of the proposed Project will have a less than significant impact on access and will not introduce features on these streets that will physically divide the community.

Market Street Segment

The Market Street/Florence Avenue station footprint would be entirely contained within the 9-acre site and will not contribute to physically dividing the surrounding community.

The elevated guideway will travel south from this station on Market Street until the intersection with Manchester Boulevard. Since the guideway will be elevated, located within the existing street and the columns for the guideway and other associated components of the system will not introduce physical features that will form a physical barrier. While the columns for the guideway and the guideway will change the physical characteristics of this segment of Market Street, including affecting the views of buildings along the street the Project will not introduce features that will physically divide the community.

As identified in *Section 4.9.4: Existing Conditions*, adjacent to this segment are commercial retail, office, restaurant, parking, and mixed-use residential uses, as well as vacant lots. The guideway will remain elevated with a minimum of 4 feet from adjacent structures, as outlined in the ITC Design Guidelines, and would not pose a physical barrier except for the occasional columns support for the guideway. The number of support columns will be minimized by providing the maximum allowable spacing between each column. Aside from the property to be acquired at the corner of Market Street and Manchester Boulevard (further described in the Manchester Boulevard Segment), the guideway is not expected to intrude into any existing land uses or impact the existing traffic flow below the guideway. No physical division of the community will occur.

An elevated pedestrian walkway will connect the station with the Crenshaw/LAX line through the Downtown Inglewood station across from Florence Avenue. Because the pedestrian walkway will be elevated, it will not interfere with access to existing neighborhoods and would not physically divide an existing community.

Manchester Boulevard Segment

The Manchester Boulevard segment begins at the intersection of Market Street and Manchester Boulevard and continues east until the intersection of Manchester Boulevard and Prairie Avenue. The Manchester Boulevard roadway is bordered by commercial retail, office, churches, mixed-use and residential uses on both sides of the street. As the guideway turns east on Manchester Boulevard, the guideway will extend into the property located at 150 S. Market Street. This property contains a two-story commercial building that will be acquired and demolished to allow construction of the guideway.

Similar to the Market Street segment, the guideway will be constructed primarily within the Manchester Boulevard right-of-way. The guideway will remain elevated with a minimum of 4 feet from adjacent structures, as outlined in the ITC Design Guidelines, and would not pose a physical barrier except for the occasional columns support for the guideway. The columns will be spaced out to the maximum extent possible to minimize visual and land use impacts for nearby right of way and properties.

The MSF will be constructed within the Manchester Boulevard segment, located southwest of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue, at an existing commercial center. This commercial center will be acquired and the existing buildings and site improvements demolished to accommodate the MSF. One TPSS will be co-located on the MSF site. Since the MSF site will be entirely contained within the existing commercial center site, the structure will not physically divide the existing community or impede on access to local businesses, amenities, and residential uses. Existing traffic circulation will continue to operate around the MSF site without physical obstructions.

Neither the elevated guideway nor the MSF site will physically divide the community by limiting local access or obstructing traffic. The guideway and columns will be located within the street and will not introduce physical features that will form a physical barrier. While the columns for the guideway and the guideway will change the physical characteristics of this segment of Manchester Boulevard, including affecting the views of buildings along the street, the Project will not introduce features that will physically divide the community.

Prairie Avenue Segment

The Prairie Avenue segment begins at the intersection of Manchester Boulevard and Prairie Avenue and continues south on Prairie Avenue until the termination of the guideway at the intersection of Hardy Street and Prairie Avenue. As the guideway turns south from Manchester Boulevard, the guideway will partially extend beyond the public right-of-way into the property at 401 S. Prairie Avenue. An easement or partial acquisition of this parcel may be necessary to accommodate the placement of support columns. This segment of the guideway would be bordered by commercial and multifamily residential uses on the west and a mix of uses on the east, including the Forum and entertainment, retail, and residential uses under development within the HPSP area.

The Prairie Avenue segment will be constructed primarily within the Prairie Avenue right-of-way and will be adjacent to established communities to the west and entertainment centers and developing communities to the east. A 30-foot easement will be required to reconfigure Prairie Avenue and accommodate columns, sidewalk, and existing number of travel lanes. Similar to other segments, the guideway will be elevated, at least 4 feet from adjacent buildings, and spaced out to the extent practical to limit the number of columns. Existing traffic flow below the guideway structure will be maintained.

There are two stations within this segment which will be located at the intersection of Pincay Drive/Prairie Avenue and Hardy Street/Prairie Avenue. Easements to accommodate the station components at the Forum and the HPSP properties will be necessary and extend up to 30 feet (with limited station elements such as pedestrian access point landings extending up to 75 feet outside the existing right of way and onto properties the Forum and HPSP properties). The elevated stations will not obstruct existing traffic flow or

physically divide communities. A TPSS will be constructed east of Prairie Avenue at the Civic Center Site which is part of HPSP. The TPSS will not impact existing traffic circulation as it will be completely contained away from the transportation facilities. The TPSS will also be relatively small in nature, with an approximate dimension of 30 feet wide, 100 feet long, and 20 feet high.

Additionally, the residential neighborhoods located west of the Prairie Avenue commercial entertainment facilities located east of Prairie Avenue are currently separated by Prairie Avenue. As with the other streets the system is located on, the guideway and columns will be located within the street. While the columns for the guideway and the guideway will change the physical characteristics of this segment of Prairie Avenue, including affecting the views of buildings along the street, the Project will not create any additional division of this portion of the community. Access to existing commercial and residential uses to the east side of the guideway would remain due to the elevated nature of the guideway and the implementation of the ITC Design Guidelines. Therefore, the Prairie Avenue Segment of the proposed Project will have a less than significant impact to local access and physical division of the community.

Mitigation Measures

Impact is less than significant. No mitigation measures required.

Level of Significance after Mitigation

Impact is less than significant. No mitigation measures required.

Impact LU-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impacts

This analysis addresses both the construction and operation of the proposed Project. The discussion evaluates whether implementation of the proposed Project would conflict with an applicable land use plan, policy, or regulation to such an extent that it would constitute a significant impact.

The criterion for determining significance with respect to land use plans considers conflicts with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This criterion recognizes that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The overarching goals of the 2020–2045 SCAG RTP/SCS address four core categories: economy, mobility, environment, and healthy/complete communities. The RTP/SCS includes goals to improve mobility and access for local communities in the region with reliable and safe transportation options. The RTP/SCS also encourages a diverse portfolio of transportation options that would increase people and goods movement within the region using new transportation technologies and data driven solutions that result in more efficient travel. Beyond transportation, the RTP/SCS also seeks to reduce greenhouse gas emissions and improve air quality within the region while supporting a more healthy and equitable communities.

The proposed Project would further the objectives of the plan by increasing local and regional transportation options while minimizing greenhouse gas emissions locally and in the region. The proposed Project would be a reliable transportation system that would improve the security and resilience of the regional transportation system by increasing local transportation service capacity and options for transportation in the region. The increase in transportation service capacity would promote regional economic prosperity and competitiveness while serving major regional activity centers including Downtown Inglewood, SoFi Stadium, the Forum and the Inglewood Basketball and Entertainment Center (IBEC).

The proposed Project would decrease local VMT and improve local air quality (See **Section 4.2**) in the City of Inglewood. As the proposed Project is located within and adjacent to disadvantaged and underserved communities, the health benefits and reliable, low-cost transit service would create a more equitable community with increased access and reliable transportation options. Lastly, the proposed Project would increase transportation options for diverse housing types in the area, including single and multifamily residential uses in the City of Inglewood.

Table 4.9-2: SCAG 2020–2045 RTP/SCS Analysis provides a consistency analysis of the proposed Project as compared to applicable goals and policies contained in various chapters of the SCAG 2020-2045 RTP/SCS. The analysis contained in **Table 4.9-2** demonstrates the proposed Project would generally be consistent with the advisory and voluntary RTP/SCS Goals and Policies. Therefore, implementation of the proposed Project would not result in significant land use impacts due to inconsistency with the RTP/SCS. Accordingly, impacts would be less than significant.

Table 4.9.6-2
SCAG 2020–2045 RTP/SCS Analysis

2020 RTP/SCS Goals, Policies, and Strategies	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Consistent. Implementation of the proposed Project would have local and regional economic benefits by improving access to the City’s major activity centers including Downtown Inglewood, SoFi Stadium, Forum and IBEC, increasing regional connectivity, and incentivize economic activity across the region along the transit route.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The proposed Project would develop a fully elevated guideway connecting the Metro Crenshaw/LAX Line, Downtown Inglewood, and the City’s major activity centers. The proposed Project would maximize the movement of passengers and travelers on both event and non-event days at SoFi Stadium, Forum and IBEC, by integrating pedestrian, roadway, and transit improvements into an efficient transportation network. Further, the proposed Project would provide convenient, reliable, and time-certain transit service for residents and visitors. As such, the proposed Project would improve mobility, accessibility, reliability, and travel safety for the region.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. The proposed Project would develop a fully grade separated guideway with supporting maintenance facilities integrated into the City of Inglewood’s transportation system and linking with the regional light rail system. Regular maintenance would be provided to support the continuing operation of the system, enhancing the security and resilience of this new component of the regional transportation system.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent. The proposed Project would expand the range of travel choices available in the City of Inglewood by adding a transit system that links Downtown Inglewood and activity centers in the City with the regional light rail network.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent. The proposed Project would reduce reliance on automobiles and other light duty vehicles in the City of Inglewood by providing an alternative mode of travel within the City that links to the regional light rail network. The proposed Project also includes streetscape improvements that would facilitate pedestrian and bicycle travel by reducing vehicles and congestion on the existing roadway system and increasing transit, pedestrian, and bicycle use which would reduce greenhouse gas emissions and improve air quality.
Goal 6: Support healthy and equitable communities.	Consistent. The proposed Project would reduce traffic congestion and overall vehicle miles traveled, increasing

2020 RTP/SCS Goals, Policies, and Strategies	Project Consistency
	<p>use of transit, bicycle, and pedestrian travel, which would improve local and regional air quality and public health in the City of Inglewood. The addition of the proposed Project in the City of Inglewood that links to the regional light rail network would provide a reliable, low-cost transportation option to SB 535 disadvantaged communities.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent. The proposed Project would include a range of both mandatory and feasible sustainability measures, reduce congestion, and reduce overall vehicle miles traveled (See Section 3.0, Table 3.0-5). The proposed Project would link Downtown Inglewood and activity centers in the City to the Crenshaw/LAX light rail line, which would support an integrated development pattern and transportation network.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Consistent. The proposed Project would integrate a new transportation technology into the City’s transportation system. By linking Downtown Inglewood and activity centers in the City to the regional light rail network, the proposed Project would result in more efficient travel.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options</p>	<p>Consistent. Implementation of the proposed Project would expand the range of transportation options available in the City of Inglewood by providing a transit system within the City that links to the regional light rail network, which would facilitate the development of a diverse range of housing in the City.</p>

Source: SCAG. 2020-2045 RTP/SCS ConnectSoCal. May 7, 2020. <https://www.connectsoocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf>. Accessed August 12, 2020.

For consistency with SCAG growth forecast for population, employment, and housing please refer to **Section 4.11**.

Los Angeles County Airport Land Use Commission, Airport Land Use Plan

Portions of the guideway, stations, and support facilities, including the MSF, the Prairie Avenue/Pincay Street Station, and the Prairie Avenue/Hardy Street Station,³⁶ are located within the LAX Planning Boundary/Airport Influence Area. Based on review by the Los Angeles County Airport Land Use Commission staff, review of the proposed Project by the Airport Land Use Commission is not required.

36 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, adopted 1991 and revised 2004.

LAX Airport Land Use Plans

The Los Angeles World Airports (LAWA) adopted the LAX Plan³⁷ and LAX Specific Plan³⁸ to implement the City of Los Angeles General Plan for LAX. The plans provide a land use policy framework to guide implementation of the LAWA Master Plan and include zoning and development regulations in the LAX Zone.

The LAX Plan and LAX Specific Plan include areas adjacent to the LAX airport west of La Cienega Boulevard. The proposed Project is approximately one mile east of La Cienega Boulevard and is not included in the area addressed by these plans. The proposed Project is also not located within the Runway Protection Zone (RPZ)³⁹ and is not subject to land use restrictions in the RPZ, including the restrictions on residential and public assembly uses. However, the proposed Project would be located within the 65 CNEL Noise Contour for LAX operations as shown in **Figure 4.9-5: ALUP Noise Contours**.

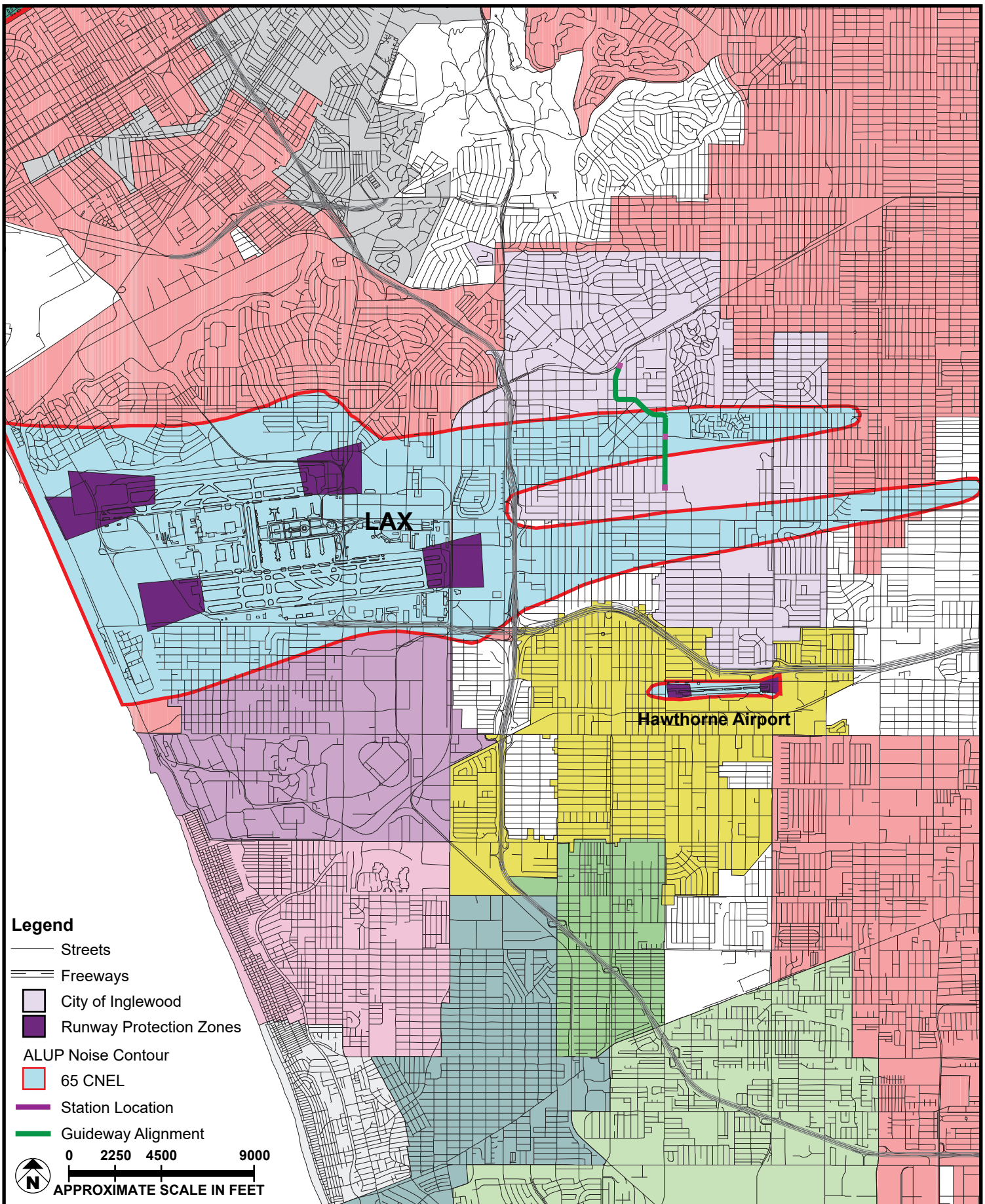
The LAX Plan includes guidelines to direct airport operations and development as far from, or oriented away from, residential neighborhoods to the fullest extent feasible. The proposed Project does not include the construction or planned development of use sensitive to noise and would not obstruct the objective of the LAX Plan to avoid impacts to sensitive land uses.

The proposed Project is outside the LAX Plan, LAX Specific Plan, and RPZ areas and, therefore, is not subject to any regulations applicable to the airport and adjacent areas. The implementation of the proposed Project would not conflict with the LAX Airport land use plans.

37 Los Angeles International Airport. *LAX Plan*. 2017. lawa.org/-/media/lawa-web/lawa-our-lax/plan-and-ordiance/2017-lax-plan.ashx. Accessed August 16, 2020.

38 Los Angeles International Airport. *LAX Specific Plan*. 2017. file:///C:/Users/clan/Downloads/17-0276-s2_ord_185164_10-28-17.pdf;file:///C:/Users/clan/Downloads/17-0276-s2_ord_185164_10-28-17.pdf. Accessed August 16, 2020.

39 Los Angeles World Airports. *Los Angeles Plan Amendment Study Report*. March 2012.



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

FIGURE 4.9-5



ALUP Noise Contours

City of Inglewood General Plan

Land Use Element

The General Plan policies focus largely on orderly infill development, promotion of transit oriented development, facilitation of mixed uses, provision of housing for all income level households, improvement of aesthetics, provision of public services, safety from seismic effects, use of alternative energy sources, and prevention of land use consistency conflicts. In order to ensure the proposed Project is consistent with the Land Use Element of the General Plan, the following changes to the Land Use Element are proposed:

1. The new text shown as underlined is proposed to be added to the goal below in the “Circulation” subsection of the “Goals and Objectives” section:
 - Promote and support adequate public transportation within the city and the region, including through the development and operation of the Inglewood Transit Connector and its appurtenant infrastructure, stations, maintenance and storage facility, substations, and related improvements.
 - The new text shown as underlined is proposed to be added to the “Downtown Transit Oriented District” subsection of the “Goals and Objectives” section for the following policies and the text shown as strikethrough will be deleted:
 - Policy 2.3: *Preservation of Historic Fabric*. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.
 - Policy 3.5: *Local Transit Connections to Metro Rail*. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station through development and operation of the Inglewood Transit Connector ~~using existing or emerging technologies.~~
 - Policy 3.6: *Parking District*. Establish a parking district with shared parking consolidated in garages or surface lots and manage pricing.
2. The new text shown as underlined is proposed to be added and the text shown as strikethrough would be deleted under the “Passenger Train Service” subsection in the “Development Factors – Transportation Network” section:
 - D. Passenger Train Service

Inglewood is currently connected to the Los Angeles Metro Rail system by Crenshaw Station on the Metro Green Line. This station is located in the 105 freeway at Crenshaw Boulevard.

The Metro Crenshaw/LAX Line, scheduled to open in ~~2021~~¹⁹, will add three new stations to the City of Inglewood: Fairview Heights (Florence/West), Downtown Inglewood (Florence/La Brea), and Westchester/Veterans (Florence/Hindry).

The Inglewood Transit Connector, anticipated to open in 2026, would further enhance connectivity by adding an extension from the Metro Crenshaw/LAX Line that would connect the transit line's Market Street Station (located at Florence/Market) to the entertainment, housing, and employment centers located at or near The Forum, the NFL Stadium, Hollywood Park and the future Inglewood Basketball and Entertainment Center.

3. The new text shown as underlined is proposed to be added and the text shown as strikethrough would be deleted in the "Downtown Transit Oriented District" subsection in "Future Land Uses":

G. Downtown Transit Oriented District [*Intervening text intentionally omitted*]

The Downtown Transit Oriented District consists principally of the half-mile radius around the Downtown Inglewood Metro Station located near Florence Avenue and Market Street. The Transit Oriented District should contain a variety of mutually complementary uses, including residential, office, retail, government and light industrial/creative office, all in a pedestrian-friendly environment that facilitates transit usage. Concept plans, zoning and design guidelines for this District are given by the TOD Plan for the area or, with respect to those areas impacted by the Inglewood Transit Connector, the zoning provisions and design guidelines of the Transportation Corridor Overlay Zone. It is divided into seven sub-districts: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

The proposed amendments are consistent with the intent of these existing goals and policies for the Downtown Transit Oriented District and the City's circulation system. Specifically, the proposed Project would implement Policy 3.5 by providing a local connection to the Metro Rail system from Downtown Inglewood and activity centers in the City including SoFi Stadium, Forum, and IBEC. The additional surface parking lots providing public parking included as components of the proposed Project are consistent with the intent of Policy 3.6 for parking in the Downtown Transit Oriented District.

The proposed changes are consistent with the Land Use Element goals for promoting and providing adequate public transit to the local community. The proposed Project would add reliable public transit to Inglewood communities that do not have access to existing transit services. The ITC Design Guidelines would ensure the proposed Project is integrated into the historic fabric for the segment of the guideway that would travel through the City's historic core.

The proposed TOC Overlay Zone and ITC Design Guidelines are complementary to, and consistent with the existing policies for the Downtown Transit Oriented District to create a pedestrian-friendly environment that facilitates transit usage.

Overall, the proposed Project furthers the goals of the Land Use Element by providing additional transit options and facilitating transit-oriented development within the City of Inglewood. As the proposed Project would connect passengers between Downtown Inglewood and the City’s activity centers, it would result in additional transit options for both residents and visitors and create transit-oriented development areas near the transit line.

The proposed Project also supports other General Plan policies as well which are not directly related to transit. The proposed Project would support infill development and increase the use of alternative methods of circulation centered around the Metro system, pedestrian network, and bicycle facilities. The increase in visitors and pedestrian activity that would be associated with the proposed Project in Downtown and around the other stations, coupled with proposed streetscape improvements, would advance economic development through increased patronage at local businesses and help encourage mixed-use land development patterns conducive to pedestrian activity.

As shown in **Table 4.9-3: Project Consistency with General Plan Land Use Element**, the proposed Project would support and would be generally consistent with the Land Use Element. Operation of the proposed Project would not conflict with any of the applicable goals, objectives, and policies included in the City’s General Plan Land Use Element and, thus, would not result in a significant impact.

**Table 4.9-3
Project Consistency with General Plan Land Use Element**

Goals and Policies	Project Consistency
Goals and Policies added with 2016 Amendment	
Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.	Consistent. The proposed Project would strengthen Downtown Inglewood for commercial and residential uses by increasing accessibility to the downtown area from local activity centers and the regional light rail network. This increased transit accessibility would promote local economic development opportunities, and enhance Downtown’s retail, recreation, and entertainment offerings and range of housing and employment options. Implementation of the proposed Project would activate and complement development in the City, and enhance social cohesion, equity, and community resilience.
Policy 1.1: Mixed Use Development. Encourage a range of residential, retail, office, recreational, and institutional uses in the Historic Downtown to create a vibrant urban district and support local business.	Consistent. The proposed Project would increase transit accessibility in the City’s Historic Downtown, which would support and encourage the development of a range of residential, retail, office, recreational, and institutional uses. By connecting Downtown with local activity centers and the regional light rail network, the proposed Project would result in an increase in visitors

Goals and Policies	Project Consistency
	and pedestrian activity in the Downtown neighborhood that would support the development of a vibrant urban district and support local businesses.
Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.	Consistent. The proposed Project would promote economic development opportunities in Downtown Inglewood and support the development of a revitalized Downtown that serves as a gathering place for residents and visitors by increasing transit accessibility.
Policy 2.2: Pedestrian Network. Enhance sidewalks, repurpose alleys and create mid-block passthroughs and internal courtyards to serve as pedestrian passageways and enjoyable public spaces.	Consistent. The proposed Project would maintain and enhance sidewalks around the stations and guideway which would enhance the pedestrian environment. Sidewalks would be enhanced and widened at necessary points adjacent to the support columns to meet Americans with Disabilities Act (ADA) pedestrian circulation requirements, including along Market Street. New enjoyable public spaces would be created at each of the proposed stations that would be designed in accordance with the ITC Design Guidelines.
Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, <u>while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.*</u>	Consistent. The proposed Project would result significant impacts to historic buildings. Mitigation measures would be proposed and incorporated to the extent feasible but the impacts would be significant and unavoidable. For detailed analysis, please refer to Section 4.4 Cultural Resources . To properly incorporate the proposed Project into the existing historic fabric of Downtown Inglewood, the amendment to Policy 2.3 has been proposed to include the APM system. With the incorporation of the GP amendment and the mitigation measures the proposed Project would be consistent with the GP Land Use Element. Additionally, the ITC Design Guidelines address the integration of the proposed Project into the historic character of the Downtown along Market Street. The guideway would have an integrated, clean design, with round columns. The underside of the guideway would be smooth, and color of the concrete would be neutral with accents achieved through lighting. The design guidelines for the Market Street Station call for large enclosure openings facing east to integrate the station with Downtown in a manner that complements and preserves the historic fabric of Downtown.
Goal 3: Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.	Consistent. The proposed Project would expand the range of accessibility options in Downtown consistent with this goal by connecting Downtown to the regional light rail network and enhance pedestrian and bicycle transit through streetscape improvements.
Policy 3.1: Complete Streets. Accommodate all modes of transportation on streets, with particular attention to	Consistent. The guideway would be fully elevated above the existing street network, adding an additional mode of

Goals and Policies	Project Consistency
<p>transit vehicles and pedestrians, but also design streets to serve as open spaces in the urban environment, places where people gather, communicators of the locality's culture, vision and values, and generators of development on adjacent parcels.</p>	<p>transportation without affecting the existing street network. Streetscape improvements would maintain and improve pedestrian access around the stations. The ITC Design Guidelines address the design character of the stations and the integration of the stations with the pedestrian, bicycle, and vehicular character of the street network.</p>
<p>Policy 3.4: Pedestrian Connections to Metro Rail. Establish high-quality at-grade and/or bridge connections from the Downtown Inglewood Metro station across Florence Avenue to the south. Make every effort to facilitate a direct pedestrian connection from the station to Beach Avenue to the north.</p>	<p>Consistent. The proposed Project would provide a pedestrian connection from the Market Street/Florence Avenue Station to the Metro Crenshaw/LAX Line by means of a pedestrian walkway spanning Florence Avenue. The walkway would extend north from the mezzanine level of the Market Street/Florence Avenue Station, cross Florence Avenue, and land on the pedestrian sidewalk on the northern side of Florence Avenue. Additionally, the Market Street/Florence Avenue Station would include pedestrian connections to the grade level to encourage pedestrian circulation in the vicinity of the proposed Project.</p>
<p>Policy 3.5: Local Transit Connections to Metro Rail. Provide quality local transit connections from major destinations such as the NFL Stadium and Forum to Downtown and the Downtown Inglewood Metro station using existing or emerging technologies.</p>	<p>Consistent. The primary intent of the proposed Project is to provide a public transportation connection between the Metro Crenshaw/LAX line and major activity centers in the City, including the Forum, Los Angeles Sports and Entertainment District, and future Inglewood Basketball and Entertainment Center. The APM trains would be a driverless, self-propelled electric train using existing technologies to make the transit connection.</p>
<p>Policy 3.6: Parking District. Establish a parking district with shared parking consolidated in garages and manage pricing.</p>	<p>Consistent. Parking facilities would be provided as part of the proposed Project to supplement existing parking in downtown and offset any existing street-side parking that may be impacted by the implementation of the proposed Project.</p>
<p>Goal 4: Downtown is a major economic engine providing jobs, sales tax, and other revenues.</p>	<p>Consistent. The proposed Project would increase the number of visitors to Downtown Inglewood. This increase would generate additional business patronage and economic growth in Downtown, contributing to more jobs, sales tax revenue, and other revenues in the City.</p>
<p>Policy 4.1: Major Sites Development. Develop major sites and create new destinations at the north and south ends of Market Street, immediately north of the Metro station, and on and around the City Yard that create jobs, generate revenues for the city through sales and bed tax and provide new opportunities for residents.</p>	<p>Consistent. The guideway would begin at the Market Street/Florence Avenue Station, located near the Market Street/Florence Avenue intersection. The placement of a station in this vicinity would serve to create a public transportation destination for visitors or residents traveling to one of the City's activity centers or to Downtown. This increase in transit accessibility and activity in Downtown would support the development of major site at the north and south ends of Market Street.</p>

Goals and Policies	Project Consistency
Goals and Policies (as adopted January 1980)	
General	
<p>Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the City to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.</p>	<p>Consistent. The proposed Project involves the development of an elevated guideway built entirely above grade and largely within the public rights-of-way, with support constructed on appropriate sites adjacent to the guideway. The MSF would consist of a multilevel building on an approximately 4- to 6-acre site with sufficient space for maintenance facilities, administration facilities, storage, shipping/receiving areas, and staff parking. The guideway, stations, and support facilities are intended to meet the transportation needs of the City while ensuring that the development of new, major activity centers can be accommodated by the local and regional transportation network in an orderly fashion. Additionally, the proposed Project would encourage complementary transit-oriented, mixed-use development near stations conducive to the anticipated increase in pedestrian activity, including within the Downtown TOD Plan area.</p>
<p>Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.</p>	<p>Consistent. The proposed Project would support economic activity in Downtown Inglewood by improving connectivity to activity centers in the region and locally, thereby increasing employment opportunities for the City's residents. Additionally, the proposed Project would create jobs in the maintenance and operation of the APM trains at the MSF.</p>
<p>Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.</p>	<p>Consistent. The proposed Project would provide an additional transportation option between Downtown Inglewood and the City's activity centers for visitors and residents. The proposed Project would enhance the use and viability of existing housing as well as encourage new mixed-use, transit-oriented development, including residential uses.</p>
<p>Promote Inglewood's image and identity as an independent community within the Los Angeles metropolitan area.</p>	<p>Consistent. The proposed Project would encourage and facilitate greater access to the City's activity centers, including SoFi Stadium, Forum, IBEC and Downtown Inglewood. These activity centers contribute to the City's status and identity as an entertainment destination within the Los Angeles metropolitan area.</p>
Commercial	
<p>Create and maintain a healthy economic condition with the present business community and assist new business to locate within the City.</p>	<p>Consistent. The proposed Project's introduction of increased visitors through increased connectivity to the region would likely have the effect of encouraging business patronage, employment, and economic growth in the City.</p>

Goals and Policies	Project Consistency
Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.	Consistent. As mentioned previously, the proposed Project's introduction of increased visitors and pedestrian traffic in the Downtown neighborhood would likely have the effect of encouraging business patronage, employment, and economic growth in the area.
Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.	Consistent. The proposed Project would enhance the appearance of major streets adjacent to the APM system facilities including sidewalks and roadway medians. The appearance of the APM structure would be modern with transparent and nude toned color scheme to create an appealing appearance. The color scheme is also chosen to help better integrate the APM structure with the adjacent environment. The APM system would facilitate movement of greater numbers of residents and visitors along major streets in the City, thereby having the potential to activate existing commercial corridors, particularly along Market Street.
Promote the development of commercial/recreational uses which would complement those which are already located in Inglewood.	Consistent. As mentioned previously, the proposed Project's introduction of increased visitors and pedestrian traffic in the Downtown neighborhood would likely have the effect of encouraging business patronage, employment, and recreational development in the area. Connectivity to existing recreational uses such as the Forum and SoFi stadium would complement commercial recreational uses already located in Inglewood.
Industrial	
Increase the industrial employment opportunities for the City's residents.	Consistent. The proposed Project would include an MSF which would provide for regular and preventive maintenance of the APM train rolling stock and operating equipment, as well as space for storage of the vehicle fleet. Additionally, the MSF would house the operations control center where automated train operations would be monitored and controlled. The proposed Project is anticipated to generate approximately 150 full time employment opportunities in the light industrial sector.
Circulation	
Ensure that proposed new uses can be accommodated by adequate and safe streets.	Consistent. During construction of the proposed Project, right-of-way closures or diversions may occur along the length of the guideway and near the MSF and ITF sites. However, such closures would be temporary and would adhere to a traffic construction management plan as approved by the City of Inglewood Transportation Division. Upon implementation of the proposed Project, the existing number of travel lanes in the area would be maintained and area roadways would continue to accommodate a range of transportation options.
Promote and support adequate public transportation within the City and the region.	Consistent. The proposed Project would increase existing capacity and provide additional access to public transportation within the City and the region by adding a

Goals and Policies	Project Consistency
	transit system to connect visitors and residents with Downtown Inglewood and activity centers in the City and to regional light rail system.
Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.	Consistent. Implementation of the proposed Project would increase transit choices and reduce vehicle trips in the City.
Develop a safe and adequate pedestrian circulation system which is barrier-free for the handicapped.	Consistent. The proposed Project would include pedestrian access at the ground level surrounding the stations along the proposed Project. Access to the stations would be accomplished through ADA-compliant pedestrian amenities such as escalators, elevators, stairs, signage, walkways, and mezzanine areas. Streetscape improvements along the guideway would ensure that sidewalks/walkways would be ADA-compliant surrounding stations, support columns, and other facilities.
Community Facilities	
Maintain the present high level of police and fire services to the extent it is fiscally prudent.	Consistent. The proposed Project would divert some attendees of the City’s activity centers who would otherwise travel by private vehicle, resulting in reduced traffic and congestion. The reduction in surface vehicle traffic could potentially reduce the amount of police and fire services required in the area. However, passengers of the APM system would require additional police and fire services. The City would work with the local police and fire services to ensure that a high quality of existing police and fire services would be maintained.
Expand opportunities for cultural and social growth for the City’s residents.	Consistent. The proposed Project would encourage economic development in Downtown Inglewood and transit-oriented development in the vicinity of the proposed Project while connecting neighborhoods with the City’s activity centers. These efforts would serve to expand opportunities for cultural and social growth amongst the City’s residents.

Source: City of Inglewood General Plan, “Land Use Element” (2016).
 *Proposed GP Amendment

Environmental Justice Element

The Environmental Justice Element focuses on issues of equity when planning for future growth and development in the City, highlighting two environmental justice factors- pollution burden and population characteristics. Environmental Justice is a prominent issue in the City as residents in the City primarily

reside in SB 535 disadvantaged communities and the City of Inglewood consistently ranks among the top 25 percent in California with the highest pollution burden and socioeconomic vulnerabilities.⁴⁰

The proposed Project would further the goals and objectives stated within the Element by providing reliable transit service and improving mobility of the local City residents while reducing the number of vehicles on the existing roadway. These reductions in vehicle miles traveled would contribute to a reduction in air quality impacts in the local neighborhoods and the region, providing an improvement to local air quality and public health (see **Section 4.2**). Noise impacts on the roadways would not increase during the operation of the proposed Project and the overall noise impact would be less than significant during operation which would ensure the quality of life of the nearby communities (see **Section 4.10**). The City has involved and would continue to involve the community during the proposed Project's planning and environmental review process and has provided and would continue to provide information to the public through public outreach efforts, notifications online and publications in newspapers and mailing notices. For outreach effort information conducted during the planning period by the proposed Project, please refer to **Section 2.0: Introduction** and associated appendices (**Appendix 2.0.1a Recirculated Notice of Preparation, Appendix 2.0.1b Original Notice of Preparation, and Appendix 2.0.3 Summary of Comments Received on the Revised and Original NOP and IS Memorandum**). Furthermore, over 35 public meetings have been held with community members including local businesses and property owners. The City would continue outreach efforts during the construction period to inform communities and businesses of the latest project construction updates, to coordinate mitigation measures to local businesses for parking and access, and to provide additional signage, advertisements, and support throughout the construction duration.⁴¹ These outreach efforts increase the participation of nearby disadvantaged neighborhoods and makes project information available to the public.

As shown in **Table 4.9-4: Project Consistency with Environmental Justice Element**, the proposed Project would support and be consistent with the Environmental Justice Element. The proposed Project has provided ample notification to the community online, in newspaper publications, and in mailing notice distributions. Comment submittals were also available both online and by mail, allowing members of the public and stakeholders to submit comments if a public meeting attendance would be difficult. The proposed Project would not impede the City's ability to achieve the goals of the Environmental Justice

40 City of Inglewood. *Environmental Justice Element*. April 2020.
<https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element>. Accessed August 11, 2020.

41 ITC Construction Commitment Program.

Element and the proposed Project would not conflict with majority of the applicable goals, objectives, and policies included in the City’s General Plan Environmental Justice Element.

**Table 4.9-4
Project Consistency with Environmental Justice Element**

Goals and Policies	
Participation and Collaboration	
<p>Goal 1: Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life.</p>	<p>Consistent. The City circulated the Initial Study (Original IS) and issued a Notice of Preparation (Original NOP) on July 16, 2018. Publication of project notices were also published in Los Angeles Times (July 18, 2018), La Opinion (July 18, 2018), and Inglewood News (July 19, 2018) newspaper circulations. A public scoping meeting for the proposed Project was held on July 26, 2018. Notification of revised project scope were circulated via a Revised NOP and Revised IS on September 10, 2020. Notice was provided by publication in newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020 as well. Comments were collected from both rounds of NOP/IS publications and the scoping meeting and considered in the formulation and assessment for the proposed Project. The City would continue to ensure residents and stakeholders are aware of, and can effectively participate in, decisions concerning the proposed Project and its environmental effects.</p>
<p>Policy EJ-1.11: Conduct broad outreach on public hearings that affect the environment in languages used by the community.</p>	<p>Consistent. The City hosted an open house style public scoping meeting for the proposed Project on July 26, 2018. Both Spanish translators and sign language interpreters were present to assist with interpretation. The Original IS and Original NOP were circulated on July 16, 2018 and three newspaper publications were published on July 18/19, 2018. Additionally, a Revised NOP and IS with updated project information were published on September 10, 2020. Publications notices were published in the newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020 as well. Comments from the public, organizations, and agencies were collected and considered for Project analysis. Outreach efforts continued after and in between the scoping periods and reaching over 35 community and stakeholder outreach meetings prior to the publication of this DEIR. Outreach efforts will continue to be held after the publication of the DEIR with additional newspaper publications and public hearings being held.</p>

Goals and Policies

<p>Policy EJ-1.12: Inform the public on decisions that affect their environment using multiple communication methods, including traditional and online forms of communication.</p>	<p>Consistent. Three newspaper notices publications were published on July 18/19, 2018. Circulation of Original NOP by mail was distributed on July 16, 2018. The Original IS and Original NOP were also posted on City of Inglewood’s Envisioning Inglewood website and CEQAnet. Additionally, a Revised NOP and IS with updated project information were published on September 10, 2020. Publications notices were published in the newspaper circulations for the Revised NOP including Los Angeles Times on September 16, 2020, Inglewood Today on September 24, 2020, and the Spanish- language newspaper La Opinion on September 15, 2020 as well. The City would continue to use multiple communication methods, including traditional and online forms of communications, for the proposed Project during the Project review, the approval process, and during the construction duration.</p>
<p>Policy EJ-1.13: Provide written notices and other announcements regarding key land use and development issues in English and Spanish where feasible. For all other materials, note that verbal translation assistance is available.</p>	<p>Consistent. Newspaper notices were published in both Spanish and English in three newspapers—Los Angeles Times, La Opinion, and Inglewood Times. The City would continue to follow these notice procedures for the proposed Project.</p>
<p>Policy EJ-1.14: Offer interpretation services at key meetings and workshops on issues affecting the environment.</p>	<p>Consistent. Project public scoping meeting hosted on July 26, 2018 included Spanish translators and sign language interpreters for the meeting. Spanish translators and sign language interpreters will also be present at future meetings hosted for the Project.</p>
<p>Policy EJ-1.15: Consider offering childcare at key meetings and workshops on environmental issues affecting entire neighborhoods and the City as a whole.</p>	<p>Consistent. The scoping meeting was a focused technical meeting; childcare was considered for this meeting but determined not to be warranted. Childcare would be considered for future general meetings on the Project.</p>
<p>Policy EJ-1.16: Consider varying the time and date of key meetings and workshops, or holding multiple meetings and workshops, in order to ensure broad participation.</p>	<p>Consistent. Over 35 meetings with community stakeholders, including business owners and property owners, and agencies has been conducted over the span of over two years. The number of meetings and varying time, date, and places ensured broad participation by the public. The City would continue to consider varying times, dates, and places for Project meetings and workshops for all future meetings.</p>
<p>Policy EJ-1.17: Seek feedback on public decisions through traditional and online forms of communication, such as website, email, mobile phone apps, online forums, and podcasts.</p>	<p>Consistent. Public commenting period were held from July 16, 2018 to August 15, 2018 and from September 10, 2020 to October 12, 2020. Comments and feedback on the proposed Project were accepted both through an online form and mail. Both the Original NOP and the Revised NOP for the proposed Project was published through the Envision Inglewood website and distributed through emails and on the ground mailing. The City would continue to seek feedback on the proposed Project through traditional and online forms of communication.</p>
<p>Policy EJ-1.18: Partner with community-based organizations that have relationships, trust, and cultural</p>	<p>Consistent. The City has and would continue to coordinate with community-based organizations to</p>

Goals and Policies	
competency with target communities to outreach on local initiatives and issues.	conduct outreach on the proposed Project (See Section 2.0).
General Environmental Health	
Goal 2: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.	Consistent. The proposed Project would reduce overall vehicle miles traveled, reduce congestion, and improve local air quality.
Policy EJ-2.1: Incorporate compliance with State and federal environmental regulations in project approvals.	Consistent. The proposed Project would comply with all State and federal environmental regulations for project approval.
Policy EJ-2.2: Work with other agencies to minimize exposure to air pollution and other hazards in the environment.	Consistent. The proposed Project would reduce overall vehicle miles traveled, reduce congestion, and improve air quality in the local community. The City has planned the proposed Project in cooperation with local and regional agencies.
Policy EJ-2.3: Ensure compliance with rules regarding remediation of contaminated sites prior to occupancy of new development.	Consistent. The proposed Project would provide remediation to sites with contamination prior to construction of the proposed Project's components. This includes the removal of existing UST at the MSF site and potentially contaminated soil due to prior use. Refer to Section 4.8: Hazards for more information.
Policy EJ-2.4: Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.	Consistent. The proposed Project would add to local transportation options and promote land use patterns that encourage people to walk, bicycle, and use public transit. Pedestrian facilities near stations and along the guideway would be widened and improved to incorporate ADA components and bicycle parking would be provided at transit stations.
Policy EJ-2.8: Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.	Consistent. The proposed Project would provide additional public transit option to the local area and reduce overall vehicle miles traveled, reduce congestion, and improve local air quality.
Policy EJ-2.12: Place adequate conditions on large construction projects to ensure they do not create noise, dust or other impacts on the community to the extent feasible.	Consistent. The proposed Project would include a Construction Commitment Program and implement mitigation measures to minimize the impacts of construction on the community to the extent feasible. Refer to Sections 4.2 and 4.10 for more information.
Access and Connectivity	
Goal 3: A community that promotes physical activity and opportunities for active living.	Consistent. The proposed Project would promote active living by reducing vehicle volumes and congestion on the City's street system and enhancing the pedestrian and bicycle infrastructure in the City.
Policy EJ-3.4: Require the provision of on-site bicycle facilities in new large-scale development projects.	Consistent. The proposed Project would construct on-site bicycle facilities at stations to facilitate an active lifestyle around the City.
Policy EJ-3.5: Partner with transit agencies to ensure that parks and recreational facilities are accessible to low-income and minority populations.	Consistent. The proposed Project would provide an additional transit option for residents to access park and recreation facilities in the City.
Policy EJ-3.7: Encourage new specific plans and development projects be designed to promote	Consistent. Pedestrian facilities including sidewalks, pedestrian bridges, and access around stations would be

Goals and Policies

pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.

improved to accommodate for ADA requirements and widened to accommodate for support column widths. A pedestrian bridge would connect the Market Street/Florence Avenue Station with the Metro Crenshaw/LAX station to facilitate direct and safe pedestrian travel.

Affordable and Nutritious Food

Goal 4: Healthy, affordable and culturally appropriate food is readily available to all members of the community.

Consistent. Currently all Inglewood residents are within 1-mile of a grocery store, and approximately ninety-two percent (92.1%) of all residents are within 1/8-mile of a grocery store. The removal of the Vons supermarket at 500 East Manchester Boulevard (76,402 SF) would reduce the City of Inglewood's grocery store inventory square footage to 494,888 SF, including several major supermarkets and numerous smaller community markets. All Inglewood residents will remain within 1-mile of a grocery store, and approximately eighty-seven percent (87.7%) of all residents will remain within 1/8-mile of a grocery store.

Policy EJ-4.4: Maximize multimodal access to fresh food by encouraging grocery stores, healthy corner stores, and outdoor markets at key transit nodes and within new transit-oriented development projects.

Consistent. The proposed Project would provide additional transportation modes for local access to grocery stores and fresh food through the APM system. Roadway adjacent facilities such as pedestrian walkways would also be improved to encourage local multimodal access. The proposed Project would remove one grocery store to accommodate for the APM system support facilities (MSF).

Public Facilities

Goal 6: Adequate and equitably distributed public facilities are available in the community.

Consistent. The proposed Project would provide transit service linking the southern area of the City with Downtown and the regional light rail network. The proposed Project would increase local transit options, providing additional reliable and low-cost transportation facilities connecting communities across the City and to regional activity centers on the Metro Crenshaw/LAX line.

Policy EJ-6.1: Ensure the City provides equitable public improvements and community amenities to all areas of the City.

Consistent. The proposed Project would provide a reliable and low-cost transit option for the southern area of the City from the Metro Crenshaw/LAX line, thereby increasing local transit options. Pedestrian facilities along the guideway and stations would be widened and improved to accommodate for ADA compliance and column widths. In addition, bike racks would be provided for community use and promote active transportation.

Policy EJ-6.2: Prioritize the City's capital improvement program to address the needs of disadvantaged communities.

Consistent. The proposed Project is entirely within or adjacent to SB 535 disadvantaged communities, located in the center of Downtown Inglewood and provides transit service to the southern area of the City. The proposed Project would increase local transit options, providing additional reliable and low-cost transportation facilities connecting underserved communities across the

Goals and Policies

	City and to regional activity centers on the Metro Crenshaw/LAX line.
Policy EJ-6.3: Plan for the future public improvement and service needs of underserved communities.	Consistent. As discussed in Section 4.11 , both employment and population in Inglewood are anticipated to increase overtime. In addition, over 90 percent of the City's residents work outside of the City in the greater Los Angeles region. The proposed Project would reduce congestion and increase transportation capacity, while providing a reliable and low-cost transportation option to disadvantaged communities. As previously discussed, the proposed Project would be located entirely within an SB 535 disadvantaged communities.
Policy EJ-6.6: Provide ongoing infrastructure maintenance in existing residential neighborhoods through the capital improvement program.	Consistent. The proposed Project would construct the MSF to allow for the continued maintenance of the APM trains. Long term maintenance and operation of the system is anticipated for the proposed Project.
Policy EJ-6.8: Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.	Consistent. The proposed Project includes a range of both mandatory and additional feasible sustainability measures including energy efficiency measures, and measures to reduce congestion and overall vehicle miles traveled (See Section 3.0, Table 3.0-5). As discussed in Section 4.1 , the proposed Project would include designs that would complement adjacent land uses and fit into the larger fabric of the community.
Policy EJ-6.10: Coordinate with the Inglewood Unified School District, transit agencies and other public agencies to provide adequate public facilities, improvements and programs to the City of Inglewood.	Consistent. The NOP and Revised NOP were distributed to the Inglewood Unified School District and various public agencies including Metro and Caltrans. The proposed Project has taken the School District's concerns into account regarding Kelso Elementary School and would continue to work with the School District to minimize any potential project impacts to the school.

Source: City of Inglewood General Plan, "Environmental Justice Element" (2020).

City of Inglewood Planning and Zoning Code

The City of Inglewood Planning and Zoning Code implements the goals and policies of the comprehensive General Plan. To be consistent with the established zoning code, a proposed Project needs to be consistent with applicable standards.

The proposed Project includes the proposed adoption of a TC Overlay Zone to define appropriate standards for the development and operation of the proposed Project. A description of the TC Overlay Zone is analyzed below for its consistency to the General Plan and its effect on the proposed Project.

TC Overlay Zone Consistency with General Plan

The TC Overlay Zone implements the goals and policies of the General Plan related to the addition of the proposed Project to the City's circulation system. Development of the proposed Project within the TC Overlay Zone would provide the Downtown with a unique mix of accessibility options including light rail, pedestrians, buses, and advanced technology local transit. The TC Overlay Zone would also allow transit and pedestrian connection to the Metro Rail. Aerial development of transit conserves limited land within the urban environment which furthers additional goals for conservative use of land within the City.

The TC Overlay Zone allows for pedestrian walkway improvements and ADA compliance upgrades which the proposed Project would implement. Upgraded pedestrian facilities would add to the existing pedestrian network and provide additional public spaces. Lastly the transit connections provided by the TC Overlay Zone would promote local entertainment and commercial centers, boosting local economy and local businesses.

The TC Overlay Zone would implement goals and policies of the existing General Plan and is consistent with the General Plan for this reason.

New Downtown and Fairview Heights Transit Oriented Development Plan and Design

Guidelines

The New Downtown and Fairview Heights TOD Plan and Design Guidelines applies to new construction or rehabilitation within the areas of Fairview Heights and Downtown Inglewood. The New Downtown and Fairview Heights TOD Plan and Design Guidelines address the Downtown TOD area and Fairview Heights TOD areas separately. The Downtown TOD area consists of approximately 585 acres located in the center of Inglewood along the new Crenshaw/LAX line just east of the Florence Avenue/La Brea Avenue intersection. This planning and zoning area extends approximately ½ miles in all directions from the Crenshaw/LAX Downtown Inglewood Station.

The New Downtown and Fairview Heights TOD Plan details its vision for the downtown area of the City as a place to live, work, shop and be entertained with a unique mix of accessibility options. The Plan also promotes sustainable development. The proposed Project supports this vision through the implementation of the transit system and the upgrading of pedestrian facilities, while connecting downtown to major commercial entertainment centers including the Forum and HPSP. The TC Overlay Zone, which is designed to implement the proposed Project, would also complement anticipated mixed-use development adjacent to the proposed Project to help revitalize Downtown Inglewood. Transit development is considered a sustainable development through its reduction in VMT and air pollutants while offering reliable transit service to the public. In general, the proposed Project supports the visions of the New Downtown and Fairview Heights TOD Plan.

An analysis of the New Downtown and Fairview Heights TOD Plan vision and design concept elements is provided in **Table 4.9-5: Project Consistency with New Downtown and Fairview Heights TOD Plan and Design Guidelines**. The analysis within this section and the table shows that the proposed Project would support and be generally consistent with the New Downtown and Fairview Heights TOD Plan and Design Guidelines. Thus, the proposed Project would result in a less than significant impact related to potential conflicts with the New Downtown and Fairview Heights TOD Plan and Design Guidelines.

**Table 4.9-5
Project Consistency with New Downtown and Fairview Heights TOD Plan and Design Guidelines**

Vision and Design Concept Elements	
Vision	
<p>Downtown is a place to live, work, shop and be entertained.</p>	<p>Consistent. The proposed Project would strengthen Downtown Inglewood neighborhoods by providing a direct connection between Downtown Inglewood and major activity centers, promoting local economic development opportunities, and enhancing future transit-oriented development opportunities. These efforts would have the effect of enhancing Downtown’s retail, recreation, and entertainment offerings and range of housing and employment options. Implementation of the proposed Project would activate and complement development in the City, and enhance social cohesion, equity, and community resilience.</p>
<p>Downtown is a revitalized yet forward-looking gathering place for the community.</p>	<p>Consistent. The proposed Project would help promote economic development in Downtown Inglewood and enhance future transit-oriented land use patterns. These opportunities would be a culmination of local planning efforts to achieve a denser built environment connected by modern modes of public transportation. Connections to Downtown from regional activity centers would encourage visitors and residents to gather in Downtown gathering spaces. Combined, these efforts would serve to promote Downtown Inglewood as a destination location within the neighborhood and broader community.</p>
<p>Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses and advanced technology local transit.</p>	<p>Consistent. Implementation of the proposed Project would provide a convenient, reliable, and efficient public transportation option and help diversify the transit options in the Downtown Inglewood neighborhood. The proposed Project would serve to increase accessibility to and through the area and help to complete the first/last mile connection from the regional Metro rail system to the City’s major activity centers. Pedestrian access and sidewalks in and around the guideway would be enhanced and widened to support columns and meet ADA pedestrian circulation requirements. The updated pedestrian sidewalks would increase accessibility options around Downtown.</p>
<p>Downtown is a major economic engine providing jobs, sales tax and other revenues.</p>	<p>Consistent. As discussed previously, the proposed Project would increase the number of visitors to and through Downtown Inglewood. This increase in activity would</p>

Vision and Design Concept Elements

	generating additional business patronage and economic growth in the Downtown neighborhood, contributing to more jobs, sales tax revenue, and other revenues in the City.
Downtown is a model for sustainable development.	Consistent. The proposed Project would reduce roadway congestion. The proposed Project's associated streetscape improvements would improve pedestrian access in the proposed Project. The removal of vehicles and congestion on the existing roadway and the increase of transit and pedestrian roadway use would improve air quality in the region and reduce greenhouse gas emissions
Downtown expresses the unique culture of Inglewood.	Consistent. The proposed Project design would reflect the unique character of downtown Inglewood through wholistic and integrated design components that integrates the stations within the local setting. For more information please refer to Section 4.1.

Design Concept Elements

Area 1: Creation of a new North Market Place destination which includes Inglewood Plaza- the City's new gathering place, closure of Market Street north of Regent Street as part of the Plaza, provision of pedestrian oriented retail around the plaza, new residential developments, several public parking structures and a bridge/escalator connection across Florence Boulevard.	Consistent. Pedestrian facilities along the guideway and surrounding stations would be improved to incorporate ADA components and widened to accommodate for support columns. In addition, a pedestrian bridge would be incorporated to connect the Market Street/Florence Avenue Station with the Metro Crenshaw/LAX line across Florence Boulevard, with pedestrian entrance/exit on both sides of Florence Boulevard.
Area 3: Restoration of the Fox Theater in conjunction with revitalization of the Fox Theater block.	Consistent. The proposed Project would connect the local community with the greater Los Angeles region and bring in visitors to Downtown and the Fox Theater block. The number of columns near the Fox Theater in Downtown would be minimized by providing the maximum allowable spacing between each column to promote compatibility of the proposed Project with the historic context of the Fox Theater. The inflow of visitors would economically benefit local businesses, helping revitalize the Downtown region. An increase in transportation option and transportation capacity would connect the Downtown region to the south part of the City as well, likely increasing traffic flow to and from Downtown Inglewood and south Inglewood.
Area 12: Linkage between the Metro Station, Downtown, the Forum, Hollywood Park and the NFL Stadium via a combination of existing and advanced technology local transit systems/people movers.	Consistent. The proposed Project would connect the Metro Crenshaw/LAX line with Downtown Inglewood, the Forum, Hollywood Park, and the NFL Stadium using existing technology. The System would provide a reliable and low-cost method of connecting riders from the region to the City.

Source: City of Inglewood. The New Downtown Fairview Heights TOD Plan Design Guidelines. November 2016.
<http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>.

For additional discussion regarding the Fox Theater please see **Section 4.4**. Additional discussion regarding the integration of the proposed Project into the Downtown culture can be found in **Section 4.1**.

Hollywood Park Specific Plan

The HPSP is located in the City of Inglewood, east of the 405 Freeway and north of the 105 Freeway, within the Centinela Valley and South Bay region. The proposed Project is located northeast of Prairie Avenue and Century Boulevard with Pincay Drive to the north. The purpose of the HPSP is to define the land use framework for the redevelopment of the 298-acre Hollywood Park site with a mix of parks, retail, housing, entertainment, gaming, hotel, and civic uses. The HPSP:

- Determines the appropriate location and intensity of development, mix of land uses and building heights to be constructed in the Specific Plan area;
- Guides the character of the land planning to ensure that high-quality, place making improvements are made to create a safe and inviting, pedestrian oriented, regional retail destination not currently available in the area;
- Establishes public and private sector implementation measures and responsibilities that adequately address both local and regional impacts; and
- Defines the future locations and dimensions of streets, rights-of-ways, or other access ways.

The proposed Project would be implemented through the TC Overlay Zone while supporting the HPSP development through the enhancement of local multimodal transportation including the upgrade of pedestrian facilities and providing transit. The proposed Project would connect the development with the region, connecting residents and visitors to the regional retail, entertainment, and sports venues within the HPSP area. In terms of development, the TC Overlay Zone would complement development allowed by the underlying zone classification with any facilities associated with the APM system including the guideway, stations, MSF, TPSS, vertical circulation elements, walkways, bridges.

A consistency analysis is presented in **Table 4.9-6: Project Consistency with Hollywood Park Specific Plan**, which shows the proposed Project would support and be generally consistent with the Hollywood Park Specific Plan (HPSP).⁴² As such, operation and construction of the proposed Project would not conflict with any of the applicable principles and goals included in the HPSP. The analysis in this section and within Table 4.9-6 shows the proposed Project would result in a less than significant impact with the HPSP.

42 City of Inglewood. *Hollywood Park Specific Plan* (2009, amended 2014, amended 2015). <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Accessed August 17, 2020.

The Hollywood Park Specific Plan includes the following policies and measures applicable to the proposed Project:

**Table 4.9-6
Project Consistency with Hollywood Park Specific Plan**

Principles and Goals	Project Consistency
Transportation	
Provide pedestrian connections from Hollywood Park to major transit corridors on Century Boulevard and Prairie Avenue.	Consistent. The proposed Project would provide pedestrian facilities and connections, such as pedestrian bridges and ADA compliant sidewalks for visitors and residents to major transit corridors on Prairie Avenue and in the greater Los Angeles region.
Reduce reliance on the private automobile by enhancing opportunities for transit ridership, walking and biking.	Consistent. The proposed Project would reduce congestion on the existing roadway by reducing overall vehicle miles traveled and providing an increase in local transit options. Pedestrian connections to stations, Metro Crenshaw/LAX line, and along the guideway would also be widened and improved to incorporate ADA compliance components. The proposed Project would enhance opportunities for alternative transportation and reduce reliance on the private automobile.
Reduce traffic compared to other developments by providing a mix of commercial, entertainment, restaurant, residential and park uses in proximity to each other and to existing transit routes.	Consistent. The proposed Project would provide an additional transit option near commercial, entertainment, restaurants, residential and park uses. The transit connection to these local destinations would reduce traffic on the road and reduce overall vehicle miles traveled.
Design Guideline Checklist	
– Pedestrian and vehicular circulation routes shall comply with all requirements of the Americans with Disabilities Act (ADA), and include one or more of the following design elements along all or a portion of all streets or pedestrian pathways: (1) pedestrian pathway includes a pattern, color, or paving material that is differentiated from surrounding landscaping or paved areas; (2) way-finding signage; (3) the streets and pathways are oriented such that they include verifiable lines of sight that would allow both pedestrians and vehicles to see any one or more of the following: (a) Stadium, (b) performance venue, casino, retail or residential gateway, or (c) Champion Plaza, Lake Park, Arroyo Park, or Bluff Park.	Consistent. Pedestrian facilities along the guideway, and adjacent to stations adjacent to the HPSP area would be widened and improved to comply with all ADA requirements. The pedestrian walkway would be made of a different paving material than those of the surrounding paved areas and way finding signage would be installed where appropriate. Pedestrian walkways to the east of the guideway and stations will provide lines of sight to the HPSP area and, depending on location, could include the Stadium, the performance venue and/or the retail or residential gateway.
The exterior entryways of buildings shall include one or more of the following: (1) a trim or border of a different color or material than other portions of the façade; (2) an integral porch; (3) an awning; (4) an articulated	Consistent. Stations would incorporate an entry way with distinguishing features.

Principles and Goals	Project Consistency
entryway offset from the immediately adjacent façade by not less than one foot; or (5) an arched opening.	
When using more than one material on a façade (except as a trim or offset portion of the façade or as an entry or window treatment), the variation in materials shall continue to all side and rear elevations that are visible from the front or corner lot line.	Consistent. Materials used on the station would continue through the entirety of the station including side and rear elevations that are visible.
Each building shall include one or more of the following: <ul style="list-style-type: none"> – Entry or window trim/surrounds – Horizontal banding – Corner quoins – Balconies (supported, cantilevered or Juliet) – False, shuttered windows – Awnings – Change in material or color 	Consistent. Stations would include compatible elements, such as horizontal banding and articulated materials.
Railings shall be constructed of wood, wrought iron, or other material, such as stucco, that is used to construct the façade or entry or window trim on the same building.	Consistent. The materials chosen for station railings would be consistent with the other station materials.
Exposed gutters and downspouts shall be colored or painted, and shall not be constructed of unpainted aluminum, copper or zinc.	Consistent. Exposed gutters along Prairie Avenue would be painted or colored.
Stairs shall be constructed of the same material as the deck and landing.	Consistent. Station stairs would be constructed of the same material as the deck and landing as feasible.
Columns and posts shall be constructed of stone, stucco, or wood (or other material painted or molded to look like one of the allowed materials) and shall be not less than four inches in diameter if round, or four inches on each side if rectangular.	Consistent. Columns and posts would be constructed of materials used elsewhere in the station. The columns would be larger than four inches in diameter or four inches on each side if rectangular.
Sustainability	
Goal 1: Create a more sustainable community	Consistent. The proposed Project would reduce vehicle miles traveled and reduce congestion. In turn, local air quality is expected to improve. Additionally, the ITC Design Guidelines outlines sustainability measures including energy efficiency, addressing heat island effect, use of recycled water and rain water, and recycling of demolished materials.
Goal 2: Respect the site.	Consistent. Landscape designs and use of drought-resistant plants would be consistent with the landscape areas and plants provided by the HPSP. Soil would be protected during construction per building code requirements.
Goal 3: Save water and reduce local water impacts.	Consistent. Water conservation measures are provided for within the ITC Design Guidelines. Measures include using rain and recycled water for operations at the stations, system maintenance, and irrigation. Using low

Principles and Goals	Project Consistency
	flow faucets, shower heads, and water facilities to increase water efficiency.
Goal 4: Reduce, reuse, recycle.	Consistent. Measures to reduce material waste is provided for within the ITC Design Guidelines. Measures including recycling of demolished materials, diversion of debris from landfills, and use of a variety of recycled materials.
Goal 5: Make concrete with sustainable materials.	Consistent. The ITC Design Guidelines requires the proposed Project to use concrete made with recycled content such as fly ash, slag, or recycled aggregate.
Goal 6: Design to save wood and labor.	Consistent. The proposed Project would use an integrated design approach that brings together all, applicable, major design disciplines including architecture, planning, structural, landscape, mechanical, electrical and plumbing engineers and other specialists to collaborate on the most effective way to meet programmatic goals with lowest lifecycle environmental impacts.
Goal 7: Support sustainable forests.	Consistent. The proposed Project would use an integrated design approach that brings together all, applicable, major design disciplines including architecture, planning, structural, landscape, mechanical, electrical and plumbing engineers and other specialists to collaborate on the most effective way to meet programmatic goals with lowest lifecycle environmental impacts. The proposed project will use rapidly renewable materials from plants harvested within a ten-year cycle.
Goal 8: Make a sustainable roof.	Consistent. Stations and MSF of the proposed Project would be constructed to be solar ready, if solar is not immediately available. The station and MSF roofs would also serve to reduce heat island effect by using roofing materials with a minimum 3-year aged solar reflectance and thermal emittance or install a roof with a thermal mass over the roof membrane, including areas of vegetated (green) roofs.
Goal 9: Save energy through passive design.	Consistent. Designs with passive reductions to energy use would be preferred. Design components including traction elevators with a regenerative drive system that feeds electrical power back into the building grid when the elevator is in motion, automatic turn offs for car lights and fans, and submetering using an integrated energy management system would be incorporated into the proposed Project.
Goal 10: Save water and energy in plumbing systems.	Consistent. The proposed Project would utilize rainwater or gray-water for toilet flushing as feasible. Low flow fixtures including low flow faucets would be used to reduce water and energy consumption within the plumbing system.

Principles and Goals	Project Consistency
Goal 11: Save energy in lighting.	Consistent. Outdoor lighting power would be no greater than 90 percent of the Title 24, Part 6 calculated value of allowed outdoor lighting power. For buildings requiring indoor lighting and mechanical systems the Energy Budget would be no greater than 85 percent of the Title 24, Part 6 Energy Budget for the proposed MSF, and, where feasible, the stations Automatic light off for elevator car lights would also be included.
Goal 12: Save energy in equipment use.	Consistent. Sustainability measures to reduce energy use of equipment would be incorporated into the proposed Project. Measures include using Tier 4 construction equipment (See Section 4.5: Energy) and regenerative energy reclaiming systems for elevators (See Section 3.0, Table 3.0-5: Proposed Sustainability Guidelines).
Goal 13: Create healthy indoor environments	Consistent. The ITC Design Guidelines include measures to provide maximum natural daylighting and access to views of the outdoors. Passenger comfort will also be considered in design of thermal and lighting systems by maximizing individual control. Indoor spaces will use high efficiency air filtration (MERV 13). Walk off mats, isolation of chemicals and other means of reducing contamination of indoor spaces will be implemented. Acoustic insulation will be used to create a comfortable indoor acoustical environment. Where options exist, materials with no added formaldehyde will be used. Low or zero VOC paints, coatings, and sealants will be used. Flooring materials must meet the CalGreen Tier2 emissions criteria (See ITC Design Guideline).
Goal 14: Replace fossil fuel use with alternatives.	Consistent. Where feasible, the proposed Project would utilize as much renewable energy as possible while reducing its energy footprint through energy efficient installations.
Goal 15: Support market for recycled materials.	Consistent. The ITC Design Guidelines include measures to support markets for recycled materials including the use of materials with recycling components, where feasible, and recycling
Goal 16: Use creativity and innovation to build sustainable environments.	Consistent. The proposed Project uses existing technology to provide transit service and remove vehicles off of existing roadway. The guideway would be elevated to allow existing roadway capacity to remain while improvements to sidewalks would promote alternative transportation and an active lifestyle in the local community.

Source: City of Inglewood. Hollywood Park Specific Plan. (July 2009, amended 2014, amended 2015).
<https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Accessed August 17, 2020.

Summary of Impacts

A project is considered to be consistent with a general plan and related planning documents if, considering all its aspects, it will further the objectives and policies of the plan or not obstruct their attainment. As discussed above, the proposed Project would be consistent with applicable plans, policies, and regulations, and would further the goals and objectives of the existing plans and policies and would not obstruct the attainment of the existing policies, plans, and programs. As demonstrated in this section, the proposed Project (including the proposed General Plan Amendment, TC Overlay Zone, property acquisitions and easements) would further the objectives and policies of applicable regional and local plans or will not obstruct the attainment of the goals of these plans, and therefore, the proposed Project's impacts would be less than significant.

Mitigation Measures

Impact is less than significant. No mitigation measures required.

Level of Significance after Mitigation

Impact is less than significant. No mitigation measures required.

4.9.7 CUMULATIVE IMPACTS

A cumulative impact analysis for land use evaluates whether impacts of a project and related projects, when taken as a whole, would have significant environmental impacts under the two land use thresholds. The geographic scope of this cumulative impact analysis is the community, City, and the region. If the cumulative projects listed in **Section 4.0, 4.0.6: Cumulative Assumptions** in combination with the proposed Project would result in a cumulatively significant impact, then the significance of the proposed Project's incremental contribution to that cumulatively significant impact must be determined.

As analyzed above within this section, the proposed Project would have a less than significant impact on physically dividing the community. Potential future projects would not create physical divisions in the community, in the City, or in the region. Therefore, the proposed Project, in combination with related projects, would not cause a significant cumulative impact related to the physical division of an established community.

The related projects would be required to be consistent with all applicable planning documents. The proposed Project, with the proposed amendments to the General Plan and IMC, would also be consistent with existing policies, plans, and programs. Therefore, the proposed Project, in combination with related project, would not cause a cumulatively significant impact related to inconsistencies with existing policies, plans, and programs.

4.9.8 CONSISTENCY WITH CITY OF INGLEWOOD GENERAL PLAN

As discussed in the analysis provided above, the proposed Project is consistent with the City of Inglewood General Plan with the proposed regulatory changes included in the Project For General Plan consistency analysis regarding specific topic areas please refer to the chapters addressing those topic areas. No additional analysis is required.