

# **APPENDIX S**

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## Section 106 Documentation

The following files were prepared for the Environmental Impact Report (EIR) as part of the California Environmental Quality Act process and supplemented with details and analyses specific to the National Environmental Policy Act and related Environmental Assessment.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

90 7<sup>th</sup> Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

August 11, 2022

Ms. Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
California Department of Parks and Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816  
Attention: Ms. Natalie Lindquist, State Historian

Re: Inglewood Transit Connector Project  
Determination of Eligibility and Section  
106 Finding of Effect (OHP#  
FTA\_2022\_0330\_001)

Dear Ms. Polanco,

On March 29, 2022, the Federal Transit Administration (FTA), initiated consultation with the the California State Historic Preservation Officer (SHPO) regarding the Inglewood Transit Connector Project in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) would include an approximately 1.6-mile elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. This letter requests your concurrence on the determination of eligibility of historic properties for the National Register of Historic Places (NRHP) and the finding of effects pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. Part 800).

The enclosed Archaeological Survey Report and Historic Properties Survey Report, include a detailed project description, delineation of the Area of Potential Effects (APE) for archaeological and historic architectural resources for the proposed project, results of an archaeological survey, a historical architectural survey, a review of existing historic properties inventories, archival research, and State of California Department of Parks and Recreation Historic Resource Inventory Forms (DPR 523). The Historic Properties Survey Report implemented a proposed screening methodology for streamlining the identification and evaluation of historic properties. On May 27, 2022 the FTA received the SHPO response which had no comments on the proposed APE and recommendations pertaining to the survey and recordation methodology. The Finding of Effects Report provides a detailed assessment of potential effects to the historic properties identified within the APE.

## **Survey and Record Search Results**

An archaeological resources survey and built environment survey of the APE were prepared on behalf of the FTA and the City of Inglewood. The Archaeological Resources Assessment (ICF 2022) summarized the results of the identification efforts for archaeological resources within the APE and included a records search through the California Historical Resources Information System, Native American consultation, an intensive-level survey of the APE for archaeological resources and a summary of the survey results in a report format. The Historic Property Survey Report (ICF and Rincon 2022) summarized the results of the identification efforts for built environment resources within the APE and included a records search through the California Historical Resources Information System, local interested parties consultation, and an extensive archival research based on the historic setting and prehistoric setting. An intensive-level survey of the APE for built environment resources was also conducted for the preparation of California Department of Parks and Recreation (DPR) 523 series forms, and a summary of the survey results in a report format.

The results of the *Archaeological Resources Assessment for the Inglewood Transit Connector Project* found that there no previously identified archaeological resources within the APE or a half-mile buffer around the APE. An archaeological survey of portions of the APE subject to ground disturbance was also completed on February 5, 2022. No archaeological resources were identified as a result of this study. The *Archaeological Resources Assessment* is provided in Attachment A.

The results of the *Historic Property Survey Report for the Inglewood Transit Connector Project* identified 169 properties within the APE. Of these 169 properties, 20 properties were vacant and 37 properties contained buildings or structures constructed after 1978. The remaining 112 properties contained buildings, structures, or objects that were constructed prior to 1978, more than 50 years before the anticipated Project construction date of 2028. Of those 112 properties, 40 properties were found to lack sufficient integrity or associations with a historic theme or significance criterion to warrant evaluation for listing in the National Register of Historic Places (NRHP). Within the APE, there were 2 properties previously listed in the NRHP; The Forum (19-190892) and The Fox Theatre (19-190143). These properties were field-checked during the survey and updated on DPR forms. The DPR forms were prepared for the remaining 70 properties in the APE that were not exempted or previously listed in the NRHP. Of the 70 properties evaluated for historical significance, the following two (2) were identified as eligible for listing in the NRHP:

- The Inglewood Park Cemetery at 720 E. Florence Avenue (Map Reference No. M-01)
- The Holy Faith Episcopal Church at 206 N. Locust Street (Map Reference No. M-21)

The remaining 68 properties recorded were found ineligible for listing in the NRHP. The DPR forms for these properties are included as Appendices C, D and E of the *Historic Property Survey Report for the Inglewood Transit Connector Project*.

## **Consultation with Native American Tribes and Consulting Parties**

In accordance with 36 CFR § 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties.

The Native American Heritage Commission (NAHC) sent a letter on December 9, 2021, stating that a search of the Sacred Lands Database did not yield any sacred lands or traditional cultural properties in the project area. The letter further recommended that other sources of cultural resources information should also be contacted for information regarding known and recorded sites. The NAHC included a list of nine individuals representing six local Native American groups that may have cultural resources information related to the Project area. Letters were sent to the listed Native American groups and individuals on January 11, 2022. In addition, follow-up telephone calls were made and follow-up emails were sent on February 4, 2022. Chairman Andrew Salas of the Gabrieleño Band of Mission Indians—Kizh Nation responded via a telephone call on January 12, 2022, requesting to consult on the Project. The FTA and the Kizh Nation met via teleconference on March 17, 2022 to discuss the Project and the tribe's concerns. The FTA has addressed and incorporated the tribal concerns in the proposed mitigation measures.

## **Finding of Effect on Historic Properties**

The FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on the four historic properties located within the APE (The Inglewood Park Cemetery, The Holy Faith Episcopal Church, the Inglewood Forum, and the Fox Theatre).

No archaeological resources were identified through the cultural resources records search, research, field surveys, or tribal consultation. Based on the work completed, no archaeological resources were identified in the ground-disturbance portions of the APE; therefore, there are no effects on known archaeological resources within portions of the Project APE subject to construction-related ground disturbance. To account for the possibility of unanticipated archaeological discoveries, recommendations in the Finding of Effect are presented that would reduce potential adverse effects on archaeological resources inadvertently discovered during Project construction.

Pursuant to 36 CFR § 800.4, the FTA requests the SHPO concurrence in the determinations of eligibility of the two properties, the NRHP listing of two properties, and the ineligibility of 108 resources for the NRHP, as well as the conclusions of the archaeological assessment. In accordance with 36 CFR § 800.5, the FTA also requests your concurrence with a finding of no adverse effect on historic properties for this undertaking.

If you have any questions or would like to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

for Ray Tellis  
Regional Administrator

**Enclosures:**

- A: Archaeological Resources Assessment for the Inglewood Transit Connector Project
- B: Historic Property Survey Report for the Inglewood Transit Connector Project
- C: Finding of Effect for the Inglewood Transit Connector Project
- D: Appendices A-H

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# Identification of Historic Properties Report

# **HISTORIC PROPERTY SURVEY AND ELIGIBILITY DETERMINATION REPORT FOR THE INGLEWOOD TRANSIT CONNECTOR PROJECT**

**PREPARED FOR:**

Federal Transit Administration  
888 S. Figueroa Street, Suite 440  
Los Angeles, CA 90017  
Contact: Candice Hughes  
candice.hughes@dot.gov

**PREPARED BY:**

ICF  
555 W. Fifth Street, Suite 3100  
Los Angeles, CA 90013  
Contact: Jessica Feldman  
jessica.feldman@icf.com

**June 2022**



With contributions by:



**RINCON CONSULTANTS, INC.**  
Environmental Scientists | Planners | Engineers  
rinconconsultants.com

ICF and Rincon Consultants. 2022. *Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project*. February. (ICF 104282.0.) Los Angeles, California. Prepared for the Federal Transit Administration, Los Angeles, California.

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# Acronyms and Abbreviations

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2000 report	Inglewood Downtown District Main Street Project Area: Historic Design Guidelines
2021 report	Historic Resources Technical Report: Inglewood Transit Connector
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
ATS	Automated Transit System
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
DBFOM	design/build/finance/operate/maintain
DPR	Department of Parks and Recreation
EA	Environmental Assessment
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IBEC	Inglewood Basketball and Entertainment Center
ITC	Inglewood Transit Connector
ITF	Inglewood Transit Facility
JPA	Joint Powers Authority
LAMP	Landside Access Modernization Program
LASED	Los Angeles Stadium and Entertainment District
LAWA	Los Angeles World Airport
MSF	Maintenance and Storage Facility
NEPA	the National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966

NPS	National Park Service
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PDS	power distribution system
Project	Inglewood Transit Connector Project
Report	Historic Property Survey and Eligibility Determination Report
SHPO	State Historic Preservation Officer
TNCs	Transportation Network Companies
USC	United States Code
USDOT	U.S. Department of Transportation

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## S.1 Purpose and Scope

The City of Inglewood proposes the Inglewood Transit Connector Project (Project). The Project is approximately 1.6 miles in length and is located in the City of Inglewood, County of Los Angeles, California. The purpose of the Project is to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. The relevant local government agency for this Project is the City of Inglewood Parks, Recreation and Community Services Department. The City of Inglewood served as the local lead agency for the Project under the California Environmental Quality Act (CEQA). The City of Inglewood as the grantee has entered into a Joint Power of Authority agreement with the Los Angeles County Metropolitan Transportation Authority (LACMTA) the agreement designates the City of Inglewood as the CEQA lead agency for the ITC project.

This Historic Property Survey and Eligibility Determination Report (Report) was prepared to comply with federal environmental review policies. This Report documents the results of a historic built environment study per the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (Section 106). The NHPA requires the identification of properties listed in or eligible for listing in the National Register of Historic Places (NRHP) and evaluation of project-related effects on those properties. The Report is a component of compliance with Section 106 and with the implementing regulations contained in 36 Code of Federal Regulations (CFR) Part 800.

The Federal Transit Administration (FTA) is consulting with the State Historic Preservation Officer (SHPO) and other consulting parties as required under Section 106 of the NHPA. This Report presents the FTA's determinations of NRHP-eligibility for built environment resources. The FTA hereby requests the SHPO's comments and/or concurrence on its eligibility determinations documented herein. Built environment effects assessment will be presented in the Finding of Effects report.

The proposed Area of Potential Effects (APE) includes archaeological resources, built environment resources, historic and cultural landscapes and all areas that could be directly or indirectly affected by the construction and operation of the Project. For historic and architectural resources, the proposed APE includes all areas of ground disturbance as well as areas directly adjacent to both sides of the Project alignment, including the Project's stations and the Maintenance and Storage Facility (MSF), areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction- and operational-related atmospheric effects, including visual and/or noise/audible effects.

All parcels in the APE were field checked to verify whether construction may have occurred more than 50 years from the anticipated Project construction completion date of 2028. Parcels were also surveyed, photographed, and researched by qualified architectural historians meeting the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61) to determine if they retained sufficient integrity to warrant evaluation for potential historic significance (see Chapter 9 for a list of preparers). As detailed in Appendix H (SHPO Correspondence), the SHPO

responded on May 27, 2022 to FTA's Section 106 consultation outreach letter and agreed to a streamlined identification methodology that allowed properties lacking potential significance to be screened and not evaluated for NRHP-listing. Parcels found to be lacking historic significance were surveyed and photographed and summarized in a table (Appendix F). Parcels that were found to retain integrity were recorded on California Department of Parks and Recreation forms and were evaluated for significance based on the eligibility criteria for listing in the NRHP.

In the APE, there were 169 properties identified. Of these, 20 were found to be vacant and 37 properties were constructed after 1978. The remaining 112 properties contain buildings, structures, or objects that were constructed prior to 1978, more than 50 years before the anticipated Project opening date of 2028. Of those 112 properties, 40 properties were found to contain buildings and structures that lacked any potential historic significance due to a lack of association with any historic themes or criterion and were not recorded on Department of Parks and Recreation (DPR) 523 forms. Two properties were previously listed in or determined eligible for the NRHP: the Fox Theater (Map Reference No. 25) and the Forum (Map Reference No. 56). There are 70 properties in the APE built in or prior to 1978 that have not been screened and are not listed in or determined eligible for the NRHP; therefore, they required intensive evaluation for historical significance.

## S.2 Summary of Consultation/Outreach and Results

Please note, the FTA's archaeological analysis and tribal consultation results are presented in a report titled *Archaeological Resources Assessment for the Inglewood Transit Connector Project* (2022).

## S.3 Summary of Findings

A total of 72 properties were identified within the APE for potential historic significance; these were documented and evaluated for eligibility listing in the NRHP. Of these, two properties are already listed in the NRHP and two properties were found eligible for listing in the NRHP and are considered historic properties under Section 106 of the NHPA. The remaining 68 properties were found ineligible for listing in the NRHP and are not considered historic properties under Section 106 of the NHPA. The FTA has determined that the historic properties presented in Table S-1 are present in the Area of Potential Effects (APE).

**Table S-1 Historic Properties within the Area of Potential Effects which are Eligible for or Currently Listed in the National Register of Historic Places**

Name and Address	Year Built	Status Code	NRHP Criteria	Description
Fox Theater, Inglewood 115 N. Market Street	1949	1S	C	Theater building designed by S. Charles Lee, architect and Carl G. Moeller, designer in the Skouras style
The Forum 3900 W. Manchester Boulevard	1967	1S	C	Multi-functional entertainment venue designed by Charles Luckman & Associates in the New Formalist style
Holy Faith Episcopal Church 260 N. Locust Street	1914, 1959	2S2	A and C	Church designed by architect Philip Frohman in the Neogothic style
Inglewood Park Cemetery 720 East Florence Avenue	1905	2S2	A and C	A “landscape lawn plan”- style planned large-scale community-oriented cemetery with constructed landscape features and containing quality examples of buildings and structures rendered in various early and mid-twentieth century architectural styles

Status Code 1S – Individually listed in the NRHP by the Keeper. Listed in the California Register of Historical Resources (CRHR).

Status Code 2S2 – Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR.

NRHP Criterion A- Associated with events that have made a significant contribution to the broad patterns of our history.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

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## 1.1 Introduction

The proposed Inglewood Transit Connector Project (Project) is approximately 1.6 miles in length, and is located in the City of Inglewood, Los Angeles County, California (Figures 1 and 2). The purpose of the Project is to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. Specifically, the Project would close the critical first/last mile transit gap in Inglewood, increasing passenger service along the Los Angeles County Metropolitan Transportation Authority (LACMTA) system by facilitating a seamless transfer of passengers between the Inglewood Transit Connector (ITC) and the Metro K Line.

The Federal Transit Administration (FTA) is serving as lead agency for purposes of compliance with the National Environmental Policy Act of 1969 (NEPA) and the National Historic Preservation Act of 1966 (NHPA). The FTA is preparing a Draft Environmental Assessment (EA) for the Project in compliance with the NEPA.

The FTA is consulting with the State Historic Preservation Officer (SHPO) and other consulting parties as required under Section 106 of the NHPA (Section 106). This report presents the FTA's determinations of National Register of Historic Places (NRHP) eligibility for built environment resources. The FTA hereby requests the SHPO comments and/or concurrence on its eligibility determinations documented herein. Built environment effects assessment will be presented in the Finding of Effects report.

## 1.2 Purpose of the Report

On behalf of the City of Inglewood, this Historic Property Survey and Eligibility Determination Report (Report) was prepared at the FTA's direction to comply with Section 106. The Report summarizes the results of a records search, background research, outreach to potential consulting parties, and the built environment survey. It also presents the FTA's determinations as to the NRHP eligibility of the properties evaluated.

This Report was prepared to comply with current federal environmental review policies. It documents the results of a survey of the built environment per the requirements of Section 106 of the NHPA, as amended. The NHPA requires the identification of properties eligible for or listed in the NRHP and evaluation of project-related effects on those properties. The Report is a component of compliance with Section 106 of the NHPA of 1966, as amended, and with the implementing regulations contained in 36 Code of Federal Regulations (CFR) Part 800. This Report incorporates the historic context presented in the Historic Resources Technical Report: Inglewood Transit Connector, prepared by Historic Resources Group (HRG 2021), on behalf of the City of Inglewood in compliance with the California Environmental Quality Act (CEQA). The 2021 HRG report provided a comprehensive historic context for the Project APE and summarized the development history of the APE and vicinity, with an emphasis on the early development of the City of Inglewood and its downtown business district. Although the HRG report was not prepared for the purposes of Section

106 of the NHPA, the report methodology was prepared in accordance with the guidelines outlined by the California Office of Historic Preservation (OHP) and the National Park Service (NPS) for the research, survey and identification of historic properties (OHP 1995; USDI and NPS 1995). Therefore, the historic context provided in the HRG report is relevant to the current study. A draft of this Report was initially prepared by ICF and included delineation of the APE, field surveys of the APE, archival research, preparation of Department of Parks and Recreation forms, and evaluations of select properties for inclusion in the NHRP. Following submittal of the draft Report to the FTA, the Report was revised and updated by Rincon Consultants who conducted supplemental research and developed the project screening methodology for recording historic properties. Properties within the APE were documented on Department of Parks and Recreation (DPR) forms with assistance by ICF, Rincon Consultants and Historic Resources Group.

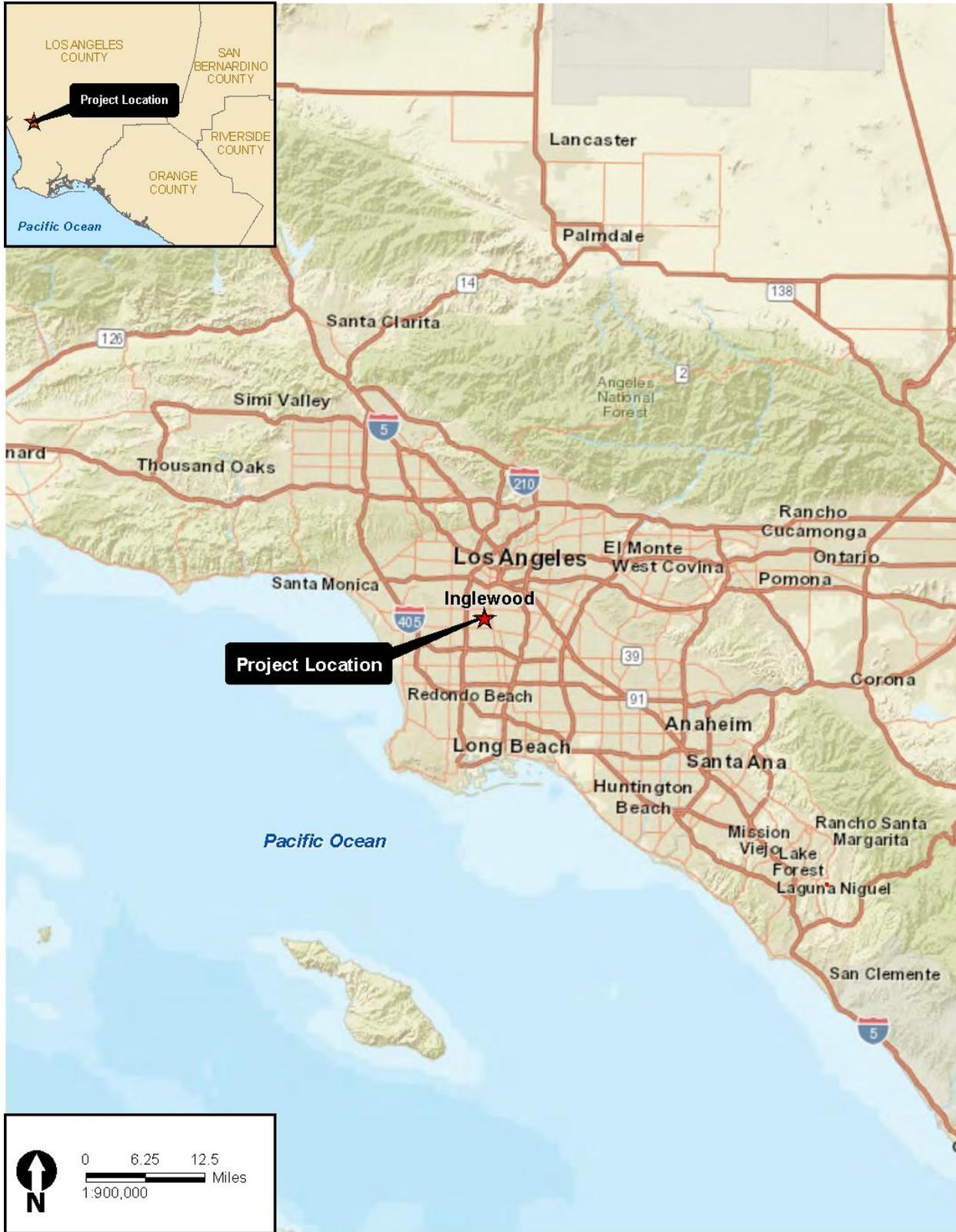


Figure 1. Regional Vicinity

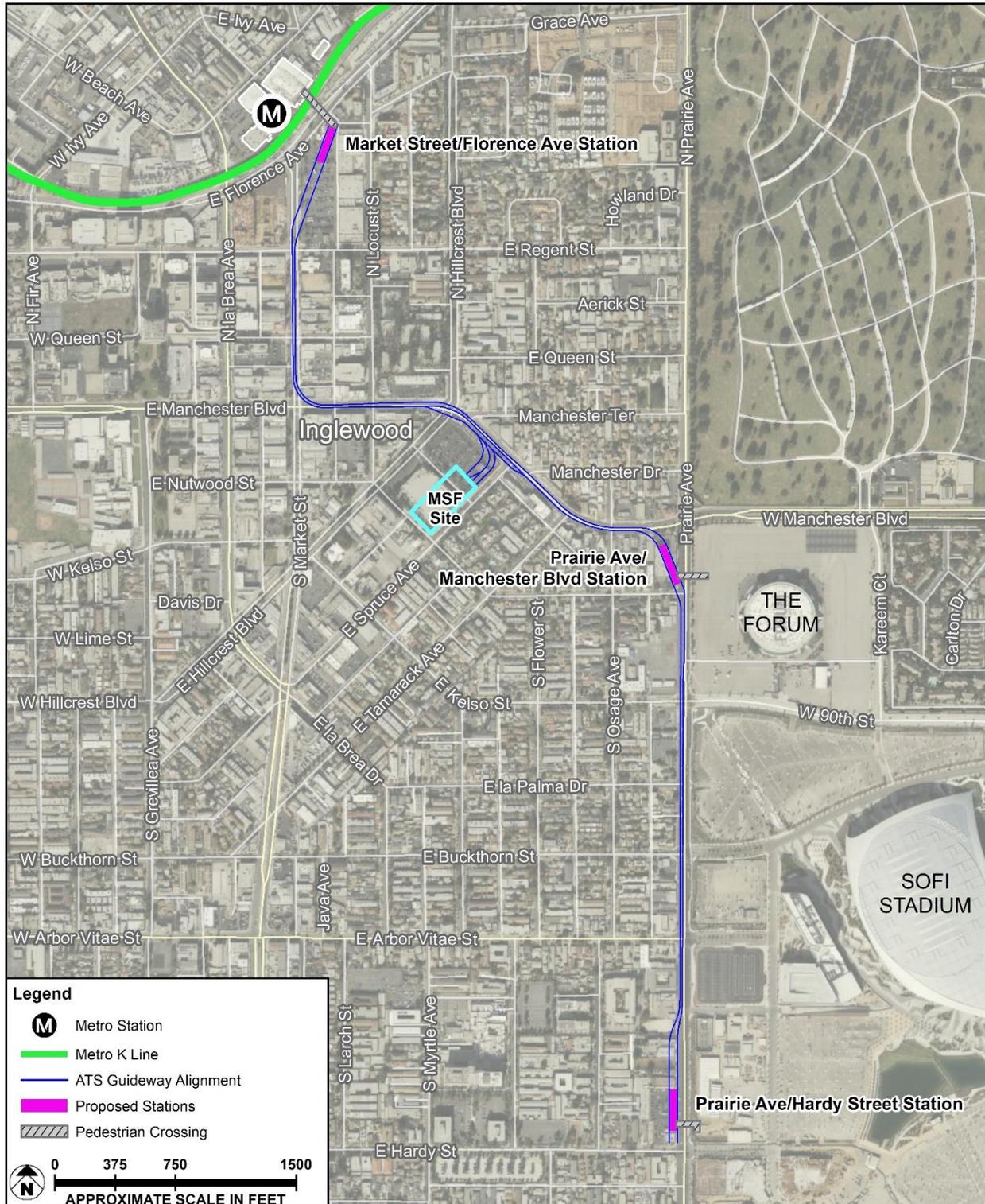


Figure 2. Local Vicinity

## Chapter 2

# Project Description

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The proposed Project is an Automated Transit System (ATS) that would include an approximately 1.6-mile (2.57-kilometer)-long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard and Prairie Avenue in the City of Inglewood, Los Angeles County. The Project would be an extension of the LACMTA regional rail system, providing access to the City's activity centers. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. The proposed Project is designed to provide automated transit service to serve the largest typical event, which is a National Football League (NFL) game at SoFi Stadium. A fleet of six, 4-car trains (assuming the equivalent of generic self-propelled technologies) operating at two-minute headways would be required to serve the demand. One of the six trains would be used for "hot" standby or maintenance for the ATS system. The proposed Project has the ability to provide additional capacity through the introduction of additional trains stored at the Maintenance and Storage Facility (MSF), should this be necessary in the future to accommodate changes in demand levels, event sizes, or event schedules. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configurations are required if the reserve capacity is utilized.

The City is proposing to form a Joint Powers Authority (JPA) with LACMTA that will select a design/build/finance/operate/maintain (DBFOM) contractor to implement the proposed Project. With the DBFOM approach, the responsibilities for designing, building, financing, operating, and maintaining the Project are combined and transferred to private sector partners. In this structure, the City or JPA will enter into an agreement with a private sector party to finalize the design, build, finance, operation, and maintenance the ATS system. The APE Map (Figure 3 and Appendix A) and Chapter 5 of this report provide additional details on the location of the Project's elements and its footprint.

## 2.1 Automated Transit System (ATS)

"The proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations, site constraints, and the guideway location relative to potential column placements). The guideway structure would have a clearance height of approximately 16 feet 6 inches above all roadways. The dual-lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency or mechanical failure, and to enable sectional track bypass to allow for failure management. A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuations and safe access for operations and maintenance personnel. The walkway is assumed to be located between the tracks, providing access into the center platform stations.

The guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of the guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet.

## 2.2 Stations

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the Metro K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to The Forum, existing and future local businesses and residences, the SoFi Stadium and the surrounding mixed-use development within Hollywood Park and Los Angeles Stadium and Entertainment District (LASED). The Prairie Avenue/Hardy Street Station would provide connections to existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED, and the Inglewood Basketball and Entertainment Center (IBEC), including the Intuit Dome. Each station would be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the Metro K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge would be up to approximately 55 feet in height measured from existing grade to top of the structure.

Each station would include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

## 2.3 Roadways and Infrastructure

Existing roadways and infrastructure along the transit alignment will require reconfiguration to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure located under roadways may need to be relocated to accommodate the guideway columns, footings, and other components. The roadway reconfigurations proposed along Market Street, Manchester Boulevard, and Prairie Avenue are

necessary to assure that the existing roadway travel capacity is not reduced to accommodate the proposed Project.

A Utility Report prepared for the proposed Project evaluated potential conflicts with the proposed Project's columns and the existing utility lines along the alignment. There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. Utility lines identified within the Manchester Boulevard segment include water, sewer, wastewater, stormwater, and gas lines. Utility lines within the Prairie Avenue segment include water, sewer, wastewater, stormwater, electrical, telecommunications and gas lines. Based upon the Utility Report, it appears that several utility lines within these segments would conflict with proposed Project columns. The location of utilities is based on a review of existing documentation and the exact locations have not been field verified. Several storm drains have also been identified along these segments that may require relocation due to column placement. In addition, Southern California Electric (SCE) has determined that the proposed Project would likely utilize a new 16 kilovolt (kV) circuit constructed in an underground duct bank from the SCE Inglewood substation near Florence Avenue and Fir Avenue to the proposed MSF site.

## 2.4 Maintenance Storage Facility

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF is proposed on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center, and a bank branch is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

## 2.5 Power Distribution System Substations

Propulsion power, which includes the power to run the trains on the guideway and power for auxiliary and housekeeping needs, would be provided by two power distribution system (PDS) substations located along the alignment. The two PDS substations would include one located at the MSF and a second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. However, alternate options are being reviewed with SCE. The primary power supply for the Project would come from SCE via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. The SCE feed would provide a maximum power capacity of 10 million volt-amps and would be supplied via a new underground duct bank from the SCE Inglewood substation to the ITC MSF site where SCE transfer equipment is planned to be located.

Backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station in the event electrical supply is lost

## 2.6 Public Parking

Additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as construction staging areas. After construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up 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 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, Transportation Network Companies (TNCs), and shuttle bus pick-up and drop-off operations during events.

These parking areas will provide public parking needed in the City to support use of the ITC Project, businesses, and the City's efforts to help revitalize the retail areas along Market Street. The ITC Project is designed and intended to extend the transit service provided by the Metro K Line to the major event venues and existing and planned residential and commercial uses in the City, and these parking facilities are proposed to support transit use. On non-event days, the parking is designed to allow the City's residents to become transit riders and use the LACMTA Rail system, providing local convenient parking adjacent to ITC and Metro K Line. On event days, the City recognizes that many visitors may still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To help with overall traffic congestion and improve circulation on local streets, and to help reduce visitors parking in residential areas, the City proposes to provide parking in proximity to the ITC Project stations and downtown Market Street area. These parking areas will also provide replacement parking for public parking on streets that may be removed as part of the implementation of the ITC Project.

Applicable federal cultural resources regulations are summarized below.

### 3.1 National Environmental Policy Act

The NEPA, as amended (42 United States Code [USC] 4321 et seq.), establishes the federal policy of protecting important historic, cultural, and natural aspects of our national heritage during federal project planning. The NEPA also obligates federal agencies to consider the environmental consequences and costs of their projects and programs as part of the planning process. All federal or federally assisted projects requiring action pursuant to Section 102 of the NEPA must take into account the effects on cultural resources.

According to the Council on Environmental Quality (CEQ) Regulations for Implementing the NEPA (40 CFR Parts 1500–1508), in considering whether an action may “significantly” affect the quality of the human environment, an agency must consider, among other things, the intensity or severity of the impact, including: “unique characteristics of the geographic area, such as proximity to historic or cultural resources (40 CFR §1508.27(b)(3))” and “the degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP (40 CFR §1508.27(b)(8)).” Section 1502.25(a) of the CEQ Regulations for Implementing the NEPA also requires the following:

To the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by...the National Historic Preservation Act of 1966 (16 USC 661 et seq.), and other environmental review laws and executive orders.

### 3.2 Section 106 of the National Historic Preservation Act

This report was prepared in compliance with Section 106 of the NHPA of 1966 and its implementing regulations (36 CFR 800, as amended through 2004). The NHPA sets federal policy for historic preservation, such as the establishment of the SHPO, Advisory Council on Historic Preservation (ACHP), and the programs through which this policy is implemented, including the NRHP. Section 106 of the NHPA requires federal agencies to consider effects of projects carried out, funded, permitted, licensed, or assisted by said federal agencies, and provides the ACHP, interested parties, and the public an opportunity to review and comment on these matters before a final decision is made. If a federal, or federally assisted, project has the potential to affect historic properties, a Section 106 review is undertaken.

The following steps of the Section 106 Process are used to guide the implementation of the Section 106, including but not limited to, identifying the participants in the Section 106 compliance process; defining key terms; and delineating the process of review and consultation:

Initiate the Section 106 process by establishing the undertaking, developing a plan for public involvement, and identifying the appropriate consulting parties.

1. Identify historic properties (i.e., resources that are listed in or eligible for inclusion in the NRHP) by determining the scope of efforts, identifying historic properties in the area potentially affected by the project, and evaluating resource eligibility for NRHP inclusion.
2. Assess adverse effects by applying the Section 106 criteria of adverse effect to identified historic properties.
3. Resolve adverse effects by consulting with the SHPO and other consulting agencies, including ACHP, if necessary, to develop an agreement that addresses the treatment of historic properties.

### 3.3 National Register of Historic Places Criteria

The NRHP was established by the NHPA as “an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, state, and local levels. The framers of the NRHP established a 50-year age threshold for significance, in order to ensure that substantial time had passed to objectively reflect on the property’s historical significance.

Applying the National Register Criteria for Evaluation to a property requires that the property demonstrate significance in American history, architecture, archaeology, engineering, and culture that may be present in districts, sites, buildings, structures, and objects that possess and meet any of the following criteria:

- A. The property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. The property is associated with the lives of persons significant in our past.
- C. The property embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. The property yields, or may be likely to yield, information important in prehistory or history.

#### 3.3.1 Integrity

As described in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (USDI and NPS 1995), applying the National Register, to be eligible for listing in the NRHP, a property must meet one or more of the above-stated criteria for significance and possesses sufficient historic integrity to convey that significance. The NRHP recognizes seven aspects or qualities, listed below, that define integrity:

- **Location:** the place where the historic property was constructed or the place where the historic event occurred.
- **Design:** the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting:** the physical environment of a historic property.

- **Materials:** the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association:** the direct link between an important historic event or person and a historic property.

To retain historic integrity, a property should possess several of the above-stated aspects. The retention of specific aspects of integrity is essential for a property to convey its significance. When the integrity of a resource is being evaluated, the property should also be considered in comparison to similar properties; such comparison may be important for determining physical features that are essential to reflect the significance of a historic context. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP (USDI and NPS 1995).

### 3.4 Section 4(f) of the U.S. Department of Transportation Act

Section 4(f) (23 CFR Part 774) of the U.S. Department of Transportation (USDOT) Act of 1966, as amended (49 USC 1653[f]), defines effects or impacts of USDOT agency projects to be the “use” of certain types of resources, including “historical sites.” It stipulates that the Federal Highway Administration (FHWA) and other USDOT agencies, including the FTA, cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and historical sites (defined as listed in or determined eligible for listing in the NRHP) unless there is no feasible and prudent alternative to the use of land, and the action includes all possible planning to minimize harm to the property resulting from use. Section 4(f), as specifically related to cultural resources, applies when there is an actual taking of land from, or constructive use of, a historic property. Section 4(f) evaluation requires documentation of completion of the Section 106 process. Section 4(f) regulations are found at 23 CFR 774.

### 3.5 The Archeological and Historic Preservation Act

The Archeological and Historic Preservation Act of 1974 (AHPA) (16 U.S.C. 469) is also known as the Archeological Recovery Act and the Moss-Bennett Bill. AHPA amended and expanded the Reservoir Salvage Act of 1960 and was enacted to complement the Historic Sites Act of 1935 by providing for the preservation of historical and archaeological data which might be lost or destroyed as the result of the construction of a federally authorized dam or other construction activity. This greatly expanded the number and range of Federal agencies that had to take archeological resources into account when executing, funding, or licensing projects. AHPA also allows for any Federal agency responsible for a construction project to appropriate a portion of project funds for archaeological survey, recovery, analysis, and publication of results.

### **3.6 Enhancement of the Cultural Environment, Executive Order 13007**

Executive Order 13007 Indian Sacred Sites (1996). Designed to protect and preserve Indian religious practices, this EO directs each federal agency that manages federal lands to “(1) accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and (2) avoid adversely affecting the physical integrity of such sacred sites.” This EO also directs each federal agency to report to the President on “procedures implemented or proposed to facilitate with appropriate Indian tribes and religious leaders.” Several EM sites and facilities are located on Tribal aboriginal and treaty lands. Staff at these facilities work with the Tribes to allow Tribal members safe access to DOE sites for Tribal cultural/religious purposes.

### **3.7 Consultation and Coordination with Indian Tribal Governments Executive Order 13175**

Executive Order (E.O.) 13175 was issued by President William J. Clinton in 2000. It applies to rules, policies, and guidance with Tribal Implications. The intent of this Executive Order is: To establish regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications. Executive Order 13175 reaffirms the Federal government's commitment to tribal sovereignty, self-determination, and self-government. Its purpose is to ensure that all federal agencies consult with Indian tribes and respect tribal sovereignty as they develop policy on issues that impact Indian communities.

This chapter identifies participants in the Section 106 process and summarizes consultation and outreach efforts and results for the proposed undertaking. Additional details on the results of Tribal consultation can be found in Chapter 5 of the *Archaeological Resources Assessment for the Inglewood Transit Connector Project* (2022 ICF).

### **4.1 Participants in the Section 106 Project**

#### **4.1.1 Federal Transit Administration – Lead Federal Agency**

The FTA is the lead federal agency for the Project and responsible for compliance with Section 106 of the NHPA, which requires federal agencies to consider the effects of their actions on historic properties and provide the ACHP an opportunity to comment on a proposed action before it is implemented. Regulations for implementing the Section 106 process are provided in 36 CFR 800.

#### **4.1.2 Advisory Council on Historic Preservation**

Section 106 affords the ACHP and the SHPO a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for NRHP listing per 36 CFR 800.2(b)(1).

#### **4.1.3 State Historic Preservation Officer**

The SHPOs are responsible for ensuring that projects and programs carried out or sponsored by federal and state agencies comply with federal and state historic preservation laws and that projects are planned in ways that avoid or minimize adverse effects on cultural resources. The FTA is consulting with the California Historic Preservation Officer per 36 CFR 800.2(c)(1). The FTA is initiating consultation concurrently with the submission of this Report.

#### **4.1.4 Federally Recognized Tribes**

The FTA has identified two federally recognized tribes as having consultation interests in the Area of Potential Effects (APE) pursuant to 36 CFR 800.2(c)(2): the Santa Rosa Band of Cahuilla Indians and the Soboba Band of Luiseno Indians. Both tribes were contacted on January 11, 2022. Follow up emails and telephone calls were placed February 4, 2022. No responses have been received to date.

## 4.1.5 Other Interested Parties

### Applicant

An applicant for federal assistance or for a federal permit, license, or other approval is entitled to participate as a consulting party as defined in 36 CFR 800.2(c)(3). The project applicant is the City of Inglewood.

### Preservation Groups and, Museums, and Tribes

Organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties. The FTA has identified the following organizations as potential interested parties in accordance with 36 CFR 800.4(a)(3). On the FTA's behalf, the City of Inglewood contacted the following parties on January 11, 2022, to request their input as to the presence of historic properties in the APE and to inquire as to their interest in participating in consultation:

- National Trust for Historic Preservation
- California Preservation Foundation
- Los Angeles Conservancy
- Historical Society of Centinela Valley
- California African American Museum
- Inglewood Historic Preservation Alliance
- Los Angeles Historic Theater Foundation
- City of Inglewood Parks, Recreation and Community Services Department
- Gabrieleno Band of Mission Indians—Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrieleno Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe

## 4.1.6 Local Government Agencies

A representative of a local government with jurisdiction over the area in which the effects of an undertaking may occur is entitled to participate in the Section 106 process as a consulting party. The FTA has identified the following local government agencies as potential interested parties, organizations in accordance with 36 CFR 800.2(c)(3). The relevant local government agency for this Project is the City of Inglewood Parks, Recreation and Community Services Department. The FTA initiated consultation on January 11, 2022. However, the City of Inglewood as the grantee has entered into a Joint Power of Authority agreement with the LACMTA and designating the City of Inglewood as the agency for the ITC project.

## 4.2 Summary of Consultation/Outreach and Results

The City initiated a comprehensive outreach program for the proposed Project in 2018, at the outset of the Project's environmental review. The outreach program has been focused on increasing Project awareness and education, disseminating Project information, soliciting public input, and supporting the technical and legal environmental processes. Through the use of focus groups, workshops, tours, participation in community events, social media outlets, and webinars, stakeholders have been involved in each of the major technical milestones of the Project development process that has occurred to date. The public engagement process included compilation of a stakeholder database, development of Project-related meeting materials, and collateral materials, and an interactive Project website. Proactive outreach, public meetings, participation in community events and coordination meetings with public agencies were also components of the public outreach process. The City's Project website served as the central point where stakeholders went to obtain a variety of information about the proposed Project. The website is located at <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>. The website contains maps of the proposed Project, and other collateral materials and key documentation, planning workshops and working group presentations. The website also contains a "Contact Us" sections where people can provide their input, ask questions, and add themselves to the proposed Project database to be notified of future meetings and Project-related updates.

The City prepared and released a Draft EIR in accordance with the CEQA for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period, the City continued to collaborate with key stakeholders on the design of the proposed Project. As a result of this ongoing consultation process, the City further refined the proposed Project and updated the Draft EIR to evaluate these refinements. The refinements included reducing the number of support columns, providing more spacing between columns, and modifying the locations of the MSF and the Prairie Avenue/Hardy Street Station, most notably, the design of the guideway on Market Street in Downtown Inglewood was refined to enhance the compatibility of the proposed Project with existing and planned development along Market Street, including historic buildings, such as the historic Fox Theater.

A Recirculated Draft EIR was published on November 12, 2021, and the public review period closed on December 27, 2021. A virtual public meeting was held on November 22, 2021. The City received written comments on the Recirculated Draft EIR from one State agency, six local public agencies, three local organizations, five businesses, and three individuals. There were also letters expressing support for the proposed Project. No comments were received that identified significant environmental issues.

The EA will be circulated to the public for 30 days. Public notification associated with the EA circulation, including the Notice of Availability (NOA) and Project fact sheets, will be made available in both English and Spanish. If comments are received on the EA during the public availability period, the EA must be modified to reflect all substantive comments and responses to those comments. Substantive comments are those comments that are related to the facts of the project, environmental document, or studies. Comments that are an expression of support or opposition to the project without any factual substantiation may be acknowledged but generally would do not require a response.

On January 11, 2022, FTA, in coordination with the City, contacted interested parties, inviting them to participate in the Section 106 consultation. Table 4-1 summarizes outreach and follow-up efforts and copies of consultation outreach letters sent to interested parties are included in Attachment B. Please refer to the *Archaeological Resources Assessment for the Inglewood Transit Connector Project* for consultation details with tribal groups.

**Table 4-1 Consultation Summary**

Organization/ Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
National Trust for Historic Preservation	Katherine Malone-France, Chief Preservation Officer	January 11, 2022	None.	02/04/22, via email Call made on 3/7/2022; left voicemail with Katherine Malone- France; no response.	None.	No. No further action needed
California Preservation Foundation	Cindy Heitzman, Executive Director	January 11, 2022	None.	02/04/22, via email Call made 3/7/2022	Communicated with Cindy Heitzman who stated that no further consultation is necessary.	No. No further action needed.
Los Angeles Conservancy	Adrian Scott Fine, Directory of Advocacy	January 11, 2022	None.	02/04/22, via email 3/7/2022; left voicemail and email with Mr. Fine	None.	No. No further action needed
Los Angeles Historic Theatre Foundation	Tiffany Nitsche, President	January 11, 2022	None.	02/04/22, via email Call made 3/7/2022	Call made on 3/7; spoke with Tiffany Nitsche.	Yes. Consultation is ongoing.
Historical Society of Centinela Valley	Diane Sambrano	January 25, 2022	None.	02/14/22, left voicemail to Diane Sambrano. Calls placed to Diane Sambrano on 3/8, 3/23 and 4/4	Communicated with Diane Sambrano on 4/4/2022 who stated that no further consultation is necessary	No. No further action needed

Organization/ Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
California African American Museum	Cameron Shaw, Executive Director	January 11, 2022	Responded February 17, 2022 via email. Indicated inability to provide information.	02/04/22, via email	Organization responded and left voicemail to FTA stating that no consultation is necessary. FTA notified City 02/16/22.	No. No further action needed
Inglewood Historic Preservation Alliance	Anne Cheek LaRose, Executive Officer	January 11, 2022	Responded February 2, 2022 via email. Commented on the historic quality of Market Street and potential effects the Project may have on the resource.	02/04/22, via email City responded 2/28/22 requesting response confirming or declining invitation to participate as a consulting party.	Replied 2/7/22, Via email. Ms. LaRose replied again 4/3, via email to indicate interest in discussing the Project and provided recommendations for historic reports to review. 4/30/22 Ms. LaRose commented that she looked forward to further consultation.	Yes. Consultation is ongoing.
City of Inglewood Parks, Recreation and Community Services Department	Sabrina Barnes, Director	January 11, 2022	None.	02/04/22, via email	Sabrina Barnes responded 2/7/22 via email confirming that that no further consultation is necessary	No. No further action needed

The FTA identified historic properties within the APE through historic preservation professionals who meet the Secretary of the Interior’s Professional Qualifications Standards (36 CFR Part 61). These qualified professionals undertook records searches and historical research, conducted field surveys, and prepared NRHP evaluations of properties 50 years old or older within the APE. The records search results, historical research, field surveys, and evaluation methods are described in this chapter.

### 5.1 Area of Potential Effects

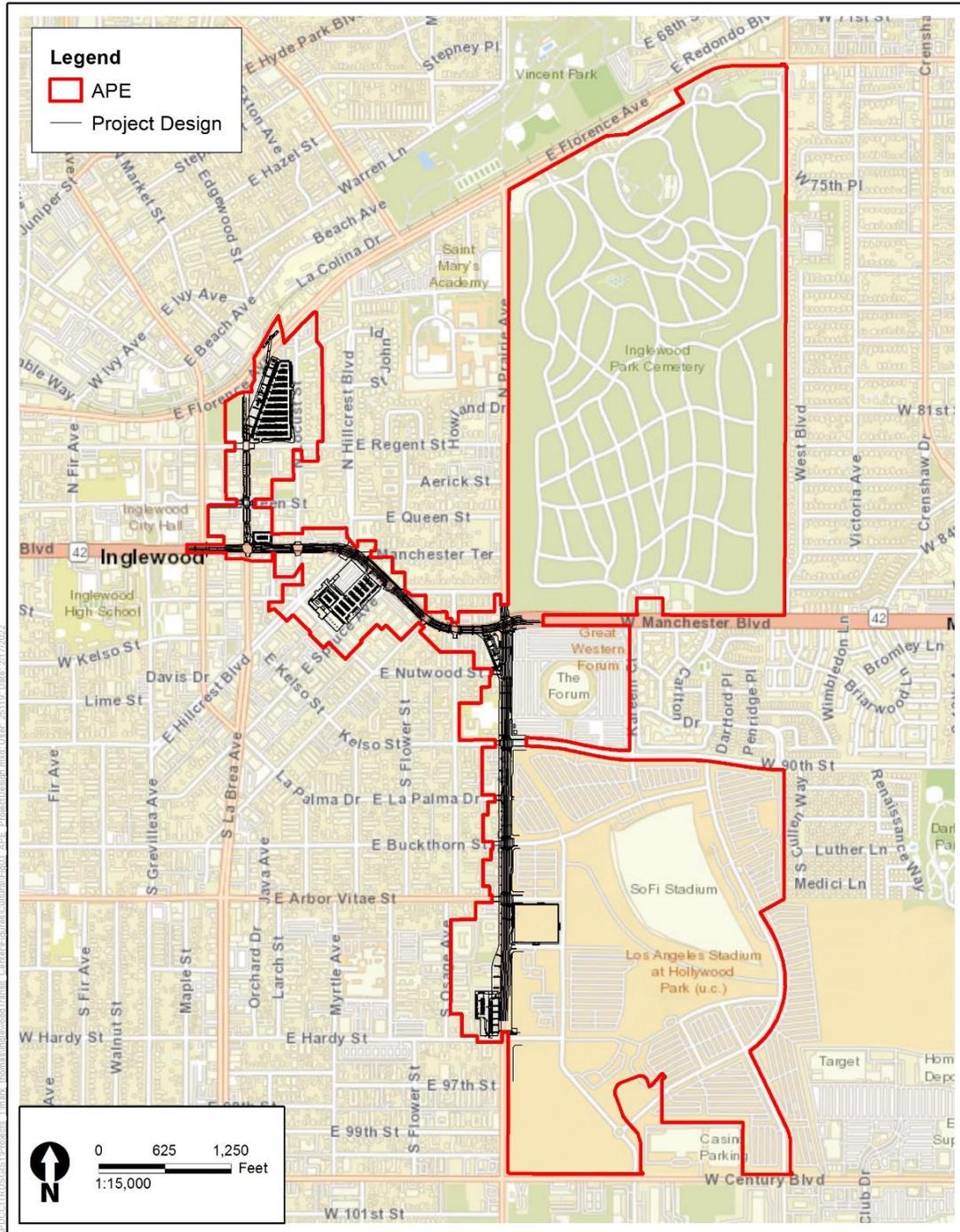
The Section 106 implementing regulation at 36 CFR 800.16(d) defines the APE as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The APE comprises all areas and parcels where construction will occur (Figure 3 and Appendix A).

The proposed APE includes archaeological resources, built environment resources, historic and cultural landscapes and all areas that could be directly or indirectly affected by the construction and operation of the Project. Please refer to the APE map provided in Attachment A. For historic and architectural resources, the proposed APE includes all parcels directly adjacent to both sides of the Project alignment, including the Project’s stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction and operational-related atmospheric effects, including visual and/or noise/audible effects. For archaeological resources, the proposed direct APE includes the at-grade elements of the Project and areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Metro K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The proposed APE also includes parcels adjacent to the alignment and parcels proposed to be used as potential construction staging areas.

The APE also incorporates areas that could be affected by ground disturbances for the Project. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling. The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.



**Figure 3**  
**Area of Potential Effects**  
**Inglewood Transit Connector**



The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Approximately 125 to 145 columns will be constructed to support the ATS and stations with an additional approximately 35 to 45 columns to support the MSF.

## 5.2 Background Research

### 5.2.1 Records Search

Staff at the South Central Coastal Information Center, part of the state Cultural Resources information System, housed at California State University, Fullerton, conducted a cultural resources records search and literature search on June 20, 2018. The records search compiled data regarding previous studies and previously recorded cultural resources within a half-mile of the Project area. Please refer to *Archaeological Resources Assessment for the Inglewood Transit Connector Project* for a full listing of all previously recorded resources and studies included in the records search.

The records search results indicate that four previously recorded built environment resources are located in the APE (Table 5-1).

**Table 5-1 Records Search Results: Built Environment Resources Within the APE**

Primary Number	Name and Address	Year Built	Status Code	NRHP Criteria	Notes
19-188843	336 E. Hillcrest Boulevard	c. 1962	6Z	N/A	Commercial
19-0189809	724 E. Manchester Boulevard	c. 1957	6Y	N/A	Commercial
19-190143	Fox Theatre Inglewood, 115 N. Market Street	1949	1S	C	Theatre
19-190892	The Forum, 3900 Manchester Boulevard	1967	1S	C	Multi-functional entertainment venue

Status Code 1S – Individually listed in the NRHP by the Keeper. Listed in the California Register of Historical Resources (CRHR).

Status Code 6Y – Determined ineligible for NRHP by consensus through Section 106 process—Not evaluated for CRHR or local listing.

Status Code 6Z – Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

## 5.2.2 Previously Surveyed Built Environment Resources within the APE

In addition to the results of the records search, data were collected to determine if the properties within the APE have been subject to previous survey efforts and evaluated for eligibility in a state and/or local historic register. The collection of these data was intended to identify properties which may have an increased potential for NRHP eligibility and to provide a comprehensive list of the known historic status of properties within the APE. In particular, two previous built environment surveys identified built environment resources in the APE: the 2000 *Inglewood Downtown District Main Street Project Area: Historic Design Guidelines* (2000 report) and the 2021 *Historic Resources Technical Report: Inglewood Transit Connector* (2021 report).

The 2000 report included a survey of the downtown Inglewood, an area bound by Florence Avenue to the north, Locust Street to the east, Hillcrest Boulevard to the south, and La Brea Avenue to the west. The survey considered eligibility for the NRHP and local designation, although Inglewood lacked a local preservation ordinance. The 2000 report did not include any Department of Parks and Recreation (DPR) forms (Bricker et al. 2000:1, 4).

The 2021 report was completed for the Project on behalf of the City of Inglewood in compliance with CEQA by Historic Resources Group. The 2021 report surveyed resources within the area defined Project Study Area<sup>1</sup> for the proposed Project, where impacts had the potential to occur. Although the report did not include documentation of properties on DPR forms, the survey and identification efforts did include the following scope:

- Field survey of the existing buildings, structures, objects, and landscape areas located within the Project Study Area.
- Review of previous evaluations within the Project Study Area.
- Identification and evaluation for listing in the CRHR and local designation of historical resources within the Project Study Area, including the potential for a historic district.
- Analysis of potential CEQA impacts to historical resources within the Project Study Area.

The 2021 report completed for the project encompasses the project APE and properties contained therein. Section 5.3 of this report provides a summary of the field efforts implemented as part of this study to identify potential historic properties in accordance with Section 106 of the NHPA.

Table 5-2 provides the findings of the 2000 and 2021 reports.

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<sup>1</sup> The “Project Study Area” defined and utilized by HRG was developed to identify both direct and indirect project-related impacts in support of compliance with CEQA. The Project Study Area included the Project footprint and all parcels fronting alignment right-of-way and is largely consistent with the project APE utilized for the current undertaking.

**Table 5-2 Resources Previously Evaluated for CRHR Eligibility**

ID No.	Address	Year Built	2000 Report Status Code*	2021 Report Status Code*	Description
M-1	720 E. Florence Avenue	1905–present	N/A	3S	Inglewood Park Cemetery
M-3	248 N. Locust Street	1951	N/A	***	Commercial
M-5	240 N. Locust Street	1925	N/A	***	Multi Family
M-6	236 N. Locust Street	1945	N/A	***	Multi Family
M-7	232 N. Locust Street	1949	N/A	***	Multi Family
M-8	228 N. Locust Street	1942	N/A	***	Multi Family
M-9	222 N. Locust Street	1949	N/A	***	Multi Family
n/a	220 N. Locust Street	1941	N/A	***	Single Family
M-10	218 N. Locust Street	1947	N/A	***	Multi Family
M-11	212 N. Locust Street	1931	N/A	***	Multi Family
M-12	208 N. Locust Street	1954	N/A	***	Multi Family
M-13	204 N. Locust Street	1933	N/A	***	Single Family
M-14	202 N. Locust Street	1950	N/A	***	Multi Family
M-2	260 N. Locust Street	1927	4S1	3S	Holy Faith Episcopal Church (Church of the Holy Faith)
M-4	244 N. Locust Street	1963	N/A	***	Multi Family
M-15	330 E. Florence Avenue	1978	6Z	***	Commercial
M-16	310 E. Florence Avenue	1973	6Z	***	Restaurant
M-17	300 E. Florence Avenue	1967	6Z	***	Restaurant
M-18	254 N. Market Street	1965	N/A	***	Commercial
M-18	250 N. Market Street	1965	N/A	**	Commercial
M-18	240 N. Market Street	1965	N/A	***	Commercial
M-18	230 N. Market Street	1965	N/A	***	Commercial
M-18	224 N. Market Street	1969	N/A	***	Commercial
M-18	222 N. Market Street	1976	N/A	***	Commercial
M-18	210 N. Market Street	1976	N/A	***	Commercial
M-19	200 N. Market Street	1976	N/A	**	Commercial
M-41	501 Manchester Terrace	1962	N/A	***	Gas-and-Service Station
M-20	130 N. Locust Street	1970	N/A	***	Commercial
M-21	158 N. Market Street	1967	6Z	3CS	United California Bank
n/a	134 N. Market Street	1926	5S3	**	Commercial
n/a	128 N. Market Street	1924	N/A	**	Commercial
M-22	124 N. Market Street	1920	5S1	**	Commercial
n/a	122 N. Market Street	1924	5S3	**	Commercial

ID No.	Address	Year Built	2000 Report Status Code*	2021 Report Status Code*	Description
n/a	118 N. Market Street	1930	6Z	**	Commercial
n/a	110 N. Market Street	1938	6Z	**	Commercial
n/a	100 N. Market Street	1927	6Z	3CS	Bank of Inglewood
n/a	151 N. Locust Street	1977	N/A	***	Senior Citizen Facility
n/a	157 N. Market Street	1907	6Z	**	Commercial
n/a	135 N. Market Street	1910	6Z	**	Commercial
n/a	129 N. Market Street	1927	6Z	**	Commercial
M-25	115 N. Market Street	1949	3S	1S	Fox Theatre Inglewood
M-26	101 N. Market Street	1929	4S7	**	Commercial
M-24	125 N. Market Street	1924	5S3	**	Commercial
M-29	149 S. Market Street	1928	N/A	3CS	Professional Building
n/a	125 S. Market Street	1938	5S1	**	Commercial
M-28	139 S. Market Street	1941	5S1	3CS	J.C. Penny
n/a	300 E. Queen Street	1922	6Z	**	Commercial
n/a	116 S. Market Street	1927	6Z	**	Commercial
n/a	128 S. Market Street	1923	6Z	**	Commercial
n/a	132 S. Market Street	1925	5S1	**	Commercial
M-27	150 S. Market Street	1927	5S1	6Z	Commercial
M-33	355 E. Manchester Boulevard	1966	N/A	***	Commercial
M-32	345 E. Manchester Boulevard	1942	N/A	***	Commercial
M-31	335 E. Manchester Boulevard	1946	6Z	***	Commercial
n/a	420 E. Manchester Boulevard	1949	N/A	***	Commercial
n/a	400 E. Manchester Boulevard	1962	6Z	***	Commercial
n/a	206 S. Locust Street	1925	6Z	N/A	Commercial
n/a	210 S. Locust Street	1961	6Z	N/A	Commercial
n/a	401 E. Hillcrest Boulevard	1946	4S2; 6Z	***	Commercial
M-35	428 E. Manchester Boulevard	1953	N/A	***	Commercial
n/a	431 E. Hillcrest Boulevard	1959	N/A	***	Commercial
M-37	421 E. Hillcrest Boulevard	1949	N/A	***	Commercial
n/a a	401 E. Hillcrest Boulevard	1953	6Z	***	Commercial

ID No.	Address	Year Built	2000 Report Status Code*	2021 Report Status Code*	Description
M-36	450 E. Manchester Boulevard	1969	N/A	***	Commercial
M-38	333 E. Nutwood Street	1940	5S1	6Z	Office
M-34	320 E. Manchester Boulevard	1948	3S; 4S1	3CS	Bank of America
M-30	302 E. Manchester Boulevard	1933	6Z	6Z	Commercial
n/a	201 S. Market Street	1935	6Z	**	Commercial
M-36	338 E. Nutwood Street	1910	N/A	***	Office
n/a	336 E. Hillcrest Boulevard	1962	N/A	***	Office
M-42	511 E. Manchester Boulevard	1938	N/A	***	Commercial
M-44	529 E. Manchester Boulevard	1951	N/A	***	Church
M-43	521 E. Manchester Boulevard	1951	N/A	***	Commercial
n/a	713 E. Manchester Boulevard	1926	N/A	***	Single Family
n/a	709 E. Manchester Boulevard	1906	N/A	***	Single Family
M-52	811 E. Manchester Boulevard	1977	N/A	***	Commercial
M-45	601 E. Manchester Boulevard	1962	N/A	***	Commercial
M-53	831 E. Manchester Boulevard	1971	N/A	***	Restaurant
M-46	614 E. Manchester Boulevard	ca. 1972	N/A	***	Commercial
M-47	656 E. Manchester Boulevard	1952	N/A	***	Commercial
M-47	660 E. Manchester Boulevard	1956	N/A	***	Commercial
M-40	336 E. Spruce Avenue	1922	N/A	***	Educational (Formerly Single Family)
M-50	716 E. Manchester Boulevard	ca. 1972	N/A	***	Commercial
M-51	720 E. Manchester Boulevard	1957	N/A	***	Commercial
M-54	808 E. Manchester Boulevard	1953	N/A	***	Commercial
M-55	817 E. Nutwood Street	1964	N/A	***	Multi Family

ID No.	Address	Year Built	2000 Report Status Code*	2021 Report Status Code*	Description
M-49	708 E. Manchester Boulevard	1965	N/A	***	Commercial
n/a	712 E. Manchester Boulevard	ca. 1963	N/A	***	Educational
M-48	700 E. Manchester Boulevard	1960	N/A	***	Commercial
n/a	802 E. Manchester Boulevard	1970	N/A	***	Commercial
n/a	503 S. Prairie Avenue	1949	N/A	***	Educational
M-57	809 E. Kelso Street	Pre 1952	N/A	***	Educational
M-59	613 S. Prairie Avenue	1955	N/A	***	Multi Family
M-58	601 S. Prairie Avenue	1966	N/A	***	Commercial
M-60	619 S. Prairie Avenue	1948	N/A	3CS	Lighthouse Memorial and Receptions Funeral Home
n/a	703 S. Prairie Avenue	1940	N/A	***	Multi Family
n/a	711 S. Prairie Avenue	1947	N/A	***	Single Family
n/a	715 S. Prairie Avenue	1959	N/A	***	Single Family
M-61	723 S. Prairie Avenue	1922	N/A	***	Single Family
n/a	617 E. Buckthorn Street	1925	N/A	***	Multi Family
M-62	801 S. Prairie Avenue	1967	N/A	***	Commercial
M-63	805 S. Prairie Avenue	1947	N/A	***	Multi Family
M-64	813 S. Prairie Avenue	1945	N/A	***	Commercial
M-65	819 S. Prairie Avenue	1953	N/A	***	Church
M-66	823 S. Prairie Avenue	1946	N/A	***	Motel
n/a	923 S. Prairie Avenue	1949	N/A	***	Commercial
n/a	919 S. Prairie Avenue	1959	N/A	***	Multi Family
n/a	945 S. Prairie Avenue	1969	N/A	***	Commercial

ID No.	Address	Year Built	2000 Report Status Code*	2021 Report Status Code*	Description
n/a	1003 S. Prairie Avenue	1957	N/A	***	Commercial
M-71	1014 S. Osage Avenue	1973	N/A	***	Multi Family
M-70	1018 S. Osage Avenue	1965	N/A	***	Multi Family
n/a	1011 S. Prairie Avenue	1954	N/A	***	Commercial
M-68	1030-1032 S. Osage Avenue	1953	N/A	***	Multi Family
n/a	715 E. Hardy Street	1949	N/A	***	Multi Family
M-72	1000-1006 S. Osage Avenue	1958	N/A	***	Multi Family
M-69	1024 S. Osage Avenue	1961	N/A	***	Multi Family
M-67	1035 S. Prairie Avenue	1973	N/A	***	Multi Family
M-56	3900 W. Manchester Boulevard	1967	N/A	1S	The Forum; multi-functional entertainment venue
n/a	Market Street Corridor (Historic District)	1888-2004 (street); 1900-present (buildings)	6Z	6Z	Corridor/district

## \* Status Codes:

1S – Individually listed in the NRHP by the Keeper. Listed in the CRHR.

3CS – Appears eligible for CRHR as an individual property through survey evaluation.

3S – Appears eligible for NHPR as an individual property through survey evaluation.

4S1 – No longer applicable. OHP converted all 4-numbered codes to 7 numbered codes. 7 numbered codes signify that the resource needs to be re-evaluated to meet the current standards.

4S2 – No longer applicable. OHP converted all 4-numbered codes to 7 numbered codes. 7 numbered codes signify that the resource needs to be re-evaluated to meet the current standards.

4S7 – No longer applicable. OHP converted all 4-numbered codes to 7 numbered codes. 7 numbered codes signify that the resource needs to be re-evaluated to meet the current standards.

5S1 – Individual property that is listed or designated locally.

5S3 – Appears to be individually eligible for local listing or designation through survey evaluation.

6Z – Found ineligible for the NRHP, CRHR, or local designation through survey evaluation

\*\* The 2021 report did not individually evaluate this resource. The report evaluated it as part of a potential Market Street Historic District and concluded that no district is present (Historic Resources Group 2021: Appendix C).

\*\*\* This resource was “examined as part of the Project Area and Expanded Study Area for the revised Project” (Historic Resources Group 2021: B-1). It is unclear if the report evaluated this resource for the CRHR.

### 5.2.3 Other Sources

Architectural historians additionally consulted the following sources of information to identify potential historic properties:

- National Register of Historic Places
- California Historical Resource Inventory System
- California Register of Historical Resources
- California Historical Landmarks
- California Points of Historical Interest
- The SHPO Built Environment Resource Directory (BERD)

### 5.2.4 Historical Research

Archival research was conducted from February to April 2022. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of properties within the APE. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. To identify the year built and other baseline property or parcel information, architectural historians consulted assessor data accessed through the Los Angeles County Tax Assessor's office. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the APE:

- Building permits, on file with the City of Inglewood
- County of Los Angeles Tax Assessor
- Los Angeles Public Library
- City of Los Angeles Public Library, California Index, and Photo Collection
- Los Angeles Times Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- Historic Aerials (NETR Online)
- Newspapers.com
- Sanborn Fire Insurance Maps
- Calisphere, University of California
- Online Archive of California
- University of Southern California Libraries Digital Collections
- United States Census Records (ancestry.com)
- University of California, Santa Barbara Aerial Photography Database (FrameFinder)
- City directories for Inglewood
- Other sources as noted in the references list

## 5.3 Field Survey

Intensive-level built environment surveys of the APE were conducted on January 28, 2022 by ICF architectural historians Hanna Winzenried and Stephanie Hodal. Follow-up surveys were completed on April 1, 2022 by Rincon architectural historian Shannon Carmack. All surveyors meet the Secretary of the Interior's Personnel Qualification Standards (PQS) for Architectural History and History.

The Project has an estimated opening date of 2028. As available parcel data containing dates are not entirely reliable, all parcels in the APE were field checked to verify whether construction may have occurred more than 50 years from the anticipated Project construction completion date of 2028. The potential historical and/or architectural significance of all parcels containing built environment resources that were constructed in or prior to 1978 was considered.

Parcels were surveyed, photographed, and researched to determine if they could be associated with a NRHP associated theme or criterion that could warrant further evaluation for potential historic significance. The SHPO agreed to a streamlined identification methodology that allowed properties lacking clear significance associations to be screened in a table and not formally recorded on DPR forms (response letter dated May 27, 2022 and included in Appendix H).

The determination of which parcels were screened and not recorded was made by qualified Rincon and HRG architectural historians utilizing the archival research developed for the Project and other available historic data. All parcel screens were made by a qualified senior-level Architectural Historian who meets the Secretary of the Interior's PQS for Architectural History and History. Parcels found to be lacking sufficient historic associations were surveyed and photographed. Rather than prepare DPR forms, an appendix table was prepared that includes a photograph of each parcel screened from further evaluation in this study (Appendix F).

In the APE, there were 169 properties identified. Of these, 20 were found to be vacant parcels and 37 parcels contained buildings that were constructed after 1978 and were therefore not subject to NRHP consideration due to their lack of age. A total of 112 properties were identified containing buildings, structures, or objects that were constructed prior to 1978, more than 50 years before the anticipated Project opening date of 2028. Of those 112 properties, 40 properties were found to lack any potential association with a significance theme or criterion to warrant consideration for NRHP eligibility. These parcels were photographed and documented in a table (Appendix F); they were not recorded on DPR forms or formally evaluated for this study.

The study identified 70 parcels that were found to warrant recordation on DPR forms and were evaluated for eligibility in the NRHP (Appendices D and E). It was assumed that the historic status of the two properties previously determined eligible for listing in the NRHP was unchanged and therefore update forms were not completed. The DPR forms are included as Appendix C, D and E to this report.

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## **6.1 Environmental Setting**

Information on the natural setting of the Project vicinity is adapted from a previous archaeological resources technical study for the Project (Thomas and Granger 2018) and the *Inglewood Transit Connector Project Draft Environmental Impact Report* (City of Inglewood 2021).

The Project area is in the Los Angeles basin in Los Angeles County, California. The Los Angeles basin, as it exists today, measures roughly 50 miles in length by 20 miles in width and is described as a low-lying, northwest-trending alluvial plain. The Project area lies at the convergence of the southern foothills of the Santa Monica Mountains and the coastal plain that underlies west Los Angeles. The ground surface generally slopes to the south as it transitions from underlying foothills to alluvial plain.

The City is at the southern edge of the Transverse Ranges geomorphic province, which includes the San Gabriel and San Bernardino Mountains to the northeast and the Santa Monica Mountains to the north. The City is also near the northern boundary of the Peninsular Ranges geomorphic province, which includes the San Jacinto and Santa Rosa Mountains and Newport-Inglewood fault and the Whittier-Elsinore fault to the east and southeast (City of Inglewood 2006). Most of the City is underlain by thick (10,000- to 12,000-foot) Tertiary and Quaternary marine and continental sedimentary rocks. The Tertiary rocks, consisting primarily of sandstone, silt-stone, and shale, are almost entirely of marine origin and range in age from Eocene to Pliocene. The Quaternary rocks consist of shallow marine sandstone and siltstone as well as continental siltstone, mudstone, and gravel (City of Inglewood 2006).

Geomorphic features associated with uplift along the Newport-Inglewood structural zone are in the Baldwin and Rosecrans Hills. Older Quaternary units exposed in these strongly dissected hills range from approximately 75 feet to over 400 feet in elevation. To the east, Holocene alluvium lies upon the regional coastal basin, also known as the Downey Plain. The sediments overlie an erosional surface of late Pleistocene age. To the west of the Rosecrans Hills is an elevated plain underlain by older Quaternary alluvium (City of Inglewood 2021).

The local drainage basin, which contains Holocene sediments, narrows to the south into the Dominguez Channel. The main drainage courses within the area are the Dominguez Channel, Compton Creek, and Centinela Creek (Department of Conservation 1998). Prior to the development of the area, the dominant plant community consisted of coastal sage scrub, freshwater and salt marshes, and riparian woodlands (City of Inglewood 2021).

## **6.2 Historic Context**

The following City of Inglewood context is taken from Historic Resources Technical Report: Inglewood Transit Connector, which was prepared as part of the City's CEQA review for the Project (HRG 2021). The HRG report provided a comprehensive historic context, which summarized the development history of the APE and vicinity, with an emphasis on the early development of the City

of Inglewood and its downtown business district. Although the HRG report was not prepared to comply with Section 106 of the NHPA, the report's methodology followed the guidelines outlined by the SHPO and the National Park Service for the research, survey and identification of historic properties. Therefore, this historic context is relevant to the current study.

The purpose of this narrative is to provide a baseline historic setting for evaluating the historic significance of properties and for determining their eligibility for listing or designation according to established criteria and integrity thresholds.

### **6.2.1 Pre-history**

In the pre-historical period, the coastal plain between present-day Los Angeles and Long Beach was immensely fertile, enriched by the periodic flooding of the Los Angeles River over millennia. It was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's Indigenous people by California's Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva (Gabrieleño) villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.

### **6.2.2 Spanish Colonial Period (1769 to 1822) and Mexican Period (1822–1846)**

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo's expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California's indigenous tribes, including the Tongva of the Suangna area. While Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

On July 14<sup>th</sup>, 1769, Don Gaspar de Portolá, governor and military leader of Baja California, led the first expedition to colonize Alta California. Accompanied by Franciscan friars Junípero Serra and Juan Crespí, Portolá took a group of 64 men northward from San Diego toward Monterey. On August 2<sup>nd</sup>, the expedition camped along the east bank of the Los Angeles River just south of where it is joined by the Arroyo Seco. Fr. Crespí named the spot "El Pueblo de Nuestra Señora la Reina de los Ángeles del Río Porciúncula (translating as "town of Our Lady the Queen of Angels of the River Porciúncula"). As the expedition crossed the river and continued to the south and west approximately one mile, they encountered the Tongva village of Yang-na, believed to be near the current site of El Pueblo de Los Angeles.

On September 8<sup>th</sup>, 1771, Spanish colonists established Mission San Gabriel, the fourth of an eventual 21 Spanish missions in California, and the first in this area. Much of the area's native population would be recruited to work the San Gabriel Mission lands. Seven years later, in 1778, Governor Felipe de Neve received approval for the creation of a civil pueblo along the Río la Porciúncula. Persuaded by Crespí's earlier descriptions of a well-watered valley with good soils for growing crops and an ample native population to work the land, the Spanish colonial government ordered Governor Neve to establish a settlement at this location and name the new pueblo La Reina de los Angeles ("Queen of the Angels").

In 1821, Mexico won its independence from Spain and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector, and to native-born Californios. The new Mexican government sought to diminish the influence of Spain in the region, as the Spanish missions largely remained loyal to the Roman Catholic Church in Spain. At the same time, there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called ranchos. Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent Californios.

### **6.2.3 Early American Period (1846 to 1888)**

United States troops began occupying Alta California in 1846, at the advent of the Mexican-American War, and soon gained possession of Los Angeles itself. However, Alta California would not officially come under American rule until February 2<sup>nd</sup>, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded the California territory to the United States and ended the war. Importantly, the treaty also provided that the existing land grants would be honored.

The origin of today's City of Inglewood dates back to the mid-1800s and a dispute between two prominent Californio families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier and mule tender who was sent west of Los Angeles in 1781 to graze his livestock. He found the area around the Centinela Springs to be excellent grazing lands and settled there with a group of ranchers. In 1834, Machado's son Ygnacio built the Centinela Adobe. During this same period, Francisco Ávila and his family had established grazing lands near the Centinela. As the claims of the two families clashed, they took their dispute to the local council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre Rancho Aguaje de la Centinela. The Ávila family was granted the much larger Rancho Sausal Redondo. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados: a small tract in the Pueblo de Los Ángeles for Rancho Aguaje de la Centinela. The grant for Rancho Sausal Redondo was officially patented to Antonio Ygnacio Ávila in 1855; Rancho Aguaje de la Centinela was officially granted to Bruno Ávila in 1872.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost Rancho Aguaje de la Centinela through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell Rancho Sausal Redondo to pay probate costs, and it was also acquired by Burnett. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately become the coastal communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach; as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright. The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock, while also planting more than 10,000 fruit and nut trees. Following a drought that led to the death of some 22,000 of his sheep, Freeman turned to dry farming, eventually producing a million barrels of barley annually.

Ultimately Freeman would amass a fortune farming barley, olives, citrus fruits, and almonds. He named his ranch “Inglewood,” after his birthplace in Ontario.

Following Catherine’s death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small parcels for the settlement of the new town of Inglewood. As local historian Gladys Waddingham tells it:

Much fanfare went into selling the first lots. Excursion trains from Los Angeles brought prospective customers as well as several dignitaries. All came to the Land Office that stood near the little depot. We can imagine the excitement! By the end of the day 300 lots had been sold.

In 1888, Freeman began work on a large mansion for himself and his family, with bricks provided by his own newly-established Continuous Brick Kiln Company of Inglewood, and lumber from the recently-acquired local planning mill.<sup>28</sup> In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918. Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed, with the only remaining portion of the ranch being the one-acre site on which the Centinela Adobe is situated.

## 6.2.4 Inglewood Townsite (1888–1908)

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300. The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line, a subsidiary of the Atchison Topeka & Santa Fe Railway, which ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market. At this time, Inglewood also had a post office, a railroad depot, and a large grain storage building situated along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period, before the opening of a streetcar line along its length in 1904, which would lead to its gradual transition to a commercial corridor.

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planning mill, lumber yard, cement storage, grain mills and storage, and several warehouses. The City of Inglewood was officially incorporated on February 14<sup>th</sup>, 1908.

## 6.2.5 The City of Inglewood (1905–1938)

Also, by this time, Inglewood was home to an expansive cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. A total of 32 internments took place in the cemetery's first year of operation, with funerals often arriving by rail from Los Angeles in a private funeral car. In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery would erect the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California. Many of the South Bay region's earliest settlers have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans. Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.

By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were being developed with various commercial uses, from restaurants and boarding houses to plumbers and hardware stores. Market Street remained primarily residential during this period, with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church.

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, as hundreds of new homes were being built. At the same time, the city's commercial development was coalescing into a downtown business district. Commercial Street between Regent and Queen streets was now solidly commercial, boasting many of the business enterprises needed by any growing town, from banks and automobile showrooms to furniture stores and a movie theater. South of Queen, Commercial Street was still largely undeveloped but for a few single-family residences and an apartment house. At this point, Market Street was more sparsely developed overall and displayed a combination of commercial and residential uses.

The commercial structures erected in downtown Inglewood at this time were typical of those being built in downtowns throughout Southern California. These were what have since been termed "taxpayer blocks," speculative investments to generate tax benefit until more valuable development could be carried out. Early examples were multiunit two-story buildings, frequently with retail units on the ground floor and offices or apartments above. These buildings were typically unreinforced brick in construction, with applied ornament of cast stone or terra cotta at the entrance or along the parapet. Depending on the size of the building, it may contain one or more retail storefronts, with flexible interiors to accommodate the ever-changing needs of individual tenants. While many of these buildings were vernacular in design, in Southern California they were often overlaid with details of the Spanish Colonial Revival style, including tile roofs or parapet edges, arched doors and window openings, and decorative wall tile and cast-stone detailing. With the advent of the personal automobile, a single-story version of the form became popular, with surface parking behind.

Inglewood also had a number of churches by this time, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church. The only church that survives from this period is Holy Faith Episcopal Church, located at the southeast corner of Locust Street and Grace Avenue. The church was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland and her husband Charles donated the

funds to erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as “the most perfect example of true Gothic architecture in the West.” Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church was officially consecrated on November 8<sup>th</sup>, 1914, and dedicated to Catherine Freeman and Mathilda Howland, the mothers of Grace and Charles. The church lost its original bell tower in the 1933 Long Beach Earthquake, but soon thereafter gained the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in the Highland Park neighborhood of Los Angeles.

On the evening of June 21<sup>st</sup>, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. While tremors were felt as far away as Ventura and Riverside, almost all of the damage took place in Inglewood, and specifically to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered. The Inglewood Hotel was also badly damaged and subsequently demolished. Despite the widespread damage, however, the earthquake did not seriously hamper the city’s growth. In fact, according to local historian Gladys Waddingham, the quake appears to have been a boon to development, as “many of the people who flocked to see the damage were seeing Inglewood for the first time and were so impressed that they came back to live.” This hypothesis is borne out by population figures: the 1920 census credited Inglewood with a population of 3,286. In just two years the figure would double, making Inglewood the fastest growing city in the nation.

The 1920s was a boom period for the City of Inglewood, both in terms of population and development. While Commercial Street continued to be the primary artery of the downtown business district, many more businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution the People’s Federal Building & Loan Association was established at this time, first in a unit of the building at 314 S. Market Street, before constructed their own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927. That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets, at a cost of \$140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the “first steel frame business block in this city” and as “practically fire and earthquake proof.”

On May 18<sup>th</sup>, 1927, some 15,000 locals came out to celebrate the “Festival of Light” which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk. In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard’s northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details. Also constructed in downtown Inglewood during this period were a new City Hall building (1923, demolished), the Granada Theater (1923, demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, demolished), as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood's economic base began to expand outside the downtown core. Appropriately, in 1937 Commercial Street was officially changed to La Brea Avenue, connecting it with the street in Los Angeles. Also that year, Mines Field, which had been established just southwest of the city, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an "ultra-modern" thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time. In addition to attracting the typical racing fan, Hollywood Park brought in celebrated personalities associated with the entertainment industry—from studio executives Jack Warner, Walt Disney and Samuel Goldwyn to A-list actors like Al Jolson and Bing Crosby—many of whom were also investors in the operation.

## 6.2.6 Wartime and Postwar Growth (1940–1967)

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during World War II, but in the postwar years would evolve into one of the most important centers of the nation's aerospace industry.

The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the city had a population of 26,000; by 1956, that number had grown to 64,000. Housing construction naturally responded to the increased demand, and commercial development followed, leading to a pattern of postwar decentralization. By the mid-1950s, the city had three retail business areas—in North Inglewood, Morningside Park, and Crenshaw—in addition to the downtown.

Despite this tremendous growth overall, new development in downtown Inglewood was very limited during this period. In 1941 a J.C. Penney department store opened on Market Street between Queen Street and Manchester Boulevard. Originally constructed as a one-story building, in 1954 it was expanded with a second story and remodeled in its exiting Mid-Century Modern style, with a deep front canopy and glazed terra cotta tile columns.

The Fox Theater opened on March 31<sup>st</sup>, 1949, on Market Street between Regent and Queen. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by prolific theater architect S. Charles Lee in the Late Moderne style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof "crying room." The Fox Inglewood was often used for Fox Pictures' premiers and sneak previews.

During this same period, two substantial institutions opened just outside of downtown Inglewood. In 1948, Bank of America erected a sprawling 22,000-square-foot branch at the southwest corner of Manchester Boulevard and Locust Street. That same year, funeral director John Flanagan opened Hardin & Flanagan Colonial Chapel & Mortuary on Prairie Avenue at La Palma Drive, across the street from Hollywood Park. Flanagan built a number of mortuaries around the Los Angeles area using the same American Colonial Revival design. In 1959, the business was purchased by the McCormick family and renamed McCormick Mortuary. The following year, the building was

expanded with a two-story north wing, adding a new lobby with offices above. Today, the business is operated as Lighthouse McCormick Mortuary. The other area for new development during the postwar period was La Brea Avenue, a wide auto corridor which previously served as the western border of downtown Inglewood.

Despite these examples of new construction in and around downtown during this period, the primacy of the city's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The city responded by adding municipally-owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities, as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s. However, these effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected plans to build a mall of its own on a large parcel at Prairie and Manchester, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.

By the late 1960s, downtown Inglewood was in need of reinvention. To this end, the city contemplated a wholesale redevelopment scheme for the Market Street corridor that would expand and remodel existing stores, construct two high-rise office and apartment towers, introduce a landscaped arcade, and build a four-square block parking deck above shops to quadruple parking capacity. However, this plan would go unrealized. The United Bank of California at the southeast corner of Market and Regent streets would be the first new structure to be added to the Market Street corridor in nearly two decades, replacing several early 20<sup>th</sup>-century commercial buildings. Constructed in 1967 in the Late Modern style, it was joined nine years later by a standalone drive-thru automated teller building situated across Regent from the bank. Both buildings are believed to have been designed by Los Angeles modernist Richard Dorman.

## **6.2.7 Beyond Downtown (1967–2000)**

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multi-purpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles Luckman & Associates and completed in 1967.<sup>64</sup> Designed in the New Formalist architectural style, it was intended as a modern and highly-stylized version of the Coliseum of ancient Rome. Nicknamed “the Fabulous Forum,” it would host tennis matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers’ first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area, and would be influential in the birth of “arena rock.” During the 1984 Olympics, the Forum was the venue for men’s and women’s basketball.

By the early 1970s, Market Street had turned into a virtual ghost town as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the city, from 1971 to 1976 Inglewood spent about \$50 million

in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex combined City Hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage onto a single super-block, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area<sup>66</sup>—bounded by Florence, Locust, Manchester and Fir—the vast majority of which was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wain into the 1980s. In October 1986, Market Street merchants brought downtown business activity to halt as they closed their shops and picketed in a city-owned parking lot in a last-ditch effort to save it from redevelopment. The parking lot at La Brea Avenue and Queen Street provided 80 metered parking spaces which local shopkeepers saw as critical to continued viability of the downtown business district, which was already suffering from a severe parking shortage. Ultimately, however, the protests were unsuccessful, and the parking lot was soon replaced by a five-story office building.<sup>68</sup> Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

Since the late-1970s, at least four City-sponsored revitalization programs have focused on improving Market Street's commercial viability, introducing street landscaping and furniture as well as façade improvements to the existing buildings. Efforts have included a façade improvement program designed by architectural firm Kahn, Kappe, Lotery, Boccato (1979); a \$250,000 façade improvement program, including signs and awnings (1984); a California Main Street Community Project (1990s); and the Market Street Renaissance program (2000). However, despite these efforts, Market Street has largely remained an underutilized asset.

## **6.2.8 The City of Inglewood Today & Tomorrow (1994–2028)**

In 1994, Hollywood Park underwent a \$100 million expansion into Hollywood Park Casino, which extended the facility's economic viability. However, in May of 2013, it was announced that the Hollywood Park racetrack would be closing at the end of the fall racing season. In 2015, the Inglewood City Council approved a plan to build a 70,000-seat football stadium on the site in anticipation of the St. Louis Rams moving back to Los Angeles. The Inglewood mayor was on-hand to witness the demolition by explosives of the massive grandstand.

The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly-constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a substantial renovation, reopening in 2014. Later that year, the Forum was listed in the National Register of Historic Places. The venue is inextricably tied to the identity of the City of Inglewood, which adopted the moniker "City of Champions." The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

Over the past decade, the City of Inglewood has been acquiring select parcels throughout the city for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood. Local advocacy organization the Inglewood Historic

Preservation Alliance (IHPA, formerly the Inglewood Historic Site Preservation Committee) continues to work toward the protection of the city's historic structures and places of interest, including the Fox Theatre, which was successfully listed in the National Register of Historic Places in 2013.<sup>69</sup> Currently, the City of Inglewood is utilizing The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines, adopted November 1<sup>st</sup>, 2016, as the controlling document for future activity along Market Street.

On January 12<sup>th</sup>, 2016, the NFL voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former racetrack, the Casino, was demolished and a new Hollywood Park Casino was opened next door. The new Los Angeles Stadium at Hollywood Park is currently under construction. When completed in 2020, it will be the new home of the NFL's Los Angeles Rams and Los Angeles Chargers. The Los Angeles Stadium is slated to host Super Bowl LVI in 2022, the College Football National Championship in 2023, and the opening and closing ceremonies and soccer events for the 2028 Summer Olympics.

## Chapter 7

# Determinations of Eligibility

The following summarizes the FTA’s determinations of eligibility and ineligibility. Refer to Appendices C, D, and E for detailed analyses documented on DPR forms.

## 7.1 NRHP-Listed Properties

Two NRHP-listed properties are present in the APE. They are summarized in Table 7-1 and briefly described below. See Appendix C for NRHP Nomination Forms and DPR Update 523 Forms for these properties which include a detailed summary of the character-defining features and integrity.

**Table 7-1 NRHP-Listed Properties in the APE**

Name and Address	Year Built	Status Code	NRHP Criteria	Notes
Fox Theater, Inglewood 115 N. Market Street	1949	1S	C	Theater building designed by S. Charles Lee, architect and Carl G. Moeller, designer in the Skouras style
The Forum 3900 W. Manchester Boulevard	1967	1S	C	Multi-functional venue designed by Charles Luckman & Associates in the New Formalist style

Status Code 1S – Individually listed in the NRHP by the Keeper. Listed in the CRHR.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

### 7.1.1 Fox Theater

The Fox Theatre Inglewood is a theatre venue in Inglewood (Figure 4). It was listed on the NRHP on January 14, 2013, at the local level of significance under Criterion C; the period of significance is 1949. The Fox Theatre Inglewood represents an excellent example of work by Master Architect S. Charles Lee and Master Designer, Carl G. Moeller in the Skouras Style. The Skouras Style has minimal ornamentation but references traditional forms to strike a balance of tradition and novelty with elements of Art Deco, Streamline Moderne, Art Nouveau and Rococo. The boundaries for the Fox Theatre Inglewood include the building’s parcel (APN: 4021-008-006). Character-defining features include rectangular plan; symmetrical elevation; projecting and wide, angled marquee; tower pylon rising above the marquee, complete with knife blade-like shape flanked by a stepped-down wall with smooth, low-relief Moderne-style volutes; and flat wall panels flanking the tower.



Source: ICF 2022.

**Figure 4 Fox Theater Inglewood, east elevation, view facing northwest**

## 7.1.2 The Forum

The Forum is a multi-functional entertainment venue located in Inglewood (Figure 5). Listed in the NRHP on September 24, 2014, at the local level of significance under Criterion C; its period of significance is 1967. The Forum's historic property boundary includes the building footprint, plus the surface parking lot that surrounds it. The property is bound by Manchester Avenue to the north, Karen Court to the east, Pincay Drive to the south, and S. Prairie Avenue to the west.

The Forum is significant as an excellent example of architect Charles Luckman and Associates' work in the New Formalist style. The building's character-defining features include concrete construction; symmetrical composition; circular plan; temple-like, three-part massing with a base or plinth that acts as exterior circulation, a tall, 80-column-and-arch arcade, and deep overhanging inverted scalloped eaves; the 80 smooth, simple columns that arch at the eaves to form the arcade; double doors set at the base-level in regular intervals to support prompt egress to and from the interior; original stairs and ramps between the parking lot and base; and central location on an open site with high visibility from adjacent streets and properties.



Source: ICF 2022.

**Figure 5 The Forum, west elevation, view facing east**

## 7.2 NRHP-Eligible Properties

The FTA has determined that two properties, the Holy Faith Episcopal Church and the Inglewood Park Cemetery, are eligible for listing in the NRHP as a result of this study. See Appendix D for the DPR 523 Forms for these properties which include detailed summaries of their character-defining features and integrity.

**Table 7-2 NRHP-Eligible Properties in the APE**

Name and Address	Year Built	Status Code	NRHP Criteria	Notes
Holy Faith Episcopal Church 260 N. Locust Street	1914; 1959; 1959	2S2	A and C	Designed by architect Philip Frohman in the Neogothic style
Inglewood Park Cemetery 720 East Florence Avenue	1905	2S2	A and C	A “landscape lawn plan”-style planned, large-scale community-oriented cemetery with constructed landscape features and containing quality examples of buildings and structures rendered in various early and mid-twentieth century architectural styles.

Status Code 2S2 – Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR.

NRHP Criterion A- Associated with events that have made a significant contribution to the broad patterns of our history.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

## 7.2.1 Holy Faith Episcopal Church (Church of the Holy Faith)

The FTA has determined the Holy Faith Episcopal Church (Church of the Holy Faith) (Figure 6) is NHRP-eligible under Criterion A, with a period of significance of 1914–1959, and Criterion C, with a period of significance of 1959. The property meets Criterion Consideration A for religious properties because it derives its significance from historic and architectural importance, not religious importance. It served the community in a variety of ways and represents growth and population changes in Inglewood throughout the first half of the twentieth century. It is significant at the local level. Holy Faith Episcopal Church is an excellent example of an early, institutional development in Inglewood that adapted with the community over time and is an excellent example of Late Gothic Revival architecture by the work of master architect Philip Frohman. The property boundary is the church's footprint.

Character-defining features of the Late Gothic Revival building include double-cruciform plan; combination of cast stone and smooth stucco cladding, with stained glass and red clay tiles as additional materials; flat walls with engaged stepped buttresses, common for Gothic architecture; foundation with horizontal coursing; parapet along east and west rooflines and at the entrances, raised above the medium-pitched gabled roofs with no overhanging eaves; copper steeple; lancet arches used for fenestration, including pointed arched entryways, windows, and louvered vents; pairs of wooden doors with oversized iron hinges and iron bolts with either a stained glass or a wood panel tympanum above; small stained glass windows set singularly or in pairs; medium and large stained glass windows set within elaborate bar tracery found on the north and south elevations; extra-large stained glass windows set into the east and west elevation walls, including additional, elaborate bar tracery to match the patterns found on the north and south elevations, all set above a blind arcade; set of three pedimented windows on the west elevation, located below the elevation's extra-large window; access to entrances provided by a low, wide staircase; quoins and/or drip molds to embellish fenestration; small metal sculpture located in a alcove, centered just below the gabled roofline, with a metal cross rising from the gable end; and multi-sided metal and glass light fixtures that accompany entryways.



Source: ICF 2022.

**Figure 6 Holy Faith Episcopal Church, north and west elevations, view facing southeast**

## 7.2.2 Inglewood Park Cemetery

The FTA determined the Inglewood Park Cemetery (Figure 7) is NRHP-eligible under Criterion A, with a period of significance of 1906–1915, and under Criterion C, with a period of significance of 1906–1915 and 1933–1970. It meets Criterion Consideration D for cemeteries because it contains graves of persons of transcendent importance, including some of the South Bay region’s earliest settlers, a number of Civil War veterans, and many of Los Angeles’s most prominent African American residents, including singers Ray Charles, Ella Fitzgerald, and Etta James; boxer Sugar Ray Robinson; architect Paul R. Williams; and former Los Angeles Mayor Tom Bradley. It is significant at the local level. The Inglewood Park Cemetery has significant associations with the early twentieth century period of development of the City of Inglewood and is an early local example of a planned, large-scale, community-oriented cemetery; furthermore, the cemetery is an example of a “landscape lawn plan”-style cemetery with constructed landscape features and containing quality examples of buildings and structures rendered in various early and mid-twentieth century architectural styles. The property boundary is the six parcels (4012-021-900, 4012-031-018, 4012-031-027, 4012-031-929, 4012-031-930, and 4012-032-908) that comprise the cemetery.

Character-defining features include the two story Spanish Revival Administration Building (Superintendent Residence), the Romanesque-style Grace Chapel, the neo-classical Inglewood Mausoleum, the Spanish-Colonial inspired WPA Moderne Mausoleum of the Golden West, the Mediterranean Revival influenced Chapel of Chimes, the Colonial Revival Inglewood Park Cemetery Mortuary, and the Mission Revival Capistrano Garden Mausoleum; the north entrance gates and

walls; the curvilinear drives in the northern part of the property; and the cemetery's overall "landscape lawn plan."



Source: ICF 2022.

**Figure 7** Inglewood Cemetery, view north.

## 7.3 NRHP-Ineligible Properties

The FTA has determined that 68 properties are ineligible for listing the NRHP as a result of this study (Table 7-3). See Appendix E for DPR 523 Forms for these properties. Properties that were screened and not evaluated, those constructed post-1978 and vacant parcels are identified in Appendix F.

Table 7-3 NRHP-Ineligible Properties in the APE

Map Reference Number	Name and Address	Year Built	Status Code	Description
M-3	248 N. Locust Street	1951	6Y	Commercial
M-4	244 N. Locust Street	1963	6Y	Multi Family
M-5	240 N. Locust Street	1925	6Y	Multi Family
M-6	236 N. Locust Street	1945	6Y	Multi Family
M-7	232 N. Locust Street	1949	6Y	Multi Family
M-8	228 N. Locust Street	1942	6Y	Multi Family

Map Reference Number	Name and Address	Year Built	Status Code	Description
M-9	222 N. Locust Street	1949	6Y	Multi Family
M-10	218 N. Locust Street	1947	6Y	Multi Family
M-11	212 N. Locust Street	1931	6Y	Multi Family
M-12	208 N. Locust Street	1954	6Y	Multi Family
M-13	204 N. Locust Street	1933	6Y	Single Family
M-14	202 N. Locust Street	1950	6Y	Multi Family
M-15	330 E. Florence Avenue	1978	6Y	Commercial
M-16	310 E. Florence Avenue	1973	6Y	Restaurant
M-17	300 E. Florence Avenue	1967	6Y	Restaurant
M-18	210-254 N. Market Street	1965; 1976	6Y	Commercial
M-19	200 N. Market Street	1976	6Y	Commercial
M-20	130 N. Locust Street	1970	6Y	Commercial
M-21	158 N. Market Street	1967	6Y	Bank
M-22	124 N. Market Street	1920	6Y	Commercial
M-23	100 N. Market Street	1927	6Y	Commercial
M-24	125 N. Market Street	1924	6Y	Commercial
M-26	101 N. Market Street	1929	6Y	Commercial
M-27	150 S. Market Street	1927	6Y	Commercial
M-28	139 S. Market Street	1941	6Y	Commercial
M-29	149 S. Market Street	1928	6Y	Professional Building
M-30	302 E. Manchester Boulevard	1933	6Y	Commercial
M-31	335 E. Manchester Boulevard	1946	6Y	Commercial
M-32	345 E. Manchester Boulevard	1942	6Y	Commercial
M-33	355 E. Manchester Boulevard	1966	6Y	Commercial
M-34	320-330 E. Manchester Boulevard	1948	6Y	Commercial
M-35	428 E. Manchester Boulevard	1953	6Y	Commercial
M-36	450 E. Manchester Boulevard	1969	6Y	Commercial
M-37	421 E. Hillcrest Boulevard	1949	6Y	Commercial
M-38	333 E. Nutwood Street	1940	6Y	Office
M-39	338 E. Nutwood Street	1910	6Y	Office
M-40	336 E. Spruce Avenue	1922	6Y	Educational (Formerly Single Family)
M-41	501 Manchester Terrace	1962	6Y	Gas-and-Service Station
M-42	511 E. Manchester Boulevard	1938	6Y	Commercial
M-43	521 E. Manchester Boulevard	1951	6Y	Commercial
M-44	529 E. Manchester Boulevard	1951	6Y	Church
M-45	601 E. Manchester Boulevard	1962	6Y	Commercial
M-46	614 E. Manchester Boulevard	c. 1972	6Y	Commercial

Map Reference Number	Name and Address	Year Built	Status Code	Description
M-47	656-660 E. Manchester Boulevard	1952; 1956	6Y	Commercial
M-48	700 E. Manchester Boulevard	1960	6Y	Commercial
M-49	708 E. Manchester Boulevard	1965	6Y	Commercial
M-50	716 E. Manchester Boulevard	c. 1972	6Y	Commercial
M-51	720 E. Manchester Boulevard	1957	6Y	Commercial
M-52	811 E. Manchester Boulevard	1977	6Y	Commercial
M-53	831 E. Manchester Boulevard	1971	6Y	Restaurant
M-54	808 E. Manchester Boulevard	1953	6Y	Commercial
M-55	817 E. Nutwood Street	1964	6Y	Multi Family
M-57	809 E. Kelso Street	Pre 1952	6Y	Educational
M-58	601 S. Prairie Avenue	1966	6Y	Commercial
M-59	613 S. Prairie Avenue	1955	6Y	Multi Family
M-60	619 S. Prairie Avenue	1948	6Y	Funeral Home
M-61	723 S. Prairie Avenue	1922	6Y	Single Family
M-62	801 S. Prairie Avenue	1967	6Y	Commercial
M-63	805 S. Prairie Avenue	1947	6Y	Multi Family
M-64	813 S. Prairie Avenue	1945	6Y	Commercial
M-65	819 S. Prairie Avenue	1953	6Y	Church
M-66	823 S. Prairie Avenue	1946	6Y	Motel
M-67	1035 S. Prairie Avenue	1973	6Y	Multi Family
M-68	1030-1032 S. Osage Avenue	1953	6Y	Multi Family
M-69	1024 S. Osage Avenue	1961	6Y	Multi Family
M-70	1018 S. Osage Avenue	1965	6Y	Multi Family
M-71	1014 S. Osage Avenue	1973	6Y	Multi Family
M-72	1000-1006 S. Osage Avenue	1958	6Y	Multi Family

Status Code 6Y – Determined ineligible for NRHP by consensus through Section 106 process—Not evaluated for CRHR or local listing.

## Chapter 8 Conclusions

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This Report presents the FTA's determinations of NRHP-eligibility for built environment resources. The FTA hereby requests the SHPO's comments and/or concurrence on its eligibility determinations documented herein. A total of 72 properties were identified within the APE for potential historic significance. These properties were documented and evaluated for eligibility listing in the NRHP. Of these, the Inglewood Fox Theater and the Forum are already listed in the NRHP; the Holy Faith Episcopal Church and Inglewood Park Cemetery were found eligible for listing in the NRHP and are considered historic properties under Section 106 of the NHPA. The remaining 68 properties were found ineligible for listing in the NRHP and are not considered historic properties under Section 106 of the NHPA. Built environment effects assessment will be presented in the forthcoming Finding of Effects report.

A good-faith, reasonable effort was also made to identify archaeological historic properties within ground-disturbing portions of the APE through review of a cultural resources records search, archival research, an archaeological surface survey, and outreach to Native American tribal representatives. No archaeological resources were identified as a result of the records search or through the archaeological survey.

Considering the amount of development in the APE, there is a low potential for unanticipated discoveries of intact archaeological resources during Project construction within approximately two feet below ground surface. However, there is always the possibility that intact archaeological resources are present immediately beneath the ground surface. The recommendations which would serve to avoid potential adverse effects on archaeological resources that may be discovered during Project construction is included in the Archaeological Survey Report.

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## Chapter 9

# List of Preparers

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This report was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Identification of Historic Properties (48 *Federal Register* 44716) by personnel who meet the Secretary of the Interiors Professional Qualifications Standards (36 CFR Part 61, Historic Preservation: The Secretary of the Interiors Standards and Guidelines [as amended and annotated]) and follows the California Office of Historic Preservation (OHP) and professional standards.

### 9.1 ICF

**Jessica Feldman**, Principal Architectural Historian, consultant with ICF. Ms. Feldman has a Master of Arts degree in preservation planning, city and regional planning, from Cornell University and a Bachelor of Arts degree in history (minor in art history) from William Smith College. She is a federally qualified professional (36 CFR 61) in the fields of historic preservation, architectural history, and preservation planning with 21 years of professional experience. Ms. Feldman was a lead author of the report.

**Hanna Winzenried**, Architectural Historian, consultant with ICF. Ms. Winzenried has a Master of Science degree in Historic Building Conservation from Oxford Brookes University and a Bachelor of Arts degree in European Studies from Brigham Young University. She has six years of experience conducting architectural/historic surveys and research, including Section 106 compliance surveys. Ms. Winzenried conducted research and prepared DPR 523 forms for built environment resources, and co-authored the report.

**Inga Gudmundsson**, Architectural Historian, consultant with ICF. Ms. Gudmundsson has a Bachelor of Arts degree in History/Public History from James Madison University. She has one year of experience conducting architectural/historic surveys and research, including Section 106 compliance surveys. Ms. Gudmundsson conducted research and prepared DPR 523 forms for built environment resources.

**Melissa Cascella**, Cultural Resources Data Manager, consultant with ICF. Ms. Cascella has a graduate certificate in Geographic Information Systems from Penn State University, a Master of Arts degree in Cultural Resources Management from Sonoma State University, and a Bachelor of Arts degree in History and a Bachelor of Science degree in Anthropology from the University of California, Riverside. She is a federally qualified professional (36 CFR 61) in the fields history and archaeology with 16 years of professional experience. Ms. Cascella managed the DPR 523 resource records and geographic information system (GIS) data for the architectural historians.

**Margaret Roderick**, Architectural Historian, consultant with ICF. Ms. Roderick has a Master of Arts degree in Heritage Conservation from the University of Southern California, a Master of Arts degree in Arts History from Florida State University, and a Bachelor of Arts degree in History and Criticism from the University of California, San Diego. She is a federally qualified professional (36 CFR 61) in the fields of historic preservation and architectural history with six years of experience. Ms. Roderick acted as the DPR 523 Production/Data Management Lead and architectural historian on the project.

## 9.2 Rincon Consultants

**Shannon Carmack, Principal, Architectural Historian.** Ms. Carmack has more than 20 years of professional experience providing cultural resources management and historic preservation planning for large-scale projects. Ms. Carmack prepares documentation to satisfy NEPA, Section 106, CEQA, and Local Historic Preservation Ordinances. She also provides reports and studies that are in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the California Historic Building Code. Ms. Carmack meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History.

**Steven Treffers, MHP, Architectural History Program Manager.** Mr. Treffers is a senior architectural historian with Rincon's Cultural Resources Group with 13 years of experience. He received his Bachelor of Arts in History at the University of California, Santa Cruz prior to pursuing a Master's in historic preservation from the University of Southern California, School of Architecture. He meets and exceeds the Secretary of the Interior's Professional Qualification Standards for History and Architectural History and has a wide range of experience with projects requiring historic resources compliance with Section 106 of the National Historic Preservation Act, CEQA, and local ordinances. Mr. Treffers has also worked closely with design teams on projects involving alterations to historic resources to ensure compliance with the Secretary of the Interior's Standards and applicable design guidelines. As a result, he has extensive experience identifying character-defining features and reviewing architectural drawings.

**Rachel Perzel, MA, Senior Architectural Historian.** Rachel Perzel is an architectural historian with eight years of professional experience who exceeds the Secretary of the Interior's Professional Qualification Standards for History and Architectural History. Ms. Perzel has experience conducting historic resource surveys, performing archival research, and reviewing projects for conformance with the Secretary of the Interior's Standards. Her professional experience includes the preparation of NRHP nominations, historic structures reports, and effects assessments in support of NEPA, Section 106, CEQA, and local ordinances. Ms. Perzel has conducted historic assessments of character-defining features and Secretary of the Interior Standards compliance for dozens of projects, including historic districts and large multi-parcel properties. Ms. Perzel also has demonstrated experience researching, assessing, and evaluating the integrity of historic resources. She is well versed with the National Register Bulletin technical series, which covers various aspects of historic preservation.

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# **ARCHAEOLOGICAL RESOURCES ASSESSMENT FOR THE INGLEWOOD TRANSIT CONNECTOR PROJECT**

**PREPARED FOR:**

Mr. Louis Atwell  
Assistant City Manager and Public Works Director  
City of Inglewood  
One Manchester Boulevard  
Inglewood, CA 90301

**PREPARED BY:**

ICF  
555 W. Fifth Street, Suite 3100  
Los Angeles, CA 90013  
Contact: Namrata Cariapa  
namrata.cariapa@icf.com

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## Acronyms and Abbreviations

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ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
ATS	Automated Transit System
B.P.	before present
CFR	Code of Federal Regulations
City	City of Inglewood
CRMDP	Cultural Resources Monitoring and Discovery Plan
FTA	Federal Transit Administration
ITC	Inglewood Transit Connector
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	Maintenance and Storage Facility
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PDS	power distribution system
Project	Inglewood Transit Connector Project
Report	Archaeological Resources Assessment Report
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
TPSS	traction power substation
USC	United States Code

## S.0 Summary

This summary discusses purpose and scope, summary of findings, and disposition of data.

## S.1 Purpose and Scope

The City of Inglewood (City) proposes the Inglewood Transit Connector Project (Project). The Project is approximately 1.6 miles (2.57 kilometers) in length and is in the City of Inglewood, Los Angeles County, California. The purpose of the Project is to address projected future congestion, improve overall mobility and levels of service, and advance sustainability goals. Specifically, the Project would close the critical first-/last-mile transit gap in Inglewood, increasing passenger service along the Los Angeles County Metropolitan Transportation Authority (Metro) system by facilitating a seamless transfer of passengers between the Inglewood Transit Connector (ITC) and the Metro K Line.

This Archaeological Resources Assessment Report (Report) was prepared to comply with current federal environmental review policies. This report documents the results of an archaeological study per the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The NHPA requires the identification of properties eligible for or listed in the National Register of Historic Places (NRHP) and evaluation of project-related effects on those properties. The Report is a component of compliance with Section 106 of the NHPA, as amended, and the implementing regulations contained in 36 Code of Federal Regulations (CFR) Part 800.

The Federal Transit Administration (FTA) is consulting with the State Historic Preservation Officer (SHPO) on delineation of the Area of Potential Effects (APE), for determinations of eligibility of historic properties for the NRHP, and for effects, as required under Section 106 of the NHPA. This Report presents FTA's preliminary and conservative delineation of the APE and determinations of eligibility of archaeological resources for the NRHP, based on research and survey undertaken by the City, working in cooperation with FTA to identify historic properties within the APE through the application of NRHP criteria. The determinations of eligibility are subject to review and concurrence by SHPO and are considered preliminary until SHPO concurrence occurs.

## S.2 Summary of Findings

As part of this Report, the South Central Coastal Information Center prepared a cultural resources records search of the Project APE and half-mile radius around the APE. The records search identified 21 previous studies conducted within a half-mile of the APE; however, no previously recorded prehistoric or historic period archaeological resources were identified in the APE or within the half-mile buffer around the APE.

FTA has reached out to representatives from six local Native American tribal organizations. To date, one tribe, the Gabrieleño Band of Mission Indians—Kizh Nation, has requested consultation.

Consultation with the Kizh Nation is ongoing. No other tribes have responded to FTA's outreach efforts.

An archaeological survey of portions of the APE subject to ground disturbance was also completed on February 5, 2022. No archaeological resources were identified as a result of this study and therefore there would be no effect on known archaeological resources as a result of the Project.

While no archaeological resources were identified in portions of the APE subject to Project-related ground disturbance, the majority of the APE is a highly urbanized environment with much of the natural ground surface being covered by development, paving, hardscape, and ornamental landscaping. Considering the amount of development in the APE, there is a low potential for unanticipated discoveries of archaeological resources during Project construction. However, there is always the possibility that archaeological resources are present beneath the ground surface.

The following recommendations would serve to avoid potential adverse effects on archaeological resources that may be discovered during Project construction: retain a qualified archaeologist, prepare a Cultural Resources Monitoring and Discovery Plan (CRMDP), prepare and administer cultural resources awareness training to construction personnel, provide archaeological and Native American monitoring in any areas designated to be archaeologically sensitive, and stop work in the event human remains are discovered and follow the provisions set forth in State Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

### **S.3 Disposition of Data**

This report will be filed with FTA, the City of Inglewood, the South Central Coastal Information Center, and ICF's Los Angeles, California office.

## 1.1 Introduction

FTA and the City are preparing a Draft Environmental Assessment for the Project. The Project is approximately 1.6 miles (2.57 kilometers) in length and is in the City of Inglewood, Los Angeles County, California (Figures 1 and 2). The purpose of the Project is to address projected future congestion, improve overall mobility and levels of service, and advance sustainability goals. Specifically, the Project would close the critical first-/last-mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line. FTA is serving as lead agency for the National Environmental Policy Act (NEPA) of 1969.

## 1.2 Purpose of the Report

ICF prepared this Report for the City of Inglewood. The Report summarizes an archaeological records search, background research, outreach to Native Americans, an archaeological survey conducted on February 5, 2022, an assessment of Project-related effects on archaeological resources, and recommendations. The Report also incorporates information on the natural and cultural setting of the project vicinity from a previous cultural resources inventory completed for the Project by PaleoWest Archaeology (Thomas and Granger 2018).

This Report was prepared to comply with current federal environmental review policies. This Report documents the results of an archaeological study per the requirements of Section 106 of the NHPA of 1966, as amended. The NHPA requires the identification of properties eligible for or listed in the NRHP and evaluation of project-related effects on those properties. The Report is a component of compliance with Section 106 of the NHPA of 1966, as amended, and with the implementing regulations contained in 36 CFR Part 800.

This report is also supports compliance with the National Environmental Policy Act (NEPA), which states that a lead federal agency must consider "...the degree to which an action may adversely affect districts, sites, highways, structures or objects listed in or eligible for listing in the National Register of Historic Places (40 CFR 1508.27(b)(8)). The information presented in this report serves to inform both Section 106 and NEPA determinations.



Figure 1. Regional Vicinity

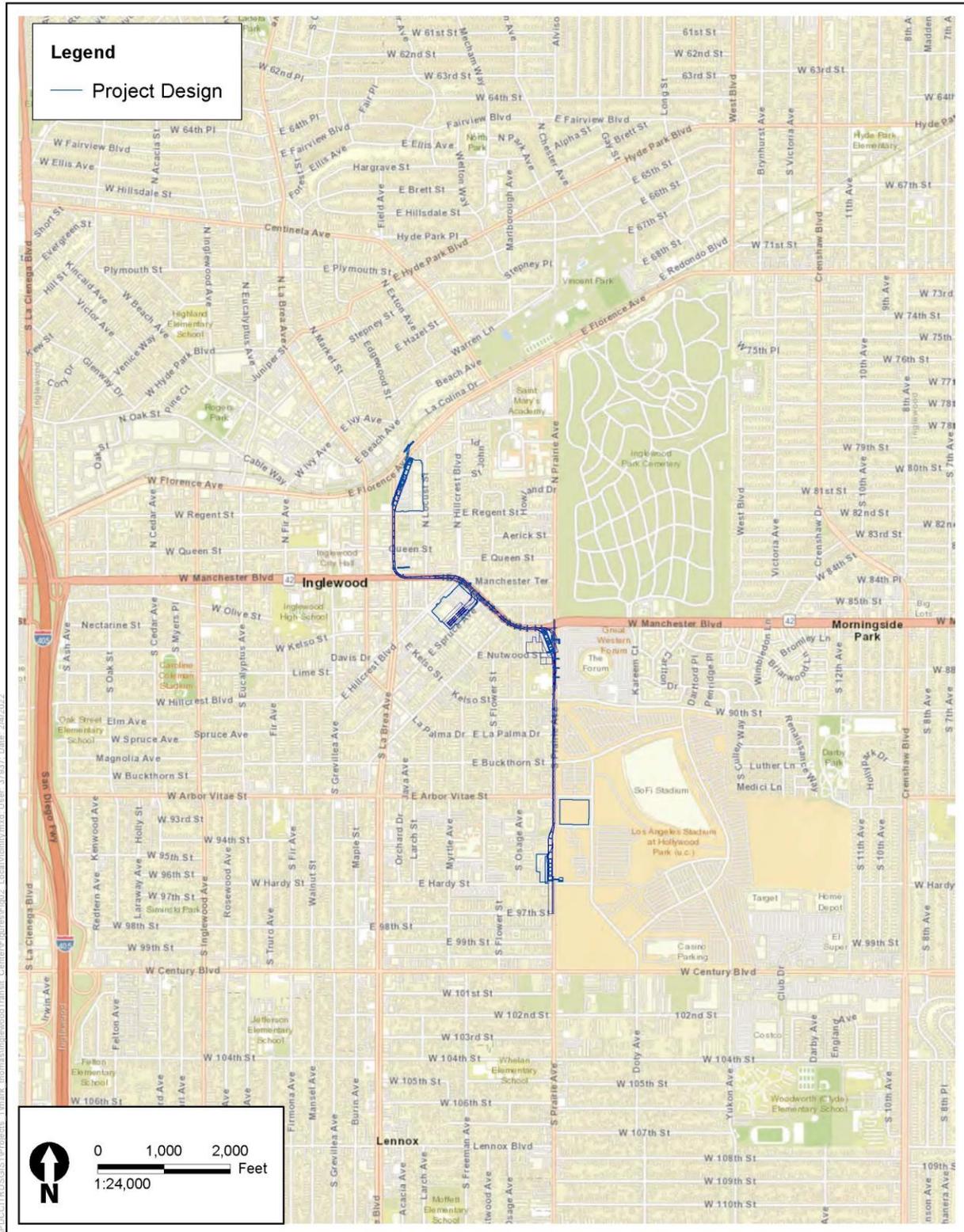


Figure 2. Local Vicinity

This Report was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Identification of Historic Properties (48 *Federal Register* 44716) by personnel who meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61, Archaeology and Historic Preservation: The Secretary of the Interior's Standards and Guidelines [as amended and annotated]) and follows the California Office of Historic Preservation's Archaeological Resource Management Report Guidelines (OHP 1990) and contemporary professional standards for the preparation of archaeological reports.

## 1.3 Organization

This Report is organized into the following chapters:

- Summary
- Introduction
- Project Description
- Regulatory Context
- Methodology
- Consultation with Interested Parties
- Natural and Cultural Setting
- Survey Results
- Effects
- Conclusions and Recommendations
- References

## **2.1 Project Description**

The Project is a proposed Automated Transit System (ATS) that would include an approximately 1.6-mile-long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue in the City (Figure 2). The Project would be an extension of the Metro regional rail system, providing access to the City's activity centers. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway would contain dual lanes to allow trains to travel continuously in each direction. The proposed Project is designed to serve the largest typical event, which is an NFL game at SoFi Stadium. A fleet of six, 4-car trains (assuming the equivalent of generic self-propelled technologies) operating at two-minute headways would be required to serve the demand. One of the six-train fleet would be used for "hot" standby or maintenance for the ATS system. The proposed Project has the ability to provide additional capacity through the introduction of additional trains stored at the MSF, should this be necessary in the future to accommodate changes in demand levels, event sizes, or event schedules. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configuration are required if the reserve capacity is utilized. This segment would close the critical first-/last-mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line.

The City is proposing to form a Joint Powers Authority with Metro that will select a design/build/finance/operate/maintain contractor to implement the proposed Project. With this approach, which is also being used by the Los Angeles World Airport for the Los Angeles International Airport Landside Access Modernization Program, the responsibilities for designing, building, financing, operating, and maintaining the Project are bundled together and transferred to private sector partners. In this structure, the City or Joint Powers Authority will enter into an agreement with a private sector party to finalize the design, build, finance, operate, and maintain the ATS system.

### **2.1.1 Automated Transit System (ATS)**

The proposed Project would consist of an ATS operating on an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations, site constraints, and the guideway location relative to potential column placements). The guideway structure would have a clearance height of approximately 16 feet 6 inches above all roadways. The dual-lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, and enable sectional track bypass for failure management. A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuating and safe access for operations and maintenance personnel to access guideway and wayside equipment.

The walkway is assumed to be between the tracks, providing access into the center platform stations.

The guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet.

Refer to Section 4.1, Area of Potential Effects, which describes how the ATS and other project components informed the delineation of the Area of Potential Effects (APE). The Area of Potential Effects figure is depicted in Appendix A of this report.

## 2.1.2 Stations

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the Metro K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to The Forum, existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park / LASED. The Prairie Avenue/Hardy Street Station would provide connections to existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED, and the IBEC, including the Intuit Dome. Each station would be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Regardless of the transit technology, each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the Metro K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge would be up to approximately 55 feet in height measured from existing grade to top of the structure.

Each station would include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

## 2.1.3 Roadways and Infrastructure

Existing roadways and infrastructure along the transit alignment would require reconfiguration to accommodate new elevated transit guideway structures and stations. In addition to surface improvements, utility infrastructure under roadways may need to be relocated to accommodate the

guideway columns, footings, and other components. The roadway reconfigurations proposed along Market Street, Manchester Boulevard, and Prairie Avenue would be necessary to ensure that the existing roadway travel capacity is not reduced to accommodate the proposed Project.

A utility report prepared for the proposed Project evaluated potential conflicts with the proposed Project columns and the existing utility lines along the alignment (Gannett Fleming 2021). There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. Utility lines identified within the Manchester Boulevard segment include water, sewer, wastewater, stormwater, and gas lines. Utility lines within the Prairie Avenue segment include water, sewer, wastewater, stormwater, electrical, telecommunications and gas lines. Based upon the Utility Report, it appears that several utility lines within these segments would conflict with proposed Project columns. The location of utilities is based on a review of existing documentation and the exact locations have not been field verified. Several storm drains have been identified along these segments which may require relocation due to column placement. In addition, SCE has determined that the proposed Project would likely utilize a new 16 kV circuit constructed in an underground duct bank from the SCE Inglewood substation near Florence Avenue and Fir Avenue to the proposed MSF site.

#### **2.1.4 Maintenance and Storage Facility (MSF)**

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF is proposed on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center, and a bank branch is on the southern portion of this site. A gas station operated by Vons is on the northeastern portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

#### **2.1.5 Power Distribution System (PDS) Substations**

Propulsion power, which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs, would be provided by two PDS substations located along the alignment. Regardless of the transit technology, the two PDS substations would include one located at the MSF and the second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. However, alternate options are being reviewed with Southern California Edison (SCE). The primary power supply for the project would come from SCE via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. The SCE feed would provide a maximum power capacity of 10 million volt-amps and would be supplied via a new underground duct bank from the SCE Inglewood substation to the ITC MSF site where SCE transfer equipment is planned to be located.

Backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station in the event electrical supply is lost.

## 2.1.6 Public Parking

Additional public parking would be provided as part of the Project at three locations proposed for acquisition for use as construction staging areas. After construction, these sites would be improved as public parking lots.

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up 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 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, Transportation Network Companies, and shuttle bus pick-up and drop-off operations during events.

These parking areas would provide public parking needed in the City to support use of the Project, businesses, and the City's efforts to help revitalize the historic retail areas along Market Street. The Project is designed and intended to extend the transit service provided by the Metro K Line to the major event venues and existing and planned residential and commercial uses in the City, and these parking facilities are proposed to support transit use. On non-event days, the parking is designed to allow the City's residents to become transit riders and use the Metro rail system, providing local convenient parking adjacent to ITC and Metro K Line. On event days, the City recognizes that many visitors may still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To help with overall traffic congestion and improve circulation on local streets and to help reduce visitors parking in residential areas, the City proposes to provide parking in close proximity to the Project stations and downtown Market Street area. These parking areas would also provide replacement parking for public parking on streets that may be removed as part of implementation of the Project.

In addition, the City is considering building a parking structure on the City's Inglewood Transit Facility site on the southeast corner of Prairie Avenue and Arbor Vitae Street. This parking structure would provide additional public parking near event venues in the Los Angeles Stadium and Entertainment District and for the Inglewood Basketball and Entertainment Center. The Inglewood Transit Facility site is currently improved as a surface parking lot and bus transit facility. This potential parking structure would provide up to 2,500 parking spaces in a six-level building. Although this proposed parking facility is not proposed as part of the Project, it is discussed herein to describe the potential circulation system in which the Project would operate.

## 3.1 Federal

### 3.1.1 National Environment Policy Act

NEPA of 1969, as amended (42 United States Code [USC] 4321 et seq.), establishes the federal policy of protecting important historic, cultural, and natural aspects of our national heritage during federal project planning. NEPA also obligates federal agencies to consider the environmental consequences and costs of their projects and programs as part of the planning process. All federal or federally assisted projects requiring action pursuant to Section 102 of NEPA must take into account the effects on cultural resources.

According to the Council on Environmental Quality Regulations for Implementing NEPA (40 CFR Parts 1500–1508), in considering whether an action may “significantly” affect the quality of the human environment, an agency must consider, among other things, the intensity or severity of the impact, including: “unique characteristics of the geographic area, such as proximity to historic or cultural resources (40 CFR §1508.27(b)(3))” and “the degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP (40 CFR §1508.27(b)(8)).” Section 1502.25(a) of the Council on Environmental Quality Regulations for Implementing NEPA also requires the following:

To the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with environmental impact analyses and related surveys and studies required by...the National Historic Preservation Act of 1966 (16 USC 661 et seq.), and other environmental review laws and executive orders.

### 3.1.2 National Historic Preservation Act of 1966 (NHPA)

This Report was prepared in compliance with Section 106 of the NHPA and its implementing regulations (36 CFR 800, as amended through 2004). The NHPA sets federal policy for historic preservation such as the establishment of SHPO, the Advisory Council on Historic Preservation (ACHP), and the programs through which this policy is implemented, including the NRHP. Section 106 of the NHPA requires federal agencies to consider effects of projects carried out, funded, permitted, licensed, or assisted by said federal agencies, and provides ACHP, interested parties, and the public an opportunity to review and comment on these matters before a final decision is made. If a federal, or federally assisted, project has the potential to affect historic properties, a Section 106 review is undertaken.

#### 3.1.2.1 Section 106 of the NHPA

Commonly called the Section 106 process, Section 106 of the NHPA of 1966 (16 USC 470) requires projects that include federal participation to take into account the effects on any properties listed, or eligible for listing, in the NRHP. In addition, Section 106 requires that ACHP must be provided with an opportunity to comment on the project. Historic properties may include districts, sites, buildings,

structures, or objects. Federal regulations for implementing Section 106 are contained in 36 CFR 800, Protection of Historic and Cultural Properties.

The Section 106 review process consists of four steps:

1. Initiate the Section 106 process by establishing the undertaking, developing a plan for public involvement, and identifying the appropriate consulting parties.
2. Identify historic properties (i.e., resources that are eligible for inclusion in the NRHP) by determining the scope of efforts, identifying historic properties in the area potentially affected by the project, and evaluating resources' eligibility for NRHP inclusion.
3. Assess adverse effects by applying the Section 106 criteria of adverse effect to identified historic properties.
4. Resolve adverse effects by consulting with SHPO and other consulting agencies, including ACHP, if necessary, to develop an agreement that addresses the treatment of historic properties.

### **3.1.3 National Register of Historic Places (NRHP)**

The NHPA established the NRHP as “an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, state, and local levels. The framers of the NRHP established a 50-year age threshold for significance in order to ensure that substantial time had passed to objectively reflect on the property’s historical significance. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the NRHP, unless they demonstrate exceptional significance. In addition, birthplaces, cemeteries, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are also typically not considered eligible for the NRHP, unless they are integral parts of historic districts or meet special requirements, or criteria considerations, described in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

Applying the National Register Criteria for Evaluation to a property requires that property to demonstrate significance in American history, architecture, archaeology, engineering, and culture that may be present in districts, sites, buildings, structures, and objects that possess and meet any of the following criteria:

- A) Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) Are associated with the lives of persons who are significant in our past; or
- C) Embody the distinctive characteristics of a type, period, or method of construction or represent the work of a master or possess high artistic values or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) Have yielded, or may be likely to yield, information that is important in prehistory or history.

In addition to meeting one or more of the NRHP criteria for evaluation, a historic property must also retain a sufficient level of historic integrity. The seven aspects of integrity include design, materials, workmanship, setting, location, feeling, and association.

### **3.1.4 Section 4(f) of the U.S. Department of Transportation Act**

Section 4(f) (23 CFR 774) of the U.S. Department of Transportation Act of 1966, as amended (49 USC 1653(f)), defines effects or impacts of U.S. Department of Transportation agency projects to be the “use” of certain types of resources, including “historical sites.” It stipulates that the Federal Highway Administration and other U.S. Department of Transportation agencies, including FTA, cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and historical sites (defined as listed in or determined eligible for listing in the NRHP) unless there is no feasible and prudent alternative to the use of land, and the action includes all possible planning to minimize harm to the property resulting from use. Section 4(f), as specifically related to cultural resources, applies when there is an actual taking of land from, or constructive use of, a historic property. Section 4(f) evaluation requires documentation of completion of the Section 106 process. Section 4(f) regulations are found at 23 CFR 774.

### **3.1.5 American Antiquities Act**

The American Antiquities Act of 1906 (16 USC 431–433) was enacted with the primary goal of protecting cultural resources in the United States. As such, it prohibits the appropriation, excavation, injury, or destruction of “any historic or prehistoric ruin or monument, or any object or antiquity” located on public land under federal jurisdiction. It also establishes criminal penalties, including fines or imprisonment, for these acts, and sets forth a permit requirement for the collection of antiquities on federally owned lands.

### **3.1.6 Archaeological Resources Protection Act**

The Archaeological Resources Protection Act was enacted in 1979 and amended in 1988. The act states that archaeological resources on public or Indian lands are an accessible and irreplaceable part of the nation’s heritage.

### **3.1.7 Native American Graves Protection and Repatriation Act**

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (104 Statutes 3048–3058) pertains to human remains of Native American origin discovered on federal land. NAGPRA defines “cultural items,” “sacred objects,” and “objects of cultural patrimony”; establishes an ownership hierarchy; provides for review by the Reviewing Committee; allows excavation of human remains but stipulates return of the remains according to ownership; sets penalties; calls for inventories; and provides for return of specified cultural items. NAGPRA requires federal agencies and federally assisted museums to return “Native American cultural items” to the federally recognized Indian tribes or Native Hawaiian groups with which they are associated.

### **3.1.8 Executive Order 11593: Protection of the Cultural Environment**

In accordance with 36 CFR 8921, dated May 13, 1971, Executive Order 11593 orders the protection and enhancement of the cultural environment by providing leadership, establishing state offices of historic preservation, and developing criteria for assessing resources values.

### **3.1.9 The American Indian Religious Freedom Act**

The American Indian Religious Freedom Act (42 USC 1996) proclaims that the U.S. Government will respect and protect the rights of Indian tribes to the free exercise of their traditional religions; the courts have interpreted this as requiring agencies to consider the effects of their actions on traditional religious practices.

This chapter describes the methodology used and the standards applied to identify historic properties within the APE. The following sections discuss in detail the methodology, field methodology, and personnel used for this archaeological report.

### 4.1 Area of Potential Effects

FTA established the APE in accordance with 36 CFR 800.16(d), which defines an APE as:

...the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE considers and encompasses all areas potentially affected by the Project. The boundaries of the APE for the Project have been delineated on aerial photographs showing the Project-related features and parcel boundaries (see Appendix A). The APE is specific to the types of resources potentially affected. The focus of this Report is archaeological resources. For details on the APE relative to architectural resources, see the *Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project* (ICF and Rincon Consultants 2022).

The archaeological resource area is defined as areas that could be affected by the maximum extent of Project-related ground disturbance. This includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated ATS guideway would be constructed; the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the Market Street Station would be constructed; parcels north of Florence Avenue where a pedestrian bridge from the Market Street Station to the existing Metro station would land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the MSF and a PDS substation would be built; the parcel at the southwest corner of Manchester Boulevard and Prairie Avenue where a station would be located; parcels at the northwest corner of Prairie Avenue and Hardy Street where a station would be located; and parcels east of Prairie Avenue between Manchester and Hardy where the travel lanes would be relocated to the east. The types of ground-disturbance activities include the following:

- Construction of new tracks, new stations, and new traction power substations (TPSSs)
- Modification of existing public and private facilities, including existing TPSSs proposed for expansion
- Use of temporary construction easements and construction staging areas
- Grading
- Trenching for utilities

The APE extends to the limits of the aboveground Project improvements and/or direct impacts for the stations, service areas, construction staging and laydown areas, and aboveground facilities. The

proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth of excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to 10 feet below the surface.

## 4.2 Literature Review and Archival Research

On June 20, 2018, a cultural resources records search and literature search was conducted by staff at the South Central Coastal Information Center, part of the state Cultural Resources Information System, housed at California State University, Fullerton. The records search compiled data regarding previous studies and previously recorded cultural resources within a half-mile of the Project area. In addition to official maps and records, the South Central Coastal Information Center consulted the following sources on information:

- NRHP-listed properties
- California Register of Historical Resources
- California Office of Historic Preservation Historic Property Archaeological Determinations of Eligibility
- California Office of Historic Property data file for the City of Inglewood
- California State Landmarks (1996 and updates)

The records search results indicate that 21 previous cultural resource studies have been conducted within a half-mile of the Project area, with the earliest study conducted in 1984 and the most recent in 2013 (Table 4-1). Of these, small portions of five studies appear to intersect the Project APE. The records search also indicated that no archaeological resources have been previously recorded within a half-mile of the Project area. However, six previously recorded built environment resources have been identified within a half-mile of the Project APE. These resources are described in the *Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project* (ICF and Rincon Consultants 2022).

**Table 4-1. Previous Studies Conducted within a Half-Mile of the Project Area**

Report No.	Date	Author(s)	Title	Intersects the APE Yes/No
LA-02904	1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project	No
LA-03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	No
LA-04385	1984	Scientific Resource Surveys, Inc.	Cultural Resource Survey Report on the Arbor Vitae Street Improvement Project	Yes

Report No.	Date	Author(s)	Title	Intersects the APE Yes/No
LA-04836	2000	Science Applications International Corporation	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Yes
LA-06012	2001	Love, Bruce, Bai "Tom" Tang and Mariam Dahdul	The Grevillea Mall Park City of Inglewood Los Angeles County, California	No
LA-06035	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04111 Los Angeles County, California	No
LA-07402	2004	Bonner, Wayne H.	Records Search and Site Visit for Sprint Telecommunications Facility Candidate La60xc408d (Florence Locust RI) 405 East Florence Avenue, Inglewood, Los Angeles County, California	No
LA-07697	2005	Wlodarski, Robert J.	Records Search Results for Cingular Telecommunications Wireless Site EI0118-01 (car Wash) Located at 10200 Hawthorne Boulevard, City of Inglewood, County of Los Angeles, California 90303	No
LA-07869	2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca 7731d (la Colima), 405 East Florence Avenue, Inglewood, Los Angeles County, California	No
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	Yes
LA-09513	2008	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23650D (Inglewood Electric), 923 South Prairie Avenue, Inglewood, Los Angeles County, California	No
LA-09516	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03329E (Walgreens La Brea), 230 North La Brea Avenue, Inglewood, Los Angeles County, California	No
LA-10567	2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura Hensley Shaker, and Casey Tibbitt	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals	Yes
LA-10685	2010	Bonner, Wayne and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CALOS2089/CA6588, 336 East Hillcrest Boulevard, Inglewood, Los Angeles, California	No
LA-11150	2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project	Yes

Report No.	Date	Author(s)	Title	Intersects the APE Yes/No
LA-11174	1998	Kadara, Kayode	Inglewood Main Post Office, Inglewood, Los Angeles County	No
LA-11396	2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR# 3551015375	No
LA-11414	2011	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment, AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR #3551015375	No
LA-11974	2012	Morell, Karl	Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA	No
LA-12189	2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02636A (LA636 Medical Building) 336 East Hillcrest Boulevard, Inglewood, California	No
LA-12352	2012	Rendon, Richard	Federal Land and Water Conservation Fund Program under the National Park Service Edward Vincent Park Multi-Purpose Field Rehabilitation Project, City of Inglewood	No

### 4.3 Field Survey

An archaeological field survey of the ground disturbance areas within the APE occurred on February 5, 2022, and encompassed approximately 45 acres. ICF archaeologist Peter Pham drove the Project alignment to note the conditions of the archaeological study area, including the extent of development, paving, and hardscaping in the Project area. Areas currently in use as commercial development, roadways, road berms, and paved areas were not inspected for cultural resources, as the likelihood of encountering surface archaeological deposits in such areas is minimal due to past heavy soil disturbance or the presence of paving or landscaping. However, these areas were visually spot checked to confirm the conditions preventing survey. Where possible, the ground surface was inspected for the presence of any cultural resources, and notes were taken on surface conditions, setting, and any prehistoric or historic-period cultural materials encountered. A tablet loaded with Collector, a mapping application, and a global positioning system receiver were used throughout the survey to confirm survey area locations and collect digital photographs and notes. This survey supplemented an archaeological survey previously completed for the Project on July 20, 2018 (Thomas and Granger 2018).

Surface conditions in the ground-disturbance portions of the APE are summarized in Table 4-2. The entire survey area is fully developed with commercial buildings, roads, sidewalks, parking lots, and ornamental landscaping. The location of the proposed Prairie Avenue/Manchester Boulevard Station was completely disturbed as a result of recent grading; while this afforded 100 percent visibility, the ground surface is completely disturbed. Together, the ground-disturbance portion of

the APE has been extensively altered through development, with no visible original surface. Due to past heavy soil disturbance and the presence of paving or landscaping, the likelihood of encountering archaeological deposits during survey was low.

**Table 4-2. Archaeological Survey Conditions**

Location	Surface Conditions	Corresponding APE Map Sheet
Pedestrian bridge landing, north side of E. Florence Avenue	Commercial development, paved parking lot, hardscape, ornamental landscaping. Poor visibility.	4
Manchester St./Florence Ave. Station location	Paved roadway, hardscape, ornamental landscaping. Poor visibility.	4
Market St. between E. Florence Ave. and Manchester Blvd.	Paved roadway, hardscape, ornamental landscaping. Poor visibility.	4, 7
Pedestrian walkway northeast of S. Market St, and W. Manchester Blvd.	Paved walkway, commercial development, ornamental landscaping. Poor visibility.	7
Manchester Blvd. between La Brea and S. Prairie Ave.	Paved roadway, hardscape, ornamental landscaping. Poor visibility.	7, 8
MSF/TPSS site, Manchester Ave.	Commercial development, paved parking lot, hardscape, ornamental landscaping	7
S. Prairie Ave. between Manchester Ave. and E. 99th St.	Paved roadway, hardscape, ornamental landscaping. Poor visibility.	8
Prairie Ave./Manchester Blvd. station location	Paved parking lot; vacant lot, recently graded, 100% visibility but no original soil surface visible.	8, 10, 12
TPSS site, east of S. Prairie Ave. and E. Arbor Vitae St.	Paved parking lot with ornamental landscaping. Poor visibility.	12
Prairie Ave./Hardy St. Station location	Commercial development, paved parking lot, hardscape, ornamental landscaping. Poor visibility.	12

## 4.4 Archaeological Site Potential Analysis

The purpose of this analysis is to consider the Project's potential for encountering as-yet undocumented precontact archaeological sites based on a review of geologic mapping and geologic reports conducted in the vicinity of the Project (Dibblee and Minch 2007; Geosyntec 2018). This review considers whether portions of the Project have the potential to contain buried prehistoric archaeological sites (i.e., buried site potential).

Geological data is not used to review the potential for encountering buried historic period archaeological sites in the Project area because this function is better served through historic documentary research. A review of historic topographic maps, aerial photos and Sanborn Fire Insurance maps were reviewed to assess the potential for buried historic period archaeological resources.

## 4.4.1 Prehistoric Buried Archaeological Site Potential

The APE extends across three geologic units, ranging from the Middle to Late Pleistocene Epoch (around 1 million years ago to 13,000 years ago) to recent in age. Of these, only those landforms formed around 13,000 years ago (Rick et al. 2001) or later have the potential to contain buried archaeological sites. As a result, for the purposes of this review, all geologic units were divided into two groups—those that formed prior to the period in which humans occupied North America (Pre-Human Occupation) and those that formed during the period in which humans occupied North America (Human Occupation). As shown on Figure 3, these units include middle to late Pleistocene-aged and older alluvial deposits (Qoa) and Holocene-aged alluvial deposits (Qa and Qae). Those landforms that were determined to pre-date the human occupation of North America were classified as having low buried site potential. All landforms formed after the Pleistocene to Holocene transition were considered to maintain increased potential for containing buried prehistoric archaeological resources.

Published geologic maps (Dibblee and Minch 2007; Saucedo et al. 2016) and a review of nearby geotechnical investigations reported in a geology and soils technical memorandum prepared for the Project (Geosyntec 2018) indicates most of the APE is underlain by older late Pleistocene alluvium (Qoa), with small areas of late Pleistocene alluvial fan deposits (QA) and artificial fill (af).

**Pleistocene Alluvium: Low Potential.** Most of the APE is underlain by relatively older late Pleistocene-age alluvium (Qoa) (Dibblee and Minch 2007). These deposits consist of sediments eroded primarily from the Santa Monica Mountains to the north. The older alluvial deposits consist of slightly consolidated deposits of silts, clays, sands, and sandy gravel, and/or mixtures of those materials). The thickness of the older alluvium likely varies, but is expected to be deep and to extend below the maximum vertical APE of 100 feet in depth.

The Pleistocene Epoch ended at the transition to the Holocene epoch approximately 12,000 years ago, which began a warming trend after a period of glaciation. No reliable evidence suggests human occupation in the Los Angeles Basin prior to the formation of Holocene sediments. For this reason, Pleistocene alluvial sediments, deposited prior to the Holocene epoch, are considered to have little to no potential to contain buried archaeological deposits. However, as occupation of the region began at the beginning of the Holocene, this has had the effect of increasing the potential for the presence of archaeological deposits at the interface of late Pleistocene/early Holocene sediment deposition. The more recent the deposits, the more likely they would have potential for archaeological deposits (McLean and Fulton 2017:30). Therefore, where late Pleistocene sediments are in contact with Holocene sediments, there is a low potential to contain buried prehistoric archaeological resources.

**Holocene Alluvium: Moderate Potential.** Small areas of the APE are mapped as Holocene alluvium, which include valley and floodplain alluvium (Qa) and alluvium similar to Qa but slightly elevated and dissected (Qae) (Dibblee and Minch 2007). These deposits consist of unconsolidated to weakly consolidated sands, silts, clays, and/or mixtures thereof (sandy silts, silty sands, etc.). Like Qoa deposits, Qa and Qae deposits are generally derived from the Santa Monica Mountains. Holocene alluvium deposits are located just north of Florence Avenue at the location of the proposed pedestrian bridge, adjacent to the northern end of the APE, and along E. Manchester Boulevard, between E. Hillcrest Boulevard and Prairie Avenue, in the vicinity of the MSF/TPSS site and the Manchester Boulevard/Prairie Avenue Station. The thickness of Qa and Qae deposits in these locations is likely variable along the Project alignment.

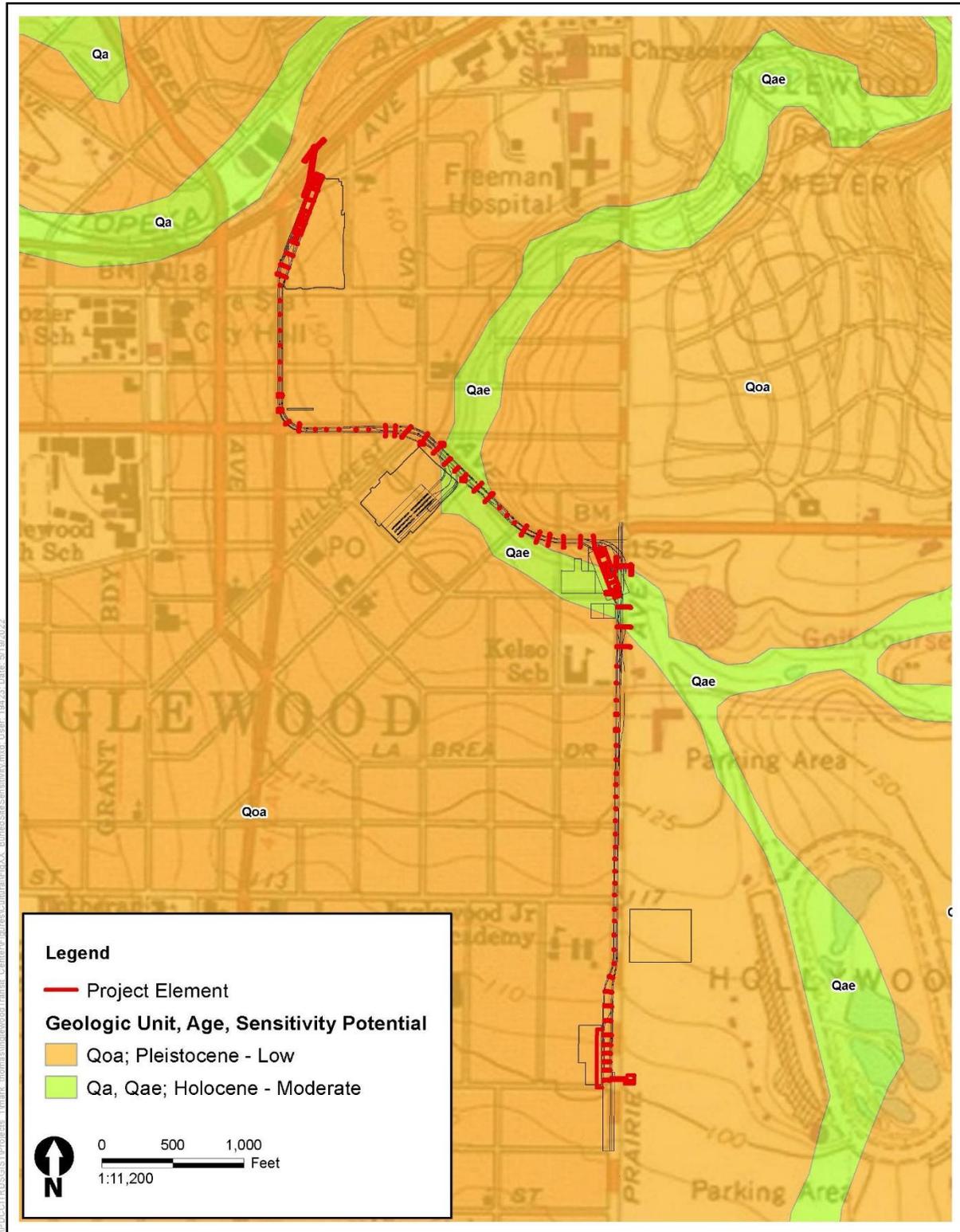


Figure 3. Buried Prehistoric Site Potential

The Holocene alluvium descriptions provided in the geological mapping and geology and soils report are considered to have moderate potential for containing buried prehistoric deposits. The basal depths of the Holocene-aged alluvial deposits have not been identified in the geologic data or in the geotechnical report, so it is assumed that, where present in the APE, the Holocene-aged sediments extend to the maximum depths of proposed project activities (100 feet below surface). Additional focused geotechnical and geoaerchaeological studies would need to be conducted within the project study area to determine the depth of Holocene-aged deposits in the APE and the local depths where possible transitions to Pre-Holocene aged deposits occur.

**Artificial Fill: Little to No Potential.** Artificial fill (af) has been encountered during previous investigations within the Project vicinity extending up to 2 feet below ground surface (Geosyntec 2018) and generally consists of brown to dark brown sandy silt and characterized as slightly moist and soft to medium stiff. Potential fill underlying the Project alignment is likely the result of grading or construction activities associated with previous development and may vary in composition and thickness. These artificial fill deposits and disturbed areas are not considered sensitive for containing intact archaeological materials.

#### 4.4.1.1 Summary of Prehistoric Buried Archaeological Site Potential

In summary, buried prehistoric site potential is low in areas of Pleistocene alluvium, and moderate in areas of Holocene alluvium. Figure 3 depicts these areas of prehistoric site potential. Areas of artificial fill have no potential to contain intact archaeological resources.

#### 4.4.2 Historic Period Archaeological Site Potential

This review uses historic topographic maps, Sanborn Fire Insurance Maps, aerial photography, and proposed project plans for the Project. By using these historic documentary sources and comparing to the current built environment, the sensitivity of the APE is explored and evaluated.

##### 4.4.2.1 Historical Topographic Map Review

Archaeologists reviewed historical USGS topographic maps of the proposed APE to assess historical archaeological potential. The following maps were reviewed:

- Redondo, California, 30 minute topographic quadrangle (1896)
- Inglewood, CA (1930, 1948)

Based on the amount and extent of development presented on each map, land use in the APE was categorized into four types, which illustrate the development history of the APE and vicinity. These categories, and their associated historical archaeological potential, are described below.

**Undeveloped:** These areas are depicted as having no buildings, infrastructure, or anthropogenic landscape modification on historical and present-day topographic maps. Because of this, undeveloped areas are anticipated to have limited potential to contain significant historical archaeological sites.

**Small Community – Commercial and Residential:** These areas are depicted as being spatially discrete locations with moderate density mixed residential and commercial buildings and infrastructure. Depending on the age and type of infrastructure or building that the proposed APE intersects, and

the local development history, these areas may retain the potential to contain significant historical archaeological sites.

**Urban – Commercial/Industrial:** These areas are depicted as containing densely packed commercial and industrial buildings, infrastructure, and anthropogenic landscape modifications. Depending on the age and type of infrastructure or building that the proposed APE intersects, and the local development history, these areas may retain the potential to contain significant historical archaeological sites.

**Urban – Residential:** These areas are depicted as containing densely packed residences and infrastructure. Depending on the local development history and the age of the residences, these areas may retain the potential to contain significant historical archaeological sites.

## **Results of Historic Topographic Map Review**

The map research revealed that development of the street grid centered along N. Market Street and Manchester Boulevard was well established before 1900. Development in this area moved from small community—focused on residential dwellings, to small community—mixed residential and commercial, to fully urban—commercial by 1930. Development along the west side of Prairie Avenue and south of Manchester Boulevard consisted of some residential dwellings in 1930 but by 1948 this area was fully built out as an urban residential area. The area along the east side of Prairie Avenue remained undeveloped until after 1930 and even then, this development was focused on large tracts of land supporting a cemetery, a country club, and parking for Hollywood Park.

### **4.4.2.2 Sanborn Map Review**

In addition to the USGS maps, Sanborn Company fire insurance maps (Sanborn maps) were reviewed. Sanborn maps are available for portions of the APE in the city of Inglewood. Areas that Sanborn maps do not cover indicate that physical development was too sparse to warrant inspection by the insurance industry in the late 19th and early 20th centuries. The following Sanborn maps were reviewed:

- Inglewood, CA (1892, 1907, 1912, 1923-1950)

Areas containing structures depicted on historical Sanborn maps have an elevated potential for containing historic-period subsurface deposits. Deposits that have a demonstrable significant historical association and that retain sufficient integrity to convey such significance would be eligible for listing in the NRHP.

## **Results of Sanborn Map Review**

The 1892 Sanborn map demonstrates that the street grid was well established in the northern portion of the Project vicinity, and Market Street was in the early stages of development. While parcels were plotted out on the map, all were vacant except the parcel at the northwest corner of Queen and N. Market, which was the location of the Inglewood Hotel. No other portions of the APE are depicted on this map.

By 1907, approximately 40 percent of the parcels in the northern portion of the APE were developed. Most of this development consisted of residential dwellings and outbuildings, with some commercial offices and a church.

By 1912, commercial development was focused at Regent and N. Market, where a variety of businesses were located, such as undertaker, bakery, jeweler, plumber, market, and offices, among others. There was little change in the number and density of the residential dwellings in this area at that time.

By 1923, residential dwellings had given way to commercial enterprises in the Market Street area. Residential dwellings were being established to the south to Arbor Vitae and east to the west side of Prairie Avenue. Approximately two dozen residential dwellings and associated outbuildings were located at Hillcrest and Manchester, where the proposed MTS/TPSS is planned.

Between 1923 and 1950, Market Street had become a fully developed commercial and entertainment hub in the vicinity. Residential dwellings gave way to a variety of stores, restaurants, a movie theater and a bank. Manchester contained a variety of stores, offices clinics, a bank, an auto supply store, and St. John's Catholic Church and school. A Sears-Roebuck & Co. department store and parking lot occupied the block at the location of the proposed MTS/TPSS site at Manchester and Prairie.

### **Aerial Photograph Review**

Archaeologists reviewed historic period and modern aerial photographs of the Project vicinity from 1952, 1972, 1985, 1994, 1995, 2014, 2018, to review how land use in the APE changed over time (NETR 2018).

At the location of the Market Street/Florence Avenue Station, there were a number of small commercial buildings on site in 1952 but by 1972 most were demolished and replaced with a parking lot. This location remains a parking lot to this day with the exception of a restaurant building at north end of the parcel. Market Street and Manchester Street up to Hillcrest Boulevard were fully developed in 1952 and show little change from 1952 to the present day.

A Sears Roebuck & Co. department store and associated parking lot was located at the proposed MSF/TPSS Site at Hillcrest Boulevard and Manchester Boulevard in 1952. However by 1994, the entire parcel was razed and construction of a supermarket was underway. The supermarket and parking lot still occupy this location.

In 1952, urban residential development filled in the proposed location of the Manchester Boulevard/Prairie Avenue Station. By 1972, the residences at this location had been demolished and there is evidence of ongoing new construction. By 1985, a commercial building occupying the majority of the block and was surrounded by a paved parking lot. This building and parking lot were demolished and site was graded in 2022 and is currently an empty lot.

In 1952 the west side of Prairie Avenue was completely developed with a mixture of urban residential and commercial buildings. While some residences have been demolished and replaced with commercial buildings this area remains relatively unchanged to this day.

At the proposed location of the Prairie Avenue/Hardy Street Station, urban residential development is present in 1952. By 1972, the residences were demolished and a small commercial strip mall and parking lot was built on the site. This commercial property and parking lot remains at this location to the present day.

The location of the proposed ITS/TPSS site on the east side of Prairie Avenue has functioned as a parking lot from 1952 to the present day. At some point after 2014, the parking lot was removed and the site was graded. By 2018 the parking lot had been repaved.

### 4.4.2.3 Summary of Historic Period Archaeological Site Potential

Because the street grid was well established prior to the twentieth century, and development in the APE appears to have followed that street grid, the potential for buried historic period archaeological resources is low beneath city streets. Buried historic period archaeological deposits are likely to be associated with residential dwellings and commercial buildings. Historical archaeological deposits such as trash pits, privies, cisterns, building foundations, or basements associated with the pre-war development of the APE are possible where stations the TPSS sites are planned; therefore historic period archaeological site potential in these areas is moderate. These types of archaeological features, if present, would likely extend no more than approximately 15 feet deep below the current ground surface.

### 4.4.3 Archaeological Site Potential Summary and Conclusions

Overall, the analysis indicates that the majority of the APE is located within areas of Pleistocene alluvium, which has a low potential to contain buried prehistoric archaeological sites, while those portions of the APE located in areas of Holocene alluvium have moderate potential to contain prehistoric buried archaeological deposits. There is low potential for historic period archaeological deposits to be present beneath city streets in the APE; however there is moderate potential for historical archaeological deposits associated with residential and commercial buildings to be located where station and TPSS sites are proposed, up to a depth of 15 feet below ground surface.

As indicated previously, the known development history and geotechnical bore data from projects in the Project vicinity indicate that the project study area has been disturbed through previous construction grading, trenching and excavations related to residential and commercial development, and utility and infrastructure installation. These activities have resulted in the disturbance of the native sediments in the project study area, and likely varies in composition and thickness. The imported fill deposits are not considered sensitive for containing intact archaeological deposits.

## 4.5 Project Personnel

This Report was managed by ICF Senior Director of Archaeology Karen Crawford, MA, RPA, who meets and exceeds the Secretary of the Interior's Professional Qualifications Standards for archaeology. Ms. Crawford was assisted by ICF archaeologist Peter Pham, MA, and ICF geographic information systems analyst Johnnie Garcia, BA. ICF senior architectural historian Jessica Feldman, MA, contributed the historic overview portion of the Report. The Report was reviewed by ICF senior archaeologist Benjamin Vargas, MA, RPA, and technical edits were made by ICF editor Saadia Byram.

## 5.1 Native American Consultation

ICF contacted the Native American Heritage Commission (NAHC) on October 28, 2021, requesting a review of its Sacred Lands File (SLF). The objective of the SLF search was to determine if the NAHC has knowledge of any Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity) within the immediate vicinity of the Project APE. The NAHC responded by letter on December 9, 2021, stating that the SLF search was negative but noted that “the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area.” The letter further recommended that other sources of cultural resources information should also be contacted for information regarding known and recorded sites. The NAHC included a list of nine individuals representing six local Native American groups that may have cultural resources information related to the Project area.

As part of the Section 106 consultation process with Native American groups for the Project, the City on behalf of FTA sent consultation letters to the nine tribal representatives on January 11, 2022. The letters included a description of the Project and exhibits depicting the APE. Each recipient was asked to provide pertinent information or to express any concerns they may have about the Project. For Native American groups that did not respond to the letter, Follow-up telephone calls were made and follow-up emails were sent on February 4, 2022.

To date, one response has been received. Chairman Andrew Salas of the Gabrieleño Band of Mission Indians—Kizh Nation responded via telephone call on January 12, 2022, requesting to consult on the Project. FTA and the Kizh Nation met via teleconference on March 17, 2022 to discuss the Project and the tribe’s concerns. FTA, the City, and the City’s consultants provided an overview of the project, delineation of the APE, project related ground disturbance in the APE and cultural resources information. The tribe provided information about its history relative to the project vicinity and resources of tribal concern. FTA and the tribe also discussed potential mitigation measures. Consultation with the Kizh Nation is ongoing and will continue throughout the Section 106 process and NEPA environmental review.

Section 106 consultation with Native American groups is summarized in Table 5-1, with supporting documentation provided in Appendix B of this report.

**Table 5-1. Native American Section 106 Consultation Communications**

Tribal Organization	Contact	Letter Sent via Email	Response	Follow-Up	Response	Request to Be a Consulting Party?
Gabrieleño Band of Mission Indians—Kizh Nation	Andrew Salas, Chairperson	1/11/2022	Requested consultation via phone call on 1/12/2022	Meeting held via tele-conference	n/a	Yes

Tribal Organization	Contact	Letter Sent via Email	Response	Follow-Up	Response	Request to Be a Consulting Party?
				3/17/22 at 1:00pm		
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Gabrielino Tongva Indians of California Tribal Council	Christina Conley, Tribal Consultant and Administrator	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Gabrielino-Tongva Tribe	Charles Alvarez	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Soboba Band of Luiseno Indians	Isaiah Vivanco, Chairperson	1/11/2022	None	2/4/2022 via email and telephone	None to date	No
Soboba Band of Luiseno Indians	Joseph Ontiveros, Tribal Historic Preservation Officer	1/11/2022	None	2/4/2022 via email and telephone	None to date	No

## 5.2 Other Interested Parties

Consultation with other interested parties was initiated by the City on behalf of FTA in compliance with Section 106. Consultation letters were sent to seven preservation organizations on January 11, 2022, and one organization on January 25, 2022. The letters included a description of the Project and exhibits depicting the APE. FTA invited each organization to provide information or comment on known or potential historic-period resources in the APE and comments on the effects of the Project on historic properties in the APE. Follow-up calls were made to the interested parties on

February 4, 2022. Other interested party documentation is included in the built environment resources technical report prepared for this Project (ICF and Rincon Consultants 2022).

Per 36 CFR 800.3(e), during the Section 106 process, FTA is engaging Consulting Parties at key decision points in order to receive input to inform its decisions. Consulting Parties include individuals or organizations with a demonstrated interest in the project's potential effects on historic properties. Input that is received from Consulting Parties will aid the FTA with identifying historic properties, effects to those properties, and alternatives or treatment to avoid, minimize or mitigate adverse effects to historic properties. Consulting party involvement is occurring through written correspondence, participation in consultation meetings, and they will be provided the opportunity to review and comment on draft technical studies, determinations of eligibility, findings of effect, and treatment options. Consulting parties will also be invited to provide comment on the draft NEPA environmental document.

## 6.1 Natural Setting

Information on the natural setting of the Project vicinity is adapted from a previous archaeological resources technical study for the Project (Thomas and Granger 2018) and the *Inglewood Transit Connector Project Draft Environmental Impact Report* (City of Inglewood 2021).

The Project area is in the Los Angeles basin in Los Angeles County, California. The Los Angeles basin, as it exists today, measures roughly 50 miles in length by 20 miles in width and is described as a low-lying, northwest-trending alluvial plain. The Project area lies at the convergence of the southern foothills of the Santa Monica Mountains and the coastal plain that underlies west Los Angeles. The ground surface generally slopes to the south as it transitions from underlying foothills to alluvial plain.

The City is at the southern edge of the Transverse Ranges geomorphic province, which includes the San Gabriel and San Bernardino Mountains to the northeast and the Santa Monica Mountains to the north. The City is also near the northern boundary of the Peninsular Ranges geomorphic province, which includes the San Jacinto and Santa Rosa Mountains and Newport-Inglewood fault and the Whittier-Elsinore fault to the east and southeast (City of Inglewood 2006). Most of the City is underlain by thick (10,000- to 12,000-foot) Tertiary and Quaternary marine and continental sedimentary rocks. The Tertiary rocks, consisting primarily of sandstone, silt-stone, and shale, are almost entirely of marine origin and range in age from Eocene to Pliocene. The Quaternary rocks consist of shallow marine sandstone and siltstone as well as continental siltstone, mudstone, and gravel (City of Inglewood 2006).

Geomorphic features associated with uplift along the Newport-Inglewood structural zone are in the Baldwin and Rosecrans Hills. Older Quaternary units exposed in these strongly dissected hills range from approximately 75 feet to over 400 feet in elevation. To the east, Holocene alluvium lies upon the regional coastal basin, also known as the Downey Plain. The sediments overlie an erosional surface of late Pleistocene age. To the west of the Rosecrans Hills is an elevated plain underlain by older Quaternary alluvium (City of Inglewood 2021).

The local drainage basin, which contains Holocene sediments, narrows to the south into the Dominguez Channel. The main drainage courses within the area are the Dominguez Channel, Compton Creek, and Centinela Creek (Department of Conservation 1998). Prior to the development of the area, the dominant plant community consisted of coastal sage scrub, freshwater and salt marshes, and riparian woodlands (City of Inglewood 2021).

## 6.2 Cultural Setting

### 6.2.1 Ethnographic Overview—Gabrieleño

The Project study area is entirely within the ethnographic territory of the Gabrieleño, the Native American population that has long inhabited the area in the Los Angeles Basin. Following the Spanish custom of naming local tribes after nearby missions, missionaries dubbed the native peoples the Gabrieleño, Gabrieliño, or San Gabrieleño in reference to Mission San Gabriel Arcángel northeast of the Project study area. The Gabrieleño consist of a number of smaller bands. Present-day Gabrieleño tribal groups refer to themselves as Gabrieleno, Gabrielino, Tongva, Gabrieleño/Tongva, or Kizh, depending on the tribe.

The Gabrieleño spoke a language that falls within the Cupan group of the Takic subfamily of the Uto-Aztecan language family. This language family is extremely large and includes the Shoshonean groups of the Great Basin. Given the geographic proximity of Gabrieleño and Serrano bands living in the area and their linguistic similarities, ethnographers have suggested that the bands shared the same ethnic origins (Kroeber 1925).

The Gabrieleño are considered one of the most distinctive tribes in all of California. They occupied a large area bordered on the west by the community of Topanga and the city of Malibu, the San Fernando Valley, the greater Los Angeles Basin, and the coastal strip south of Aliso Creek, south of San Juan Capistrano. Gabrieleño territory extended from the San Bernardino Mountains to the islands of Catalina, San Clemente, and San Nicolas and occupied most of modern-day Los Angeles and Orange Counties (Bean and Smith 1978:538–549). By 1500 before present (B.P.), permanent villages were built in the lowlands along rivers and streams. Over 50 villages may have been occupied simultaneously with populations of between 50 and 200 people per village (Bean and Smith 1978).

Very little has been written about early Gabrieleño social organization because the tribe was not studied until the 1920s and had already been greatly influenced by missionaries and settlers by that time (Kroeber 1925). Kroeber's (1925) work indicates that the Gabrieleño were a hierarchically ordered society with a chief who oversaw social and political interactions both within the Gabrieleño culture and with other groups. The Gabrieleño had multiple villages ranging from seasonal satellite villages to larger, more permanent settlements. Resource exploitation was focused on village-centered territories and hunting ranged from deer, rabbits, birds, and other small game to sea mammals. Fishing for freshwater fish, saltwater mollusks, and crustaceans and gathering acorns and various grass seeds were also important (Bean 1978:538–549). Fishing technology included basket fish traps, nets, bonefish hooks, harpoons, and vegetable poisons, and ocean fishing was conducted from wooden plank canoes lashed and asphalted together. Gabrieleño houses were large, circular, thatched, and domed structures of tule, fern, or carrizo that were large enough to house several families. Smaller ceremonial structures were also present in the villages and used in a variety of ways. These structures were earth covered and used as sweathouses, meeting places for adult males, menstrual huts, and ceremonial enclosures (*yuva'r*) (Heizer 1962:289–293).

The coastal Gabrieleño are among the few indigenous peoples who regularly navigated the ocean. They built seaworthy canoes, called *ti'at*, with wood planks that were sewn together, edge to edge, and then caulked and coated with either pine pitch or, more commonly, the tar available from the La Brea Tar Pits or asphaltum washed ashore from offshore oil seeps. The *ti'at* could hold as many as 12 people, all of their gear, and all of the goods carried to trade with other people, either along the

coast or on one of the Channel Islands. The Gabrieleño paddled out to greet Spanish explorer Juan Cabrillo when he arrived off the shores of San Pedro in 1542. Modern place names with Gabrieleño origins include Pacoima, Tujunga, Topanga, Rancho Cucamonga, Azusa, and Cahuenga Pass.

Recorded ethnographic and archaeological sites associated with Gabrieleño settlements are not common. This is directly attributable to the extensive and prolonged urban development of the Los Angeles region over the last one and a half centuries (California Department of Parks and Recreation 2005:16). In the 1990s, Kuruvungna Springs, a natural spring on the site of a former Gabrieleño village on the campus of University High School in west Los Angeles, was revitalized due to the efforts of the Gabrieleño Tongva Springs Foundation. The spring, which produces 22,000 gallons (83,279 liters) of water each day, is considered by the Gabrieleño to be one of their last remaining sacred sites and is regularly used for ceremonial events. Centinela Spring at Edward Vincent Jr. Park, more than a half-mile from the Project study area, is California State Landmark No. 363. This spring flowed continuously from its source in a deep-water basin since the Pleistocene era. Animals, Native Americans, and early Inglewood settlers were attracted here by the pure artesian water. The springs and valley were named after sentinels guarding cattle in the area (OHP n.d.).

### 6.2.1.1 Gabrieleño Band of Mission Indians—Kizh Nation

Chairman Andrew Salas of the Gabrieleño Band of Mission Indians—Kizh Nation provided information on the history of the tribe’s ancestors and their relationship to the project vicinity, passed down in the tribe through written and oral history. This section summarizes information provided by Chairman Salas.

The project vicinity is within the Sa’angna/Guasonga area, which was a large tribal community, as well as Rancho Sausal Redondo, a Mexican land grant granted to Antonio Avila. The Avila family was a prominent Spanish family in the Inglewood area. There were salt ponds in this area that were essential to native inhabitants, the Avilas, and travelers. The native inhabitants and the travelers mined the salt ponds for salt to preserve meat, fish, and other foods for transport and trade. The Avila family acquired Rancho Sausal Redondo to access the salt ponds for the same reason—to mine salt for food preservation. The people of the Kizh Nation are lineal descendants of the peoples who lived in the project vicinity and they consider the landscape within that area a tribal cultural resource. Nearby projects have unearthed items with tribal meaning such as chert, quartz, shell beads, cords, bowls, obsidian, and fragments of bowls. Some artifacts (cogstones or *Tamet* stones) associated with their religion of the sun god have been found in the Los Angeles area.

## 6.2.2 Prehistoric Overview

This following prehistoric overview is adapted from a previous archaeological resources technical study prepared for the Project (Thomas and Granger 2018).

The most widely used chronological sequence in the Project vicinity distinguishes Early, Middle, and Late periods. It was initially outlined by King (1981) and later revised to include additional radiocarbon dates (King 1990) and to incorporate refinements in our understanding of cultural developments (Arnold 1992). Dates presented as “cal B.C.” indicate calibrated radiocarbon dates corresponding to years Before the Common Era. Dates presented as “B.P.” correspond to dates before the year 1950, when radiocarbon dating was first established.

### 6.2.2.1 Early Holocene (9600–5600 cal B.C.)

Archaeological data compiled over the last two decades indicate that initial settlement along coastal Southern California began at least 12,000 B.P. Some of the earliest evidence of human occupation specifically derives from radiocarbon samples from Daisy Cave (CA-SMI-261) on San Miguel Island, where the oldest cultural layer at the site produces dates between 9600 and 9000 cal B.C. (Erlandson et al. 1996). Additionally, the discovery of fluted projectile points in coastal Southern California indicates humans were in the region possibly as early as 13,000 years ago (Erlandson et al. 1996).

There are few known sites that date to this earliest period (i.e., pre-10,000 years B.P.) and very few sites have been identified within the Los Angeles basin that date to the early Holocene. The earliest evidence of human occupation in the Los Angeles region is represented by female human remains that were discovered in association with a handstone in the tar pits of Rancho La Brea in 1914 (Merriam 1914). The scarcity of sites dating to the early Holocene in the region may be due to possible low population densities. However, the few known sites suggest that they tend to be on elevated landforms, and sites on the Northern Channel Islands indicate knowledge and use of marine resources. Diagnostic artifacts from coastal California associated with this time period have not been identified and cultural assemblages dating to this period have fewer of the grinding implements common to subsequent periods. Research suggests that inhabitants of this period lived in small groups that had a relatively egalitarian social organization and a forager-type land-use strategy (Erlandson 1994; Glassow 1996; Greenwood 1972; Moratto 1984).

### 6.2.2.2 Middle Holocene (5600–1650 cal B.C.)

Shortly after 9,000 years ago, sites in the coastal region begin to be characterized by an abundance in milling tools and the broader subsistence regime, including utilization of plants and seeds, terrestrial animals, and shellfish (Glassow 1996; Glassow et al. 1988; Sutton and Gardner 2010). Increasing populations composed of small, dispersed groups with more generalized tool kits and a mixed subsistence regime indicating a heavier reliance on shellfish than on fish and terrestrial food sources are also identifiers of the period (Erlandson 1991, 1994, 1997). Population densities appear to have decreased substantially between 6500 and 5000 B.P. throughout the region, and little is known about this period. It has been suggested that the arid conditions associated with the Altithermal (a mid-Holocene period of predominantly warm/dry climate) damaged the environment to the point that only low population densities were sustainable (Glassow 1996; Glassow and Wilcoxon 1988).

After 5000 B.P., population densities increased significantly as conditions became cooler and moister. Between 5000 and 3000 B.P., mortars and pestles became increasingly common throughout the region, suggesting intensified use of acorns (Basgall 1987) as well as the possibility of pulpy roots or tubers. Large, side-notched and stemmed projectile points became more prevalent, presumably reflecting increased hunting.

Coastal and inland sites of this time period exhibit shallow midden accumulations, suggesting seasonal camping. Based on the distribution of sites assigned to this period, larger groups likely occupied a base camp during a portion of the year, while smaller groups of people used satellite camps to exploit seasonally available floral resources such as grass seeds, berries, tubers, and nuts (cf. Binford 1980; Warren 1968). Site assemblages in coastal Southern California dating to this time contain numerous manos and metates, charmstones, cogged stones, discoidals, and some stone balls.

A significant technological change in ground stone is seen at this time with the appearance of mortars and pestles, which suggests the adoption of acorn, nut, and seed processing by coastal groups (Sutton and Gardner 2010). The quantity of projectile points also increases during this time, indicating a subsistence shift toward greater reliance on large game. Burial practices also suggest that society was primarily egalitarian (Glassow 1996). Secondary burials among coastal communities continue to be the dominant mortuary regime with a smaller number of flexed inhumations during the Middle Holocene.

### 6.2.2.3 Late Holocene (1650 cal B.C.–cal A.D. 1542)

Cultural complexity appears to have increased around 3000–2500 B.P. Mortuary data research suggests a substantial change in social organization and political complexity during this period (King 1990). According to King, high-status positions became hereditary and individuals began to accumulate wealth and control exchange systems. Arnold (1991, 1992) proposes that this evolutionary step in socioeconomic complexity occurred around 700–800 years ago. Technological innovation as well as a continued increase in cultural complexity marks the period between 2,500 and 800 years ago. Fishing and sea mammal hunting became increasingly important. This corresponds to the development of the *tomol* (plank canoe), single-piece shell fishhooks, and harpoons (Glassow 1996; King 1990). In addition, the bow and arrow was introduced during this period. Utilization of imported obsidian continued to increase during this period as well (Jones et al. 2007).

A number of these new cultural traits have been thought to be attributable to the arrival of Takic-speaking people from the southern San Joaquin Valley in the coastal California region (Sutton 2009). Biological, archaeological, and linguistic data indicate that the Takic groups who settled in the Los Angeles basin were ethnically distinct from the indigenous Hokan-speaking Topanga populations that had inhabited the region just north of the Project. These Takic speakers are believed to be ancestral to the ethnographic Gabrieleño groups (Sutton 2009).

Due to the archaeological evidence gathered, it is suggested that Hokan-speaking groups were largely replaced or subsumed by the Gabrieleño and Chumash by 2000 B.P. (Sutton and Gardner 2010). Several new types of material appear in the archaeological record during 700 B.C.–1800 A.D. including the presence of Cottonwood series points, birdstone and “spike” effigies, Olivella cupped beads, and Mytilus shell disk beads. Additionally, the presence of Southwestern pottery, Patayan ceramic figurines, and Hohokam shell bracelets at some of these later sites suggests interaction between populations in Southern California and the Southwest. Furthermore, potential changes in trade networks at this time may be evidenced by an increase in the number and size of steatite artifacts, including large vessels, elaborate effigies, and comals in the archaeological record.

## 6.2.3 Historic Overview

This following abbreviated historic overview is adapted from a previous built environment technical report prepared for the Project (HRG 2021).

During the Mexican period, the Ávila family was granted the Rancho Sausal Redondo in 1855, which at 22,458 acres encompassed much of what is now the South Bay region of Los Angeles County. Scotsman Sir Robert Burnett in 1860 acquired Rancho Aguaje de la Centinela and Rancho Sausal Redondo in 1868. This ranch included what would ultimately become the coastal communities of

Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach, as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman. Freeman named his ranch “Inglewood,” after his birthplace in Ontario. In 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small parcels for the settlement of the new town of Inglewood. By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, barber, restaurant, and large two-story hotel on Queen Street between Commercial Street and Market Street.

By 1907, downtown Inglewood had several dozen dwellings. On February 14, 1908, the City of Inglewood was officially incorporated. By 1912, Inglewood’s commercial core was beginning to take shape along Commercial Street. Market Street remained primarily residential during this period with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church. By 1920, the South Bay’s local economy was booming due to the region’s fertile agricultural lands, productive oil fields, and emerging aviation industry. The City was growing exponentially, as hundreds of new homes were being built. At the same time, the City’s commercial development was coalescing into a downtown business district. Market Street remained more sparsely developed overall and displayed a combination of commercial and residential uses.

On the evening of June 21, 1920, a 5.0-magnitude earthquake rattled Inglewood. Damage took place to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered. Despite the widespread damage, the earthquake did not seriously hamper the City’s growth. While Commercial Street continued to be the primary artery of the downtown business district, many more businesses were being established on Market Street and its cross-streets during this period.

On May 18, 1927, some 15,000 locals celebrated the “Festival of Light,” which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much-needed illumination, the system also supported the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk.

Toward the end of the 1930s, Inglewood’s economic base began to expand outside the downtown core. In 1937, Mines Field, which had been established just southwest of the City, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an “ultra-modern” thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the former Mines Field, now Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during World War II, but in the postwar years would evolve into one of the most important centers of the nation’s aerospace industry. The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the City had a population of 26,000; by 1956, that number had grown to 64,000. Housing construction naturally responded to the increased demand and commercial development followed, leading to a pattern of postwar decentralization. By the mid-1950s, the city had three retail business areas—in North

Inglewood, Morningside Park, and Crenshaw—in addition to the downtown. Despite this tremendous growth overall, new development in downtown Inglewood was very limited during this period.

Despite some new construction in and around downtown during the post-World War II period, the primacy of the City's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s. By the early 1970s, Market Street had turned into a virtual ghost town as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the City, from 1971 to 1976 Inglewood spent about \$50 million in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. As hoped, this new construction sparked a flurry of new commercial development.

While new developments brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wane into the 1980s. Over the past decade, the City has been acquiring select parcels throughout the City for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood.

## **7.1 Field Survey Results**

The archaeological field survey of the ground-disturbance portions of the APE occurred on February 5, 2022, and encompassed approximately 45 acres. The survey consisted of pedestrian survey and spot checking to record existing conditions in the ground-disturbance portion of the APE. The ground surface was inspected for the presence of any cultural resources and notes were taken on surface conditions, setting, and any prehistoric or historic-period cultural materials encountered. A tablet loaded with Collector, a mapping application, and a global positioning software receiver were used throughout the survey to confirm survey area locations, maintain transects, and collect digital photographs and notes. No archaeological artifacts, features, or sites were identified during the survey. The results of the 2022 survey corroborate the results of the survey conducted for the Project in 2018 (Thomas and Granger 2018).

## **8.1 Effects on Archaeological Resources**

No archaeological resources were identified through the cultural resources records search, research, field surveys, or tribal consultation. Based on the work completed, no archaeological resources were identified in the ground-disturbance portions of the APE; therefore, there are no effects on known archaeological resources within portions of the Project APE subject to construction-related ground disturbance.

To account for the possibility of unanticipated archaeological discoveries, recommendations are provided in Chapter 9 that would reduce potential adverse effects on archaeological resources inadvertently discovered during Project construction.

## 9.1 Conclusions

A good-faith, reasonable effort was made to identify archaeological historic properties within ground-disturbing portions of the APE through review of a cultural resources records search, archival research, an archaeological surface survey, and outreach to Native American tribal representatives. No archaeological resources were identified as a result of the records search or through the archaeological survey.

While no archaeological resources were identified in portions of the APE subject to Project-related ground disturbance, the majority of the APE is a highly urbanized environment with much of the natural ground surface being covered by development, paving, hardscape, and ornamental landscaping. Beneath this development, the majority of the APE is underlain by Pleistocene alluvium with low potential for buried prehistoric archaeological deposits. A small portion of the Project APE is underlain by Holocene alluvium, which has moderate potential for buried prehistoric archaeological deposits. The depth of the Pleistocene and Holocene alluvium is expected to extend throughout the vertical APE (up to 100 feet in depth). The potential for historic period archaeological resources is low where construction related ground disturbance will occur along city streets, and moderate where construction of stations and TPSS facilities will occur. The depth where these deposits may occur is expected to extend no more than 15 feet below ground surface. Considering the amount of development in the APE, there is a low potential for unanticipated discoveries of intact archaeological resources during Project construction within approximately two feet below ground surface. However, there is always the possibility that intact archaeological resources are present immediately beneath the ground surface. Implementation of the following minimization measures would avoid and or lessen any potential impact from an adverse effect to archaeological resources.

## 9.2 Recommendations

The following recommendations would serve to avoid potential adverse effects on archaeological resources that may be discovered during Project construction.

**Retain a Qualified Archaeologist:** Retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61) to provide cultural resources services during the construction phase of the Project.

**Prepare and Implement a Cultural Resources Monitoring and Discovery Plan:** Prior to the commencement of any ground-disturbing activities within areas requiring archaeological monitoring, the City would retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) to prepare a CRMDP for designated portions of the Project that are sensitive for archaeological resources. Procedures to follow in the event of an unanticipated discovery would apply to all applicable Project components. The CRMDP would be submitted to the City and FTA for review and approval.

The CRMDP would ensure that appropriate procedures to monitor construction and treat unanticipated discoveries are in place. The CRMDP shall include required qualifications for archaeological monitors and supervising archaeologists and should specify protocols to be followed in relation to archaeological resources. The CRMDP shall describe the roles and responsibilities of archaeological and Native American monitors, FTA personnel (as applicable), City personnel (as applicable), and construction personnel. Additionally, the CRMDP shall describe specific field procedures to be followed for archaeological monitoring, including field protocol and methods to be followed should there be an archaeological discovery. Evaluation of resources, consultation with Native American tribes and organizations, treatment of cultural remains and artifacts, curation, and reporting requirements shall also be described. The CRMDP will also delineate the requirements, procedures, and notification processes in the event human remains are encountered.

The CRMDP will delineate the area(s) that require archaeological and Native American monitoring. Mapping of the area(s) shall be made available to the City, which would incorporate this information into the respective construction specifications.

#### **Prepare and Implement Cultural Resources Awareness Training Prior to Project**

**Construction:** Provide cultural resources awareness training to Project construction personnel. The training would be prepared by the qualified archaeologist and would include a discussion of applicable laws and penalties under the law; samples or visual representations of artifacts that might be found in the Project vicinity; and the steps that must be taken if cultural resources are encountered during construction, including the authority of archaeological monitors, if required to be on site during the Project, to halt construction in the area of a discovery.

**Conduct Archaeological Monitoring in Areas of Sensitivity:** For archaeologically sensitive areas of the APE that require monitoring, it is recommended the City shall retain a qualified archaeologist(s) who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, to supervise archaeological monitoring of all proposed ground-disturbing activities for the proposed Project in the archaeologically sensitive portion(s) of the APE. Monitoring actions and procedures would be completed per the CRMDP described above.

**Conduct Native American Monitoring in Areas of Sensitivity:** This monitoring would occur on an as-needed basis and is intended to ensure that Native American concerns are considered during the construction process. Native American monitors would be retained from tribes who have expressed an interest in the Project and have participated in discussions with FTA. If a tribe has been notified of scheduled construction work and does not respond, or if a Native American monitor is not available, work may continue without the Native American monitor. Roles and responsibilities of the Native American monitors would be detailed in the CRMDP described above. Costs associated with Native American monitoring would be borne by the City.

**Discovery of Human Remains:** In the event of discovery of human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. The City will contact the Los Angeles County Medical Examiner's Office. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendant. The City and FTA will work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable.

## Chapter 10

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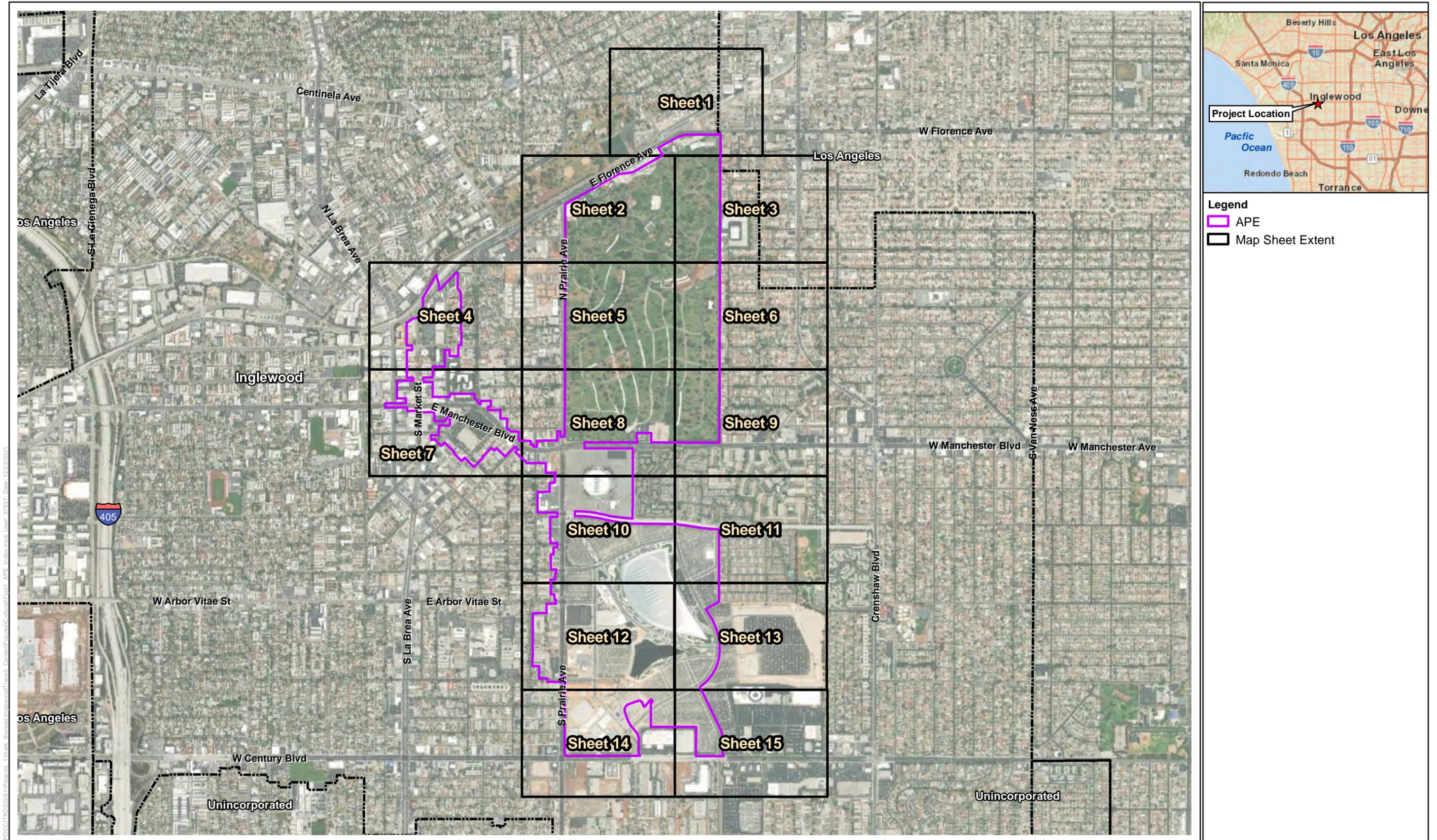
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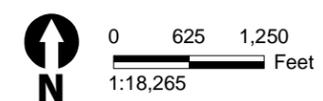
Appendix A  
**Area of Potential Effects**

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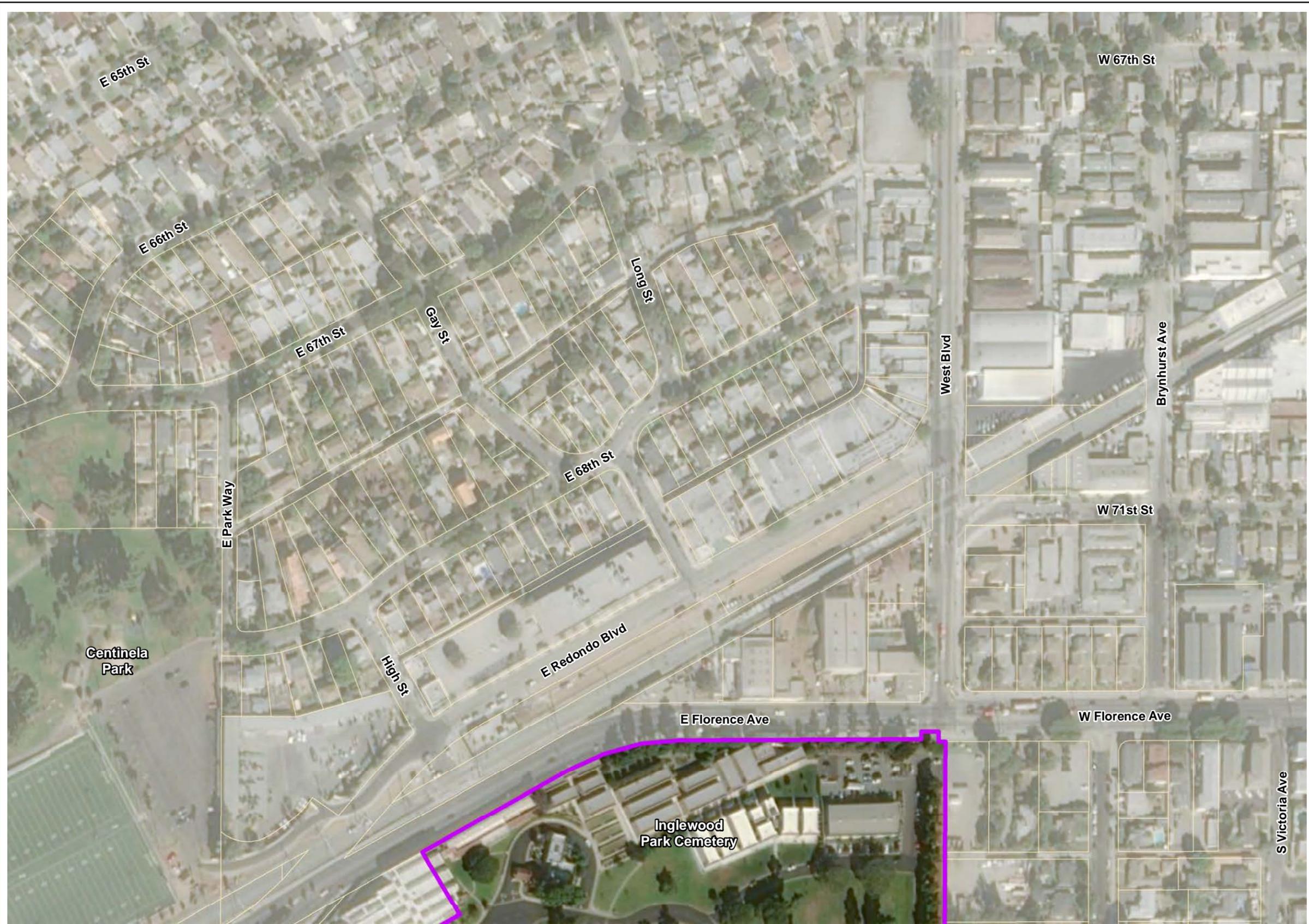


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**Figure 1, Index Sheet  
 Area of Potential Effects (APE)  
 Inglewood Transit Connector**

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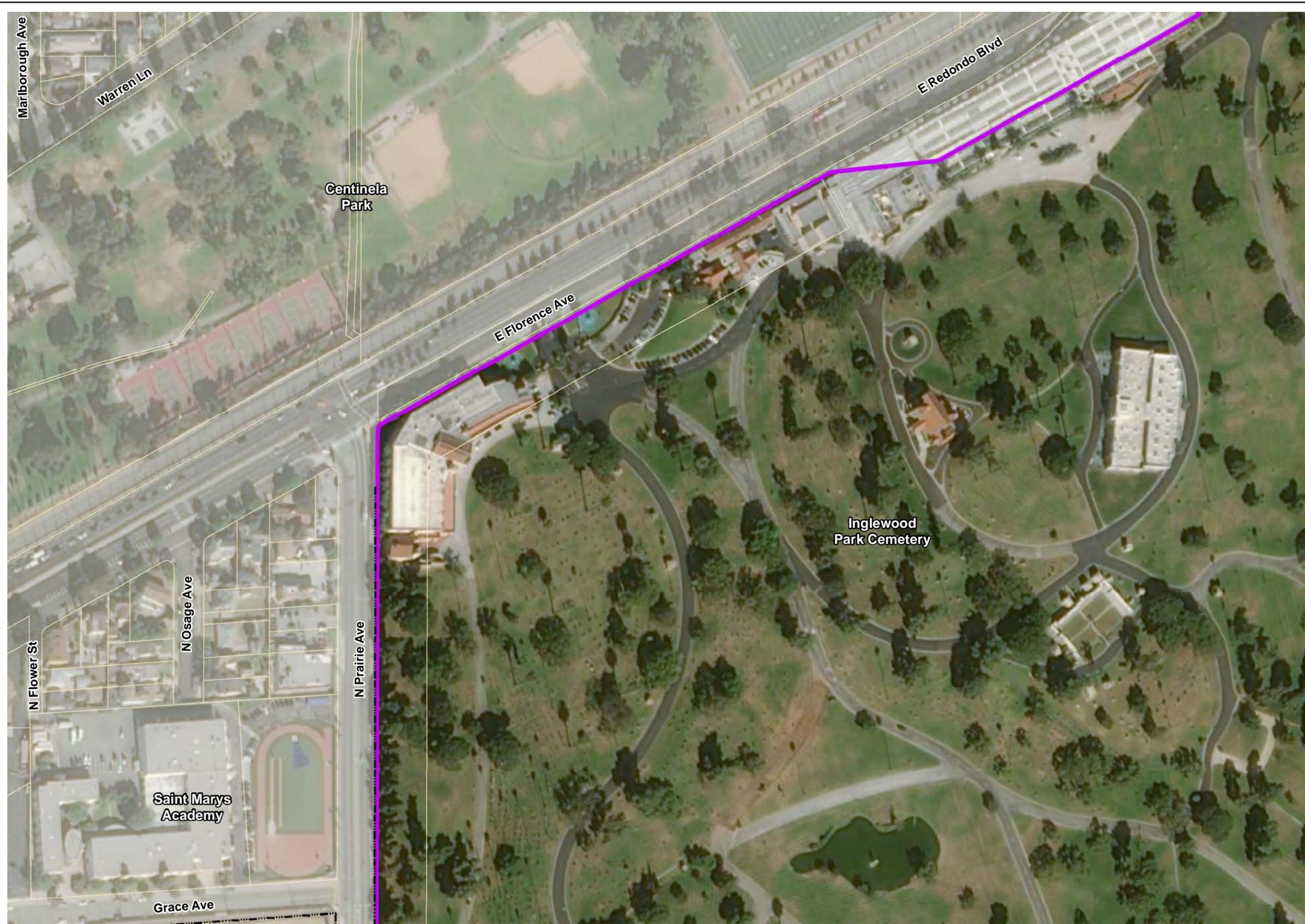


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 1 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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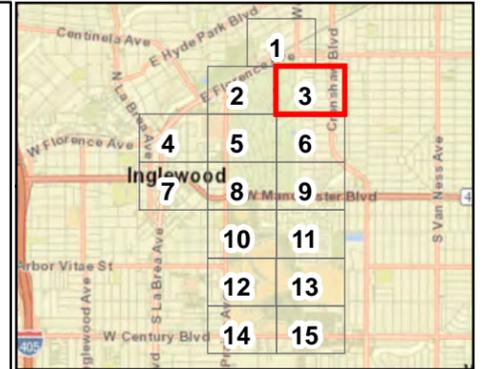
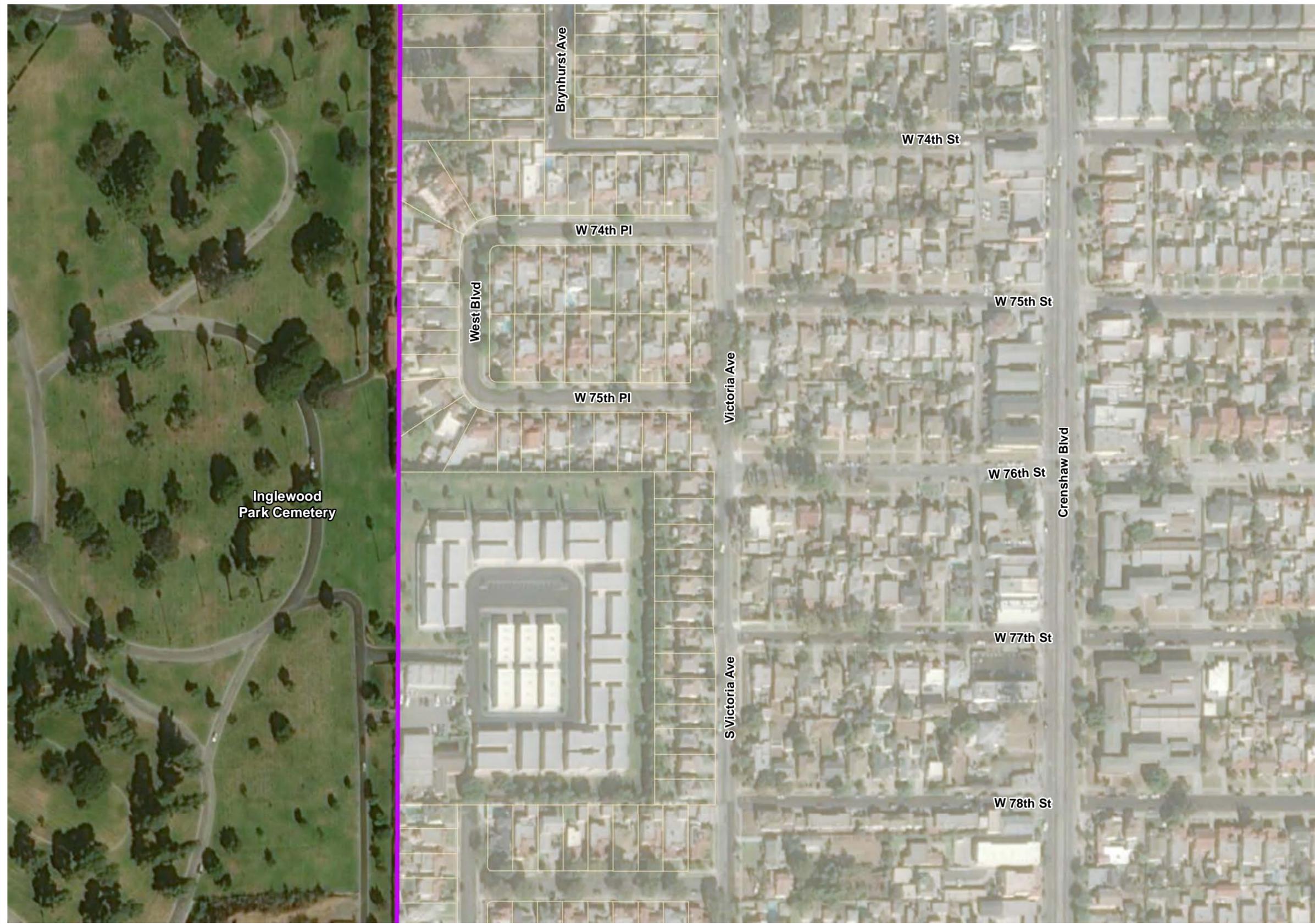


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 2 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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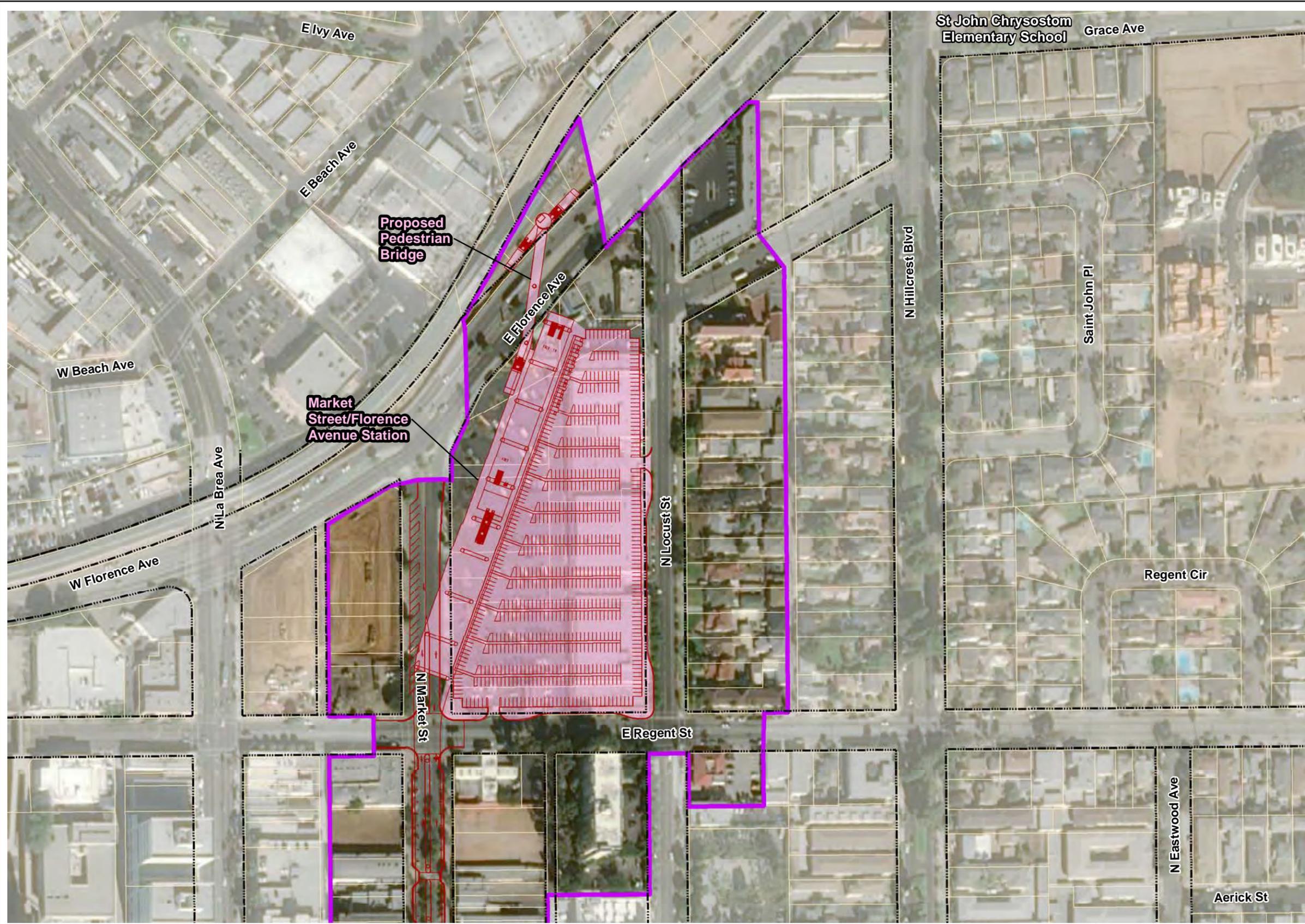


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 3 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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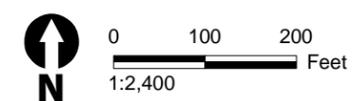
- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 4 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

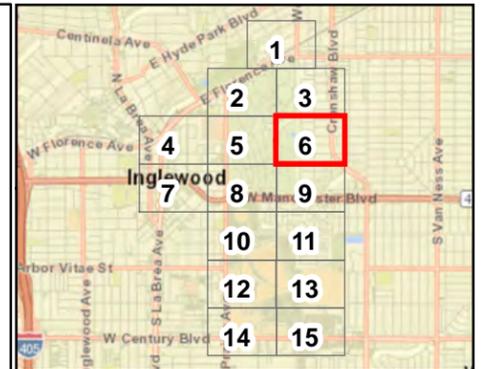
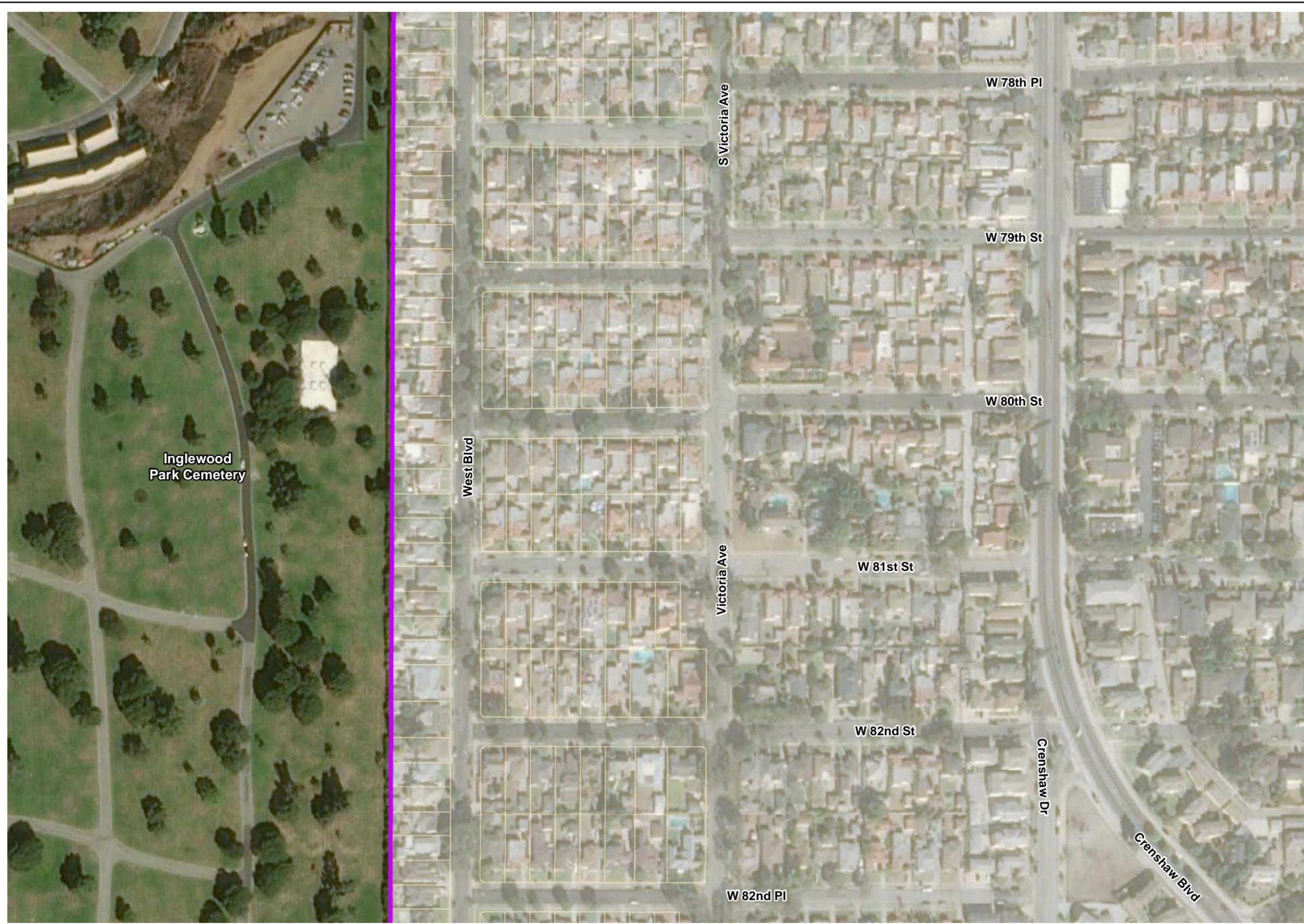


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**Figure 1, Sheet 5 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

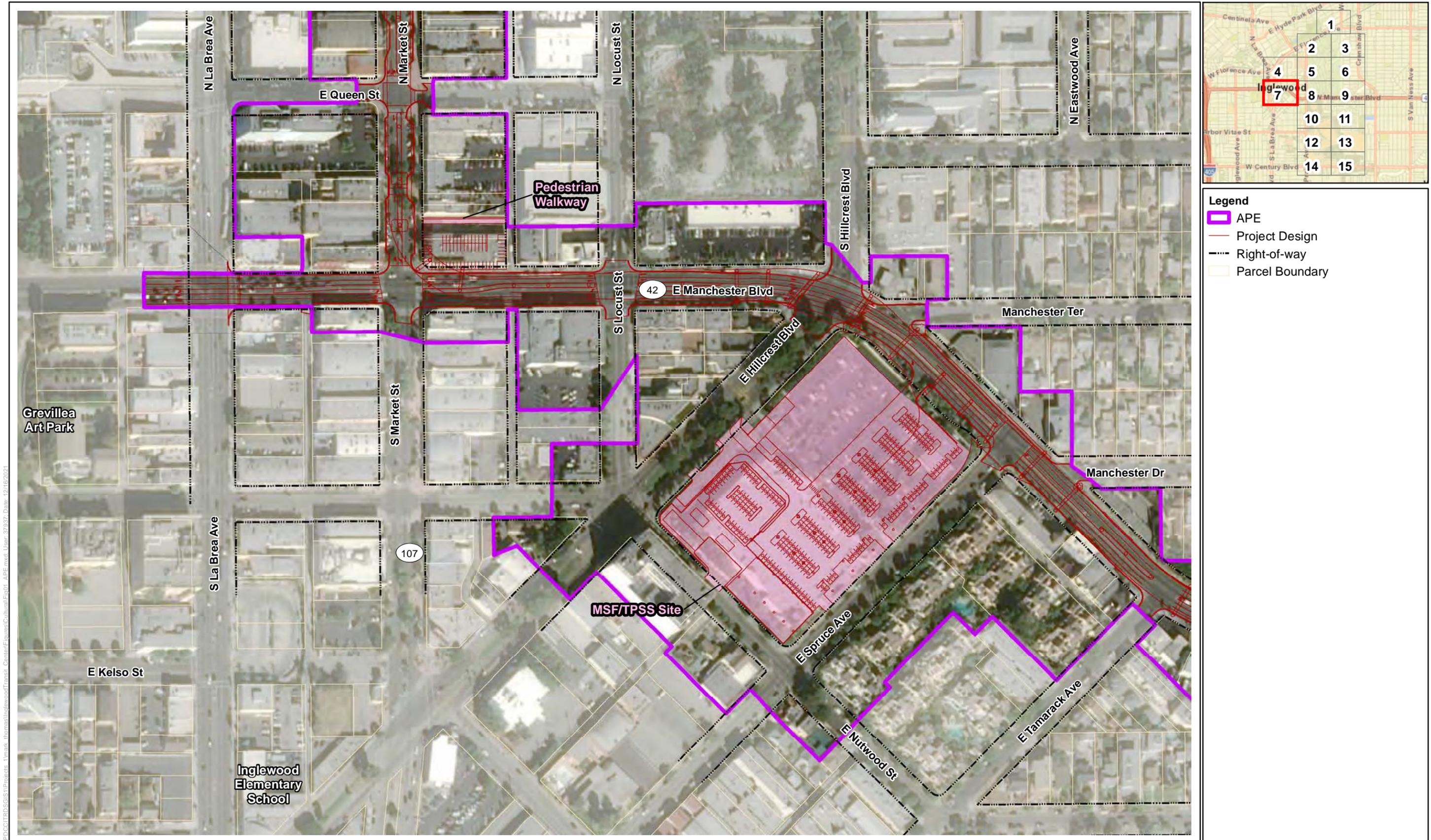
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- Legend**
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  - Parcel Boundary

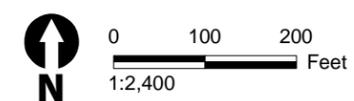


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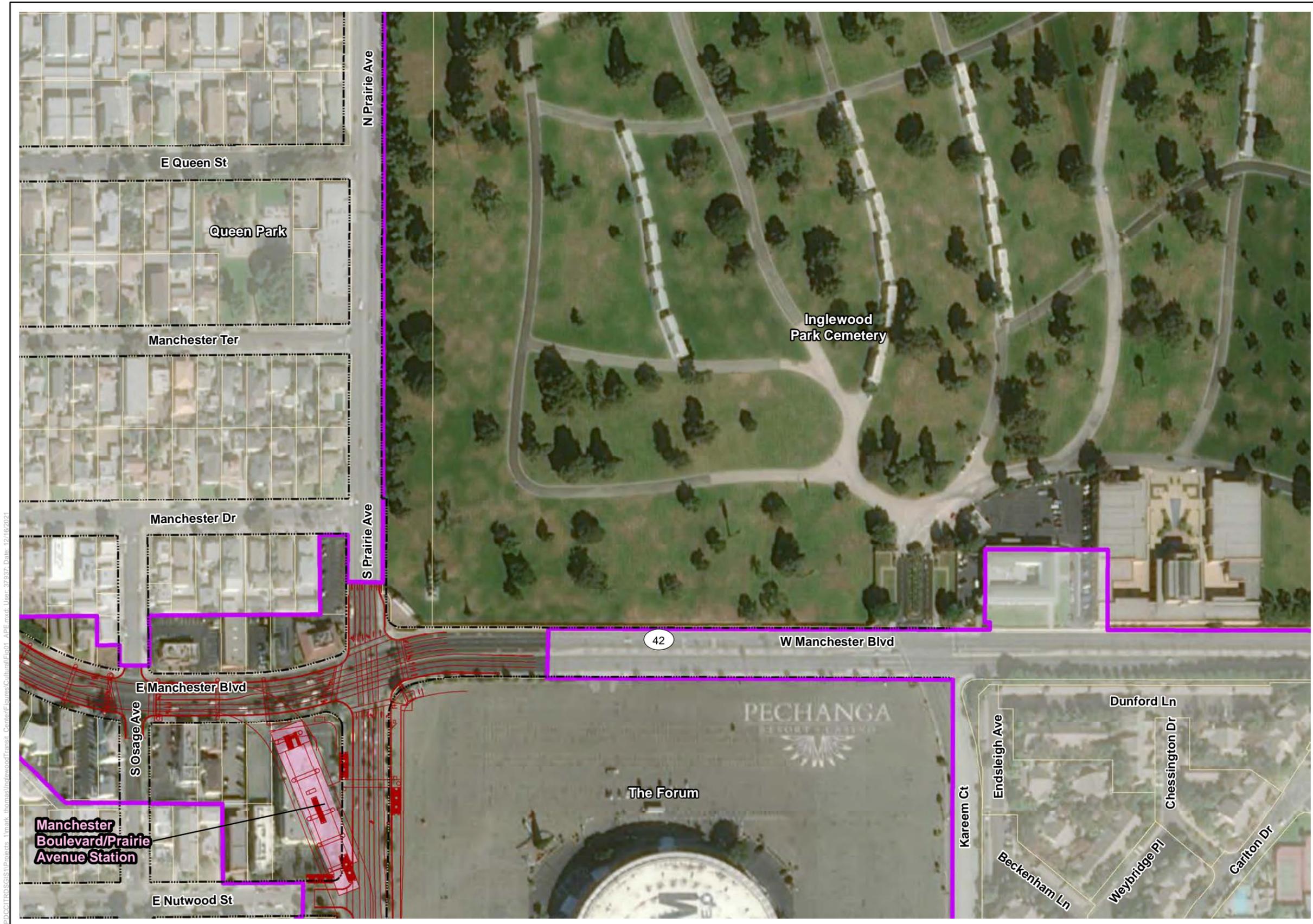


**Legend**

- APE
- Project Design
- Right-of-way
- Parcel Boundary



**Figure 1, Sheet 7 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

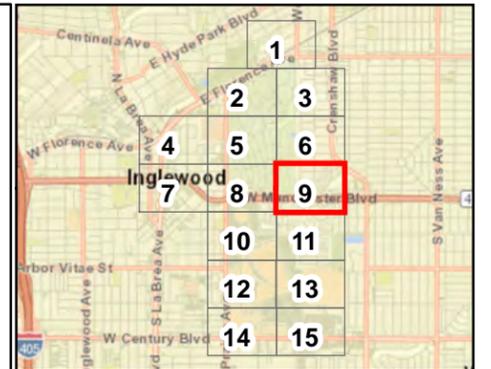


- Legend**
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  - Parcel Boundary

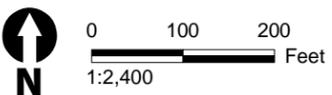


**Figure 1, Sheet 8 of 15**  
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**Inglewood Transit Connector**

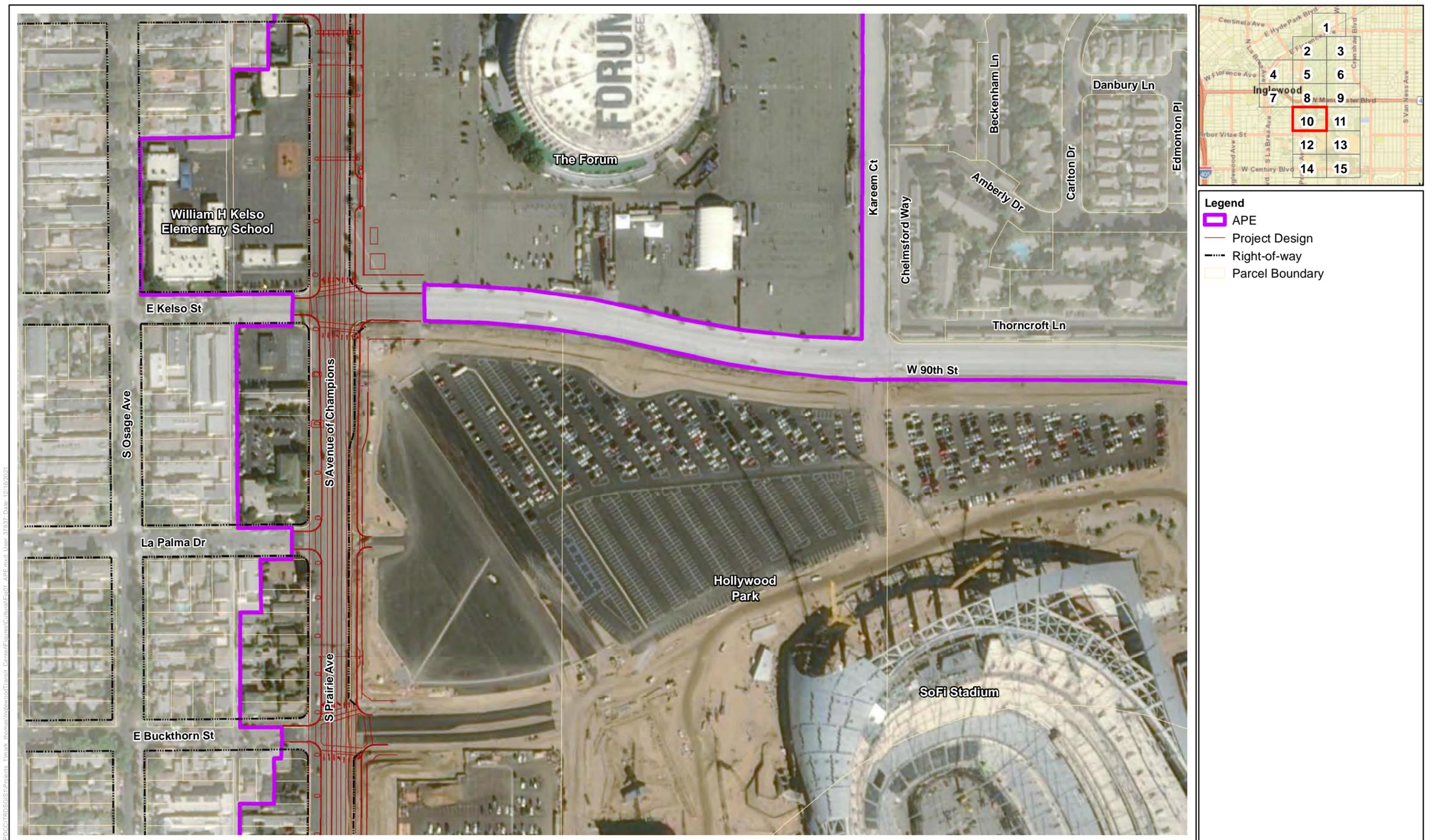
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- Legend**
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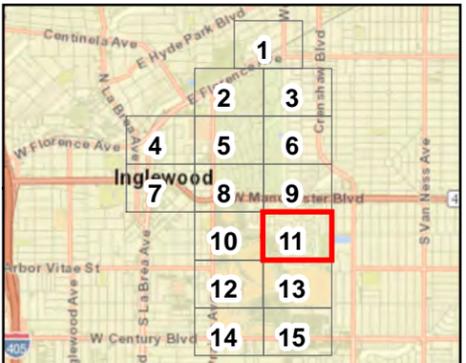


**Figure 1, Sheet 9 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



**Figure 1, Sheet 10 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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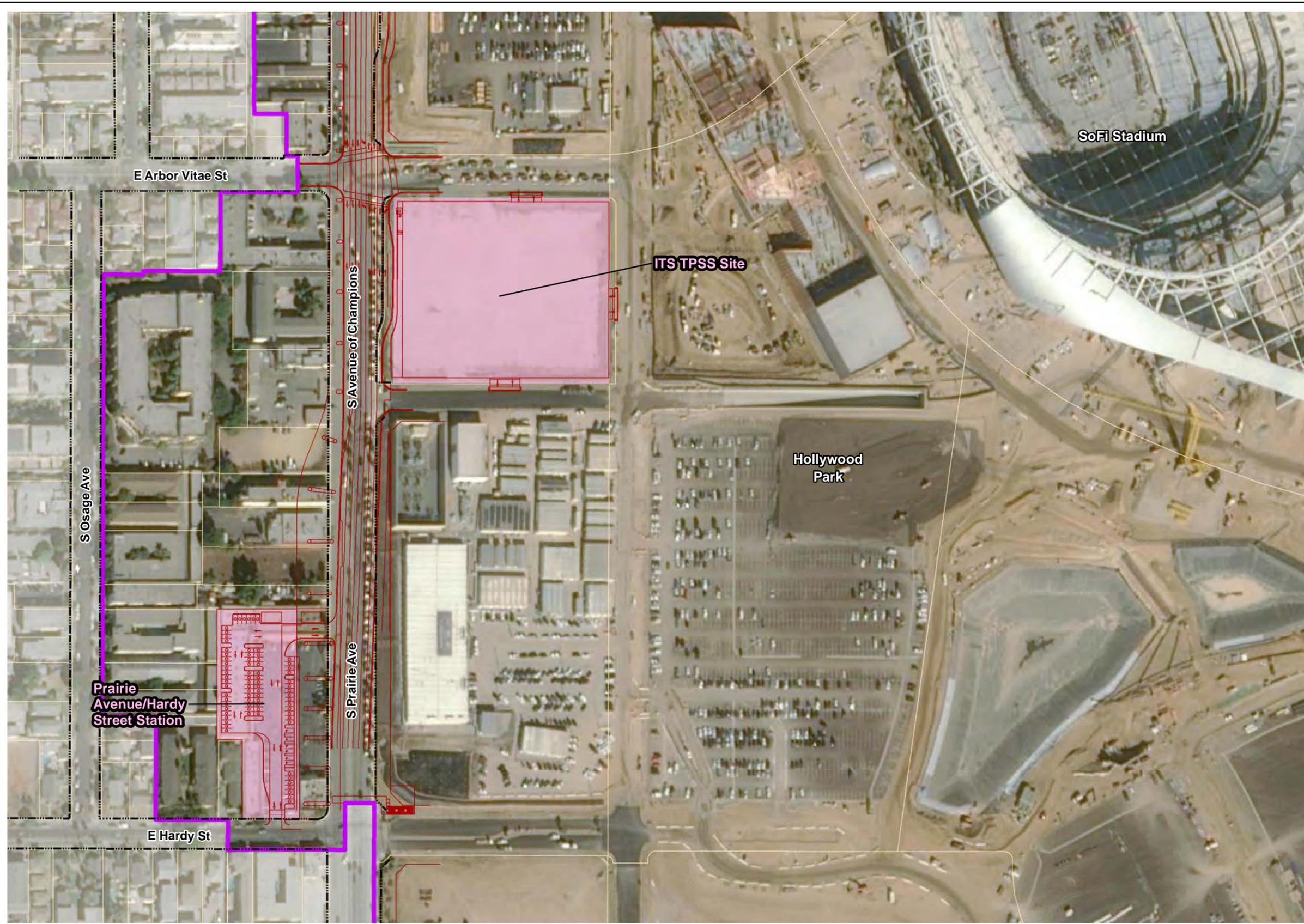


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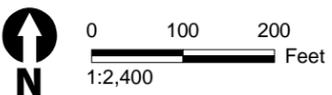


**Figure 1, Sheet 11 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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- Legend**
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  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 12 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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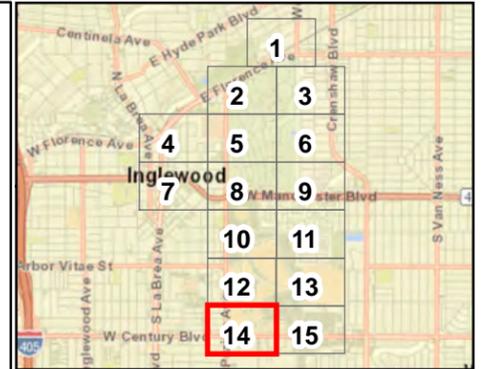


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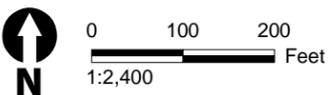


**Figure 1, Sheet 13 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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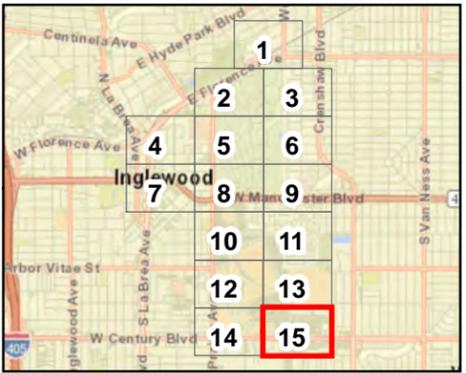


- Legend**
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  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 14 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 15 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

Appendix B  
**Native American Consultation Documentation**

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# Sacred Lands File & Native American Contacts List Request

## Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

*Information Below is Required for a Sacred Lands File Search*

**Project:** Inglewood Transit Connector

**County:** Los Angeles

**USGS Quadrangle Name:** Inglewood

**Township:** 2S      **Range:** 14W      **Section(s):** 27, 28, 33, 34

**Company/Firm/Agency:** ICF

**Street Address:** 525 B Street, Suite 1700

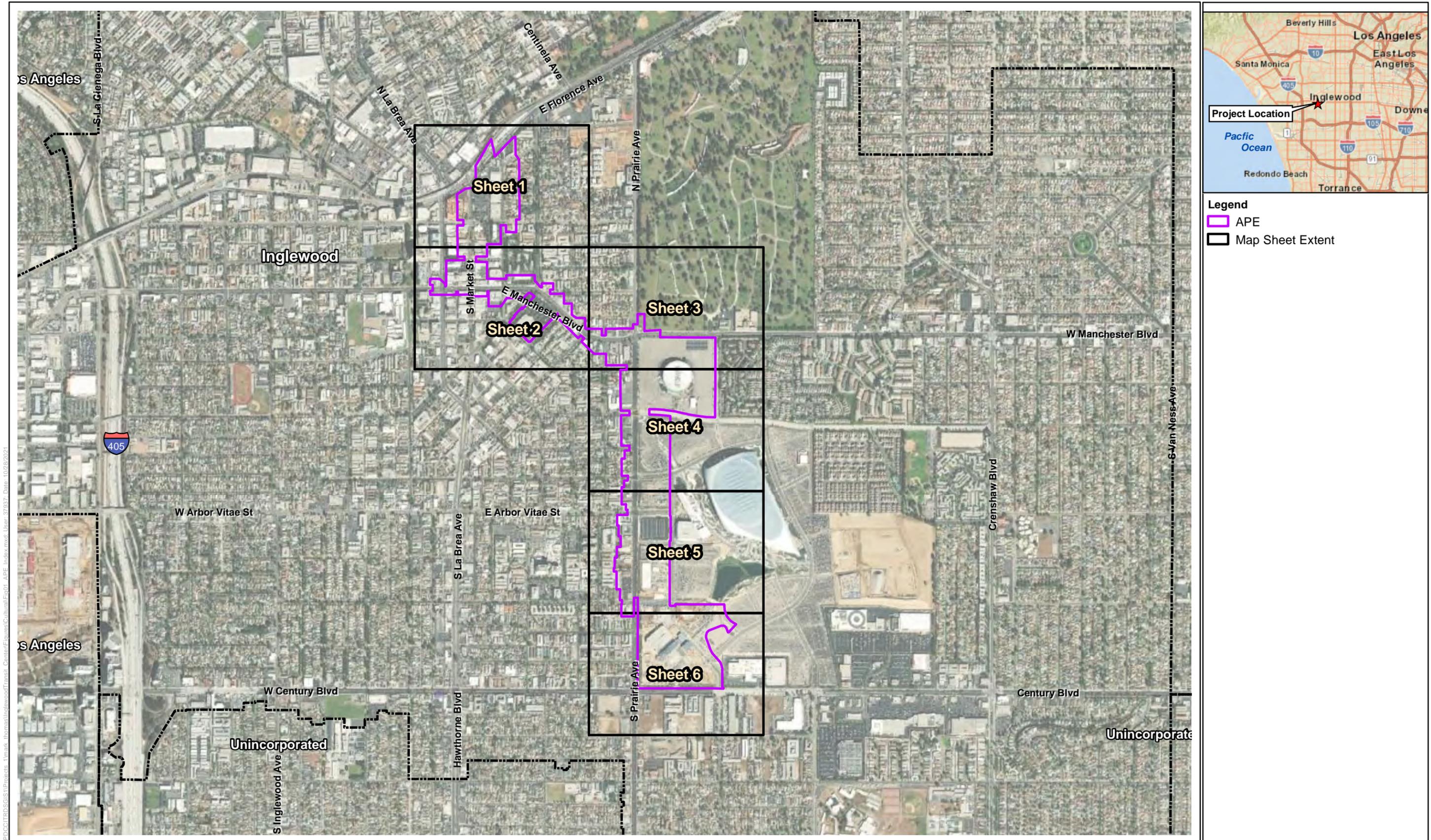
**City:** San Diego      **Zip:** 92101      **Phone:** 858 525-3915

**Fax:** n/a

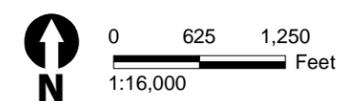
**Email:** karen.crawford@icf.com

### Project Description:

The proposed Project entails the construction and operation of an Automated Transit System (ATS). The proposed ATS would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Components of the proposed Project include: elevated ATS trains; passenger walkways; stations; signage; maintenance and storage facility; power distribution system substations; utilities infrastructure; surface parking lots; ad roadway, traffic and streetscape modifications to accommodate the guideway alignment and support structures.



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**Figure X, Index Sheet**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

## NATIVE AMERICAN HERITAGE COMMISSION

December 9, 2021

Karen Crawford  
ICFVia Email to: [karen.crawford@icf.com](mailto:karen.crawford@icf.com)

Re: Inglewood Transit Connector Project, Los Angeles County

Dear Ms. Crawford:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: [Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,

Andrew Green  
Cultural Resources Analyst

Attachment

CHAIRPERSON  
Laura Miranda  
LuiseñoVICE CHAIRPERSON  
Reginald Pagaling  
ChumashPARLIAMENTARIAN  
Russell Attebery  
KarukCOMMISSIONER  
William Mungary  
Paiute/White Mountain  
ApacheCOMMISSIONER  
Isaac Bojorquez  
Ohlone-CostanoanCOMMISSIONER  
Sara Dutschke  
MiwokCOMMISSIONER  
Buffy McQuillen  
Yokayo Pomo, Yuki,  
NomlakiCOMMISSIONER  
Wayne Nelson  
LuiseñoCOMMISSIONER  
Stanley Rodriguez  
KumeyaayEXECUTIVE SECRETARY  
Christina Snider  
PomoNAHC HEADQUARTERS  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

**Native American Heritage Commission  
Native American Contact List  
Los Angeles County  
12/9/2021**

**Gabrieleno Band of Mission  
Indians - Kizh Nation**

Andrew Salas, Chairperson  
P.O. Box 393 Gabrieleno  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

**Santa Rosa Band of Cahuilla  
Indians**

Lovina Redner, Tribal Chair  
P.O. Box 391820 Cahuilla  
Anza, CA, 92539  
Phone: (951) 659 - 2700  
Fax: (951) 659-2228  
Isaul@santarosa-nsn.gov

**Gabrieleno/Tongva San Gabriel  
Band of Mission Indians**

Anthony Morales, Chairperson  
P.O. Box 693 Gabrieleno  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTTRibalcouncil@aol.com

**Soboba Band of Luiseno  
Indians**

Isaiah Vivanco, Chairperson  
P. O. Box 487 Cahuilla  
San Jacinto, CA, 92581 Luiseno  
Phone: (951) 654 - 5544  
Fax: (951) 654-4198  
ivivanco@soboba-nsn.gov

**Gabrielino /Tongva Nation**

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St., Gabrielino  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrielino-tongva.com

**Soboba Band of Luiseno  
Indians**

Joseph Ontiveros, Cultural  
Resource Department  
P.O. BOX 487 Cahuilla  
San Jacinto, CA, 92581 Luiseno  
Phone: (951) 663 - 5279  
Fax: (951) 654-4198  
jontiveros@soboba-nsn.gov

**Gabrielino Tongva Indians of  
California Tribal Council**

Robert Dorame, Chairperson  
P.O. Box 490 Gabrielino  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6417  
gtongva@gmail.com

**Gabrielino Tongva Indians of  
California Tribal Council**

Christina Conley, Tribal  
Consultant and Administrator  
P.O. Box 941078 Gabrielino  
Simi Valley, CA, 93094  
Phone: (626) 407 - 8761  
christina.marsden@alumni.usc.edu

**Gabrielino-Tongva Tribe**

Charles Alvarez,  
23454 Vanowen Street Gabrielino  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Inglewood Transit Connector Project, Los Angeles County.

### Inglewood Transit Connector Project: Native American Consultation Log

#	Agency, City Name and Department or Group	Contact and Title	Original Letter Sent via Email	Response/ date	Follow Up Email Transmittal Date	Response/date	Does party want to be considered for Concurring Party status, additional details.
<b>Native American Tribes</b>							
1	Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	01/11/22	Responded via telephone call on 01/12/22; requested consultation. Consultation meeting held via teleconference on 03/17/22.	n/a	n/a	Yes
2	Gabrieleno Tongva Indians of California Tribal Council	Christina Conley, Tribal Consultant and Administrator (626) 407-8761	01/11/22	No Response	02/04/22	No Response	No
3	Gabrieleno Tongva Indians of California Tribal Council	Robert Dorame, Chairperson (562) 761-6417	01/11/22	No Response	02/04/22	No Response	No
4	Gabrieleno Tongva Nation	Sandonne Goad, Chairperson (951) 807-0479	01/11/22	No Response	02/04/22	No Response	No
5	Gabrieleno Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson (626) 483-3564	01/11/22	No Response	02/04/22	No Response	No
6	Gabrieleno - Tongva Tribe	Charles Alvarez, Chairperson (310) 403-6048	01/11/22	No Response	02/04/22	No Response	No

#	Agency, City Name and Department or Group	Contact and Title	Original Letter Sent via Email	Response/ date	Follow Up Email Transmittal Date	Response/date	Does party want to be considered for Concurring Party status, additional details.
7	Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair (951) 659-2700	01/11/22	No Response	02/04/22	No Response	No
8	Soboba Band of Luiseno Indians	Isaiah Vivanco, Chairperson (951) 654-5544	01/11/22	No Response	02/04/22	No Response	No
9	Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resources Department (951) 663-5279	01/11/22	No Response	02/04/22	No Response	No



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

90 7<sup>th</sup> Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

January 4, 2022

Mr. Andrew Salas  
Chairperson  
Gabrieleno Band of Mission Indians – Kizh Nation  
P.O. Box 393  
Covina, CA, 91723

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Salas,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

## Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

### **Area of Potential Effect**

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

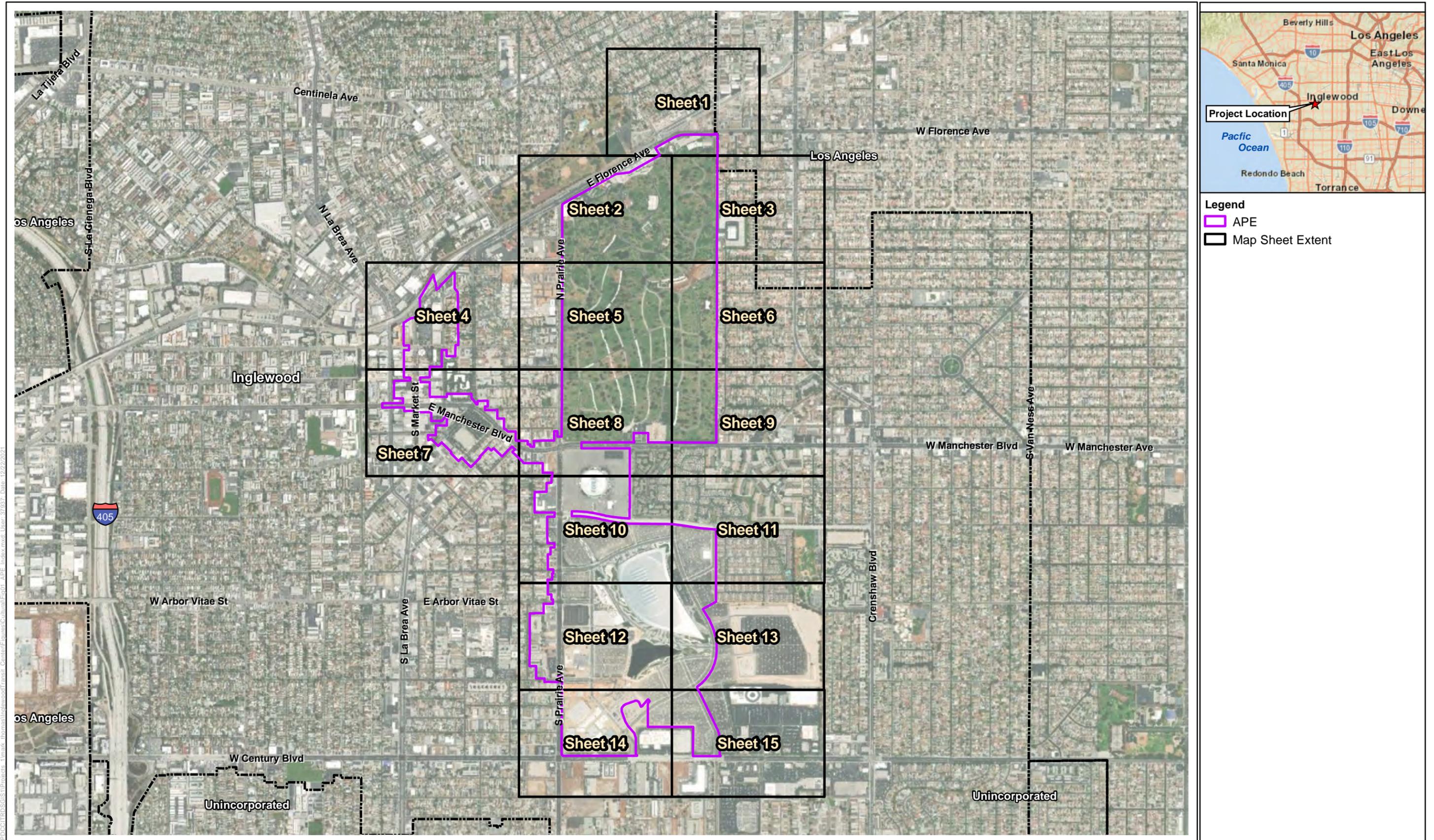
Sincerely,

Ray Tellis  
Regional Administrator

Enclosures: Project Location Map  
Area of Potential Effects (APE) Map

**Figure 1: Location of proposed Project**

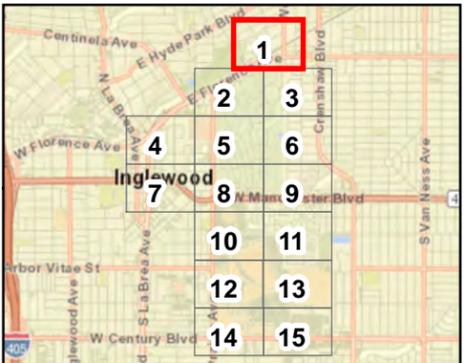
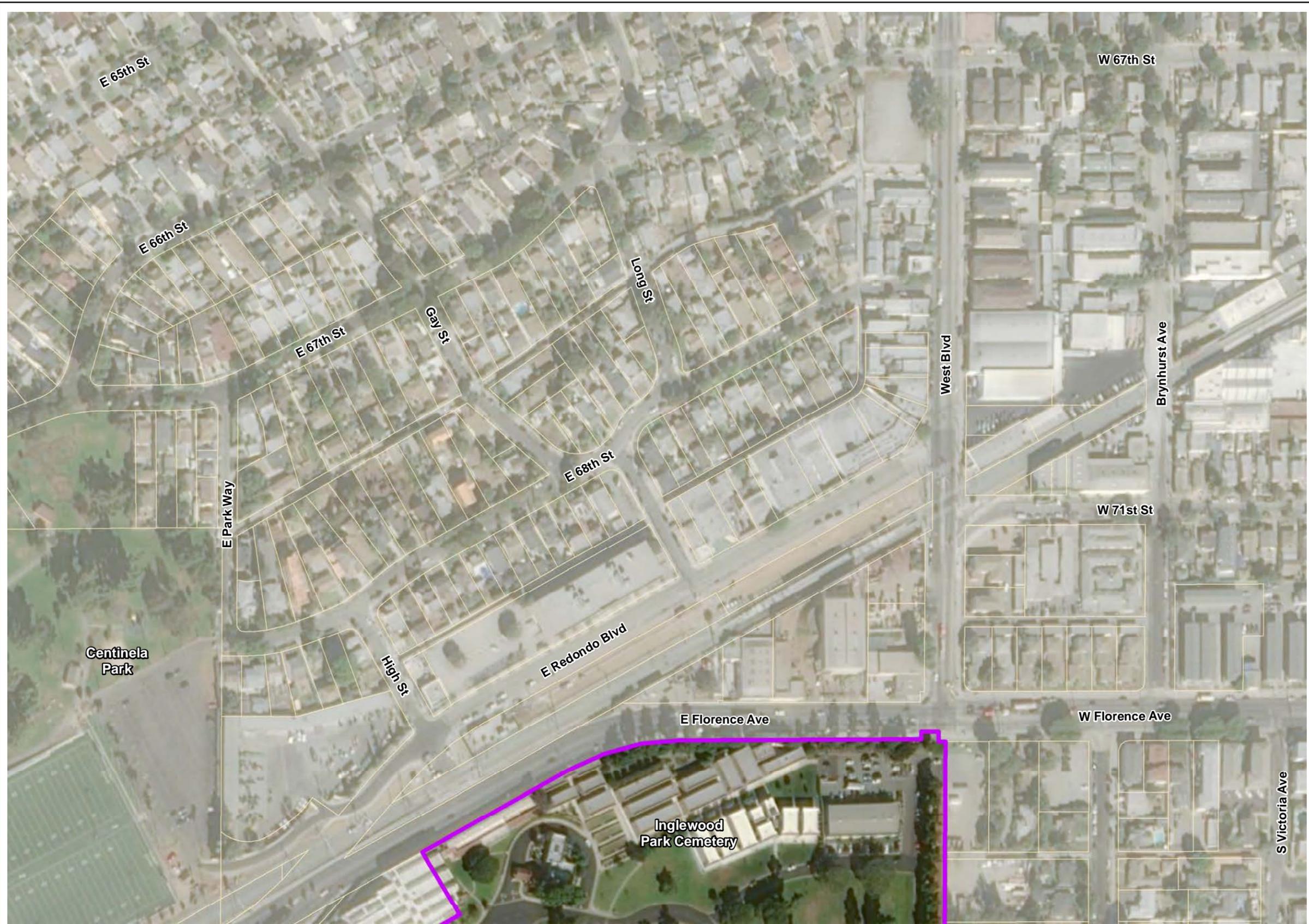




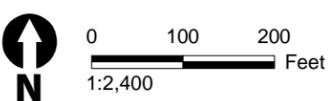
**Figure 1, Index Sheet  
Area of Potential Effects (APE)  
Inglewood Transit Connector**

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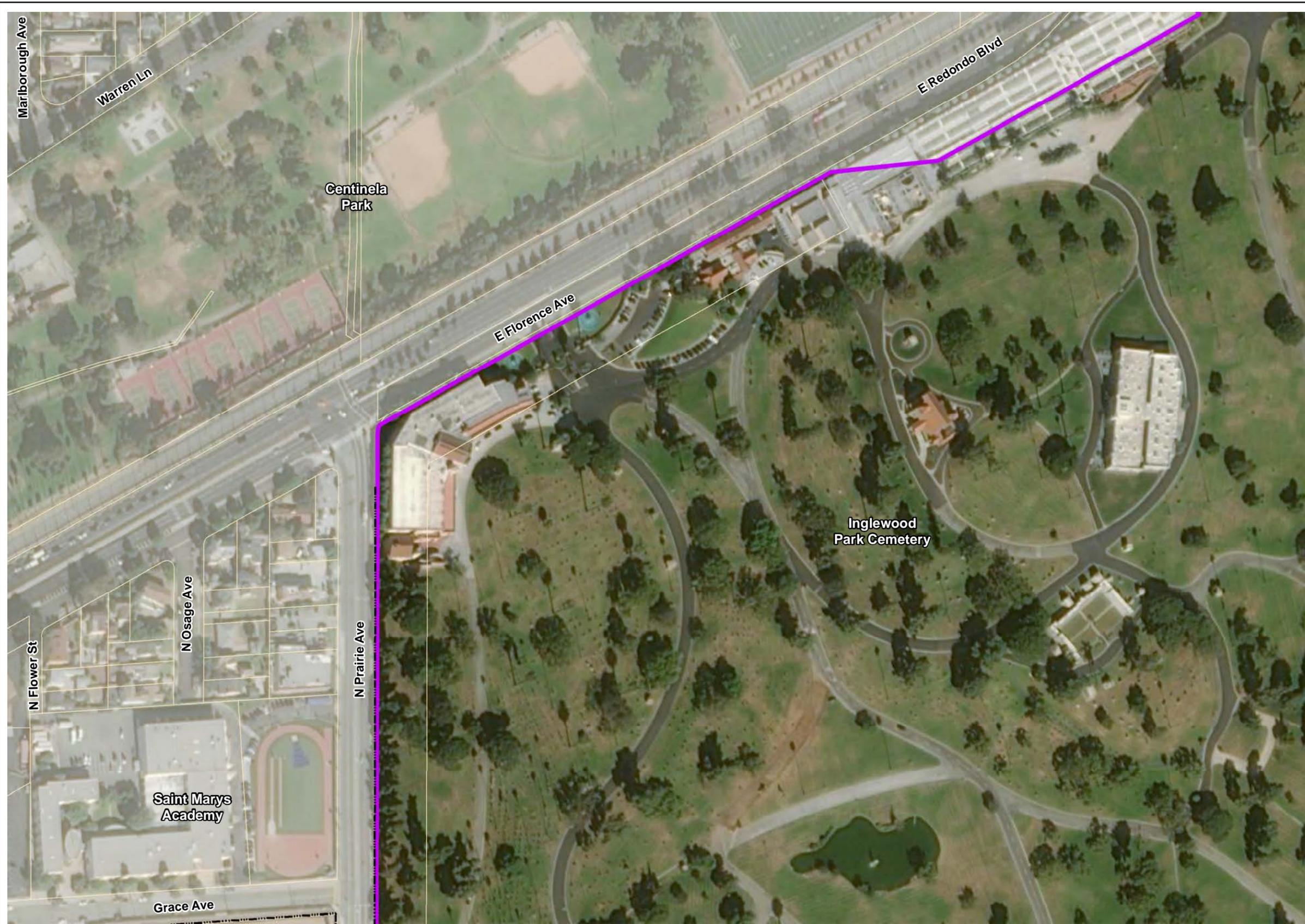


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 1 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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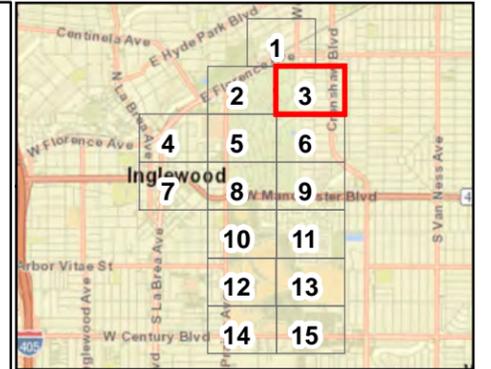
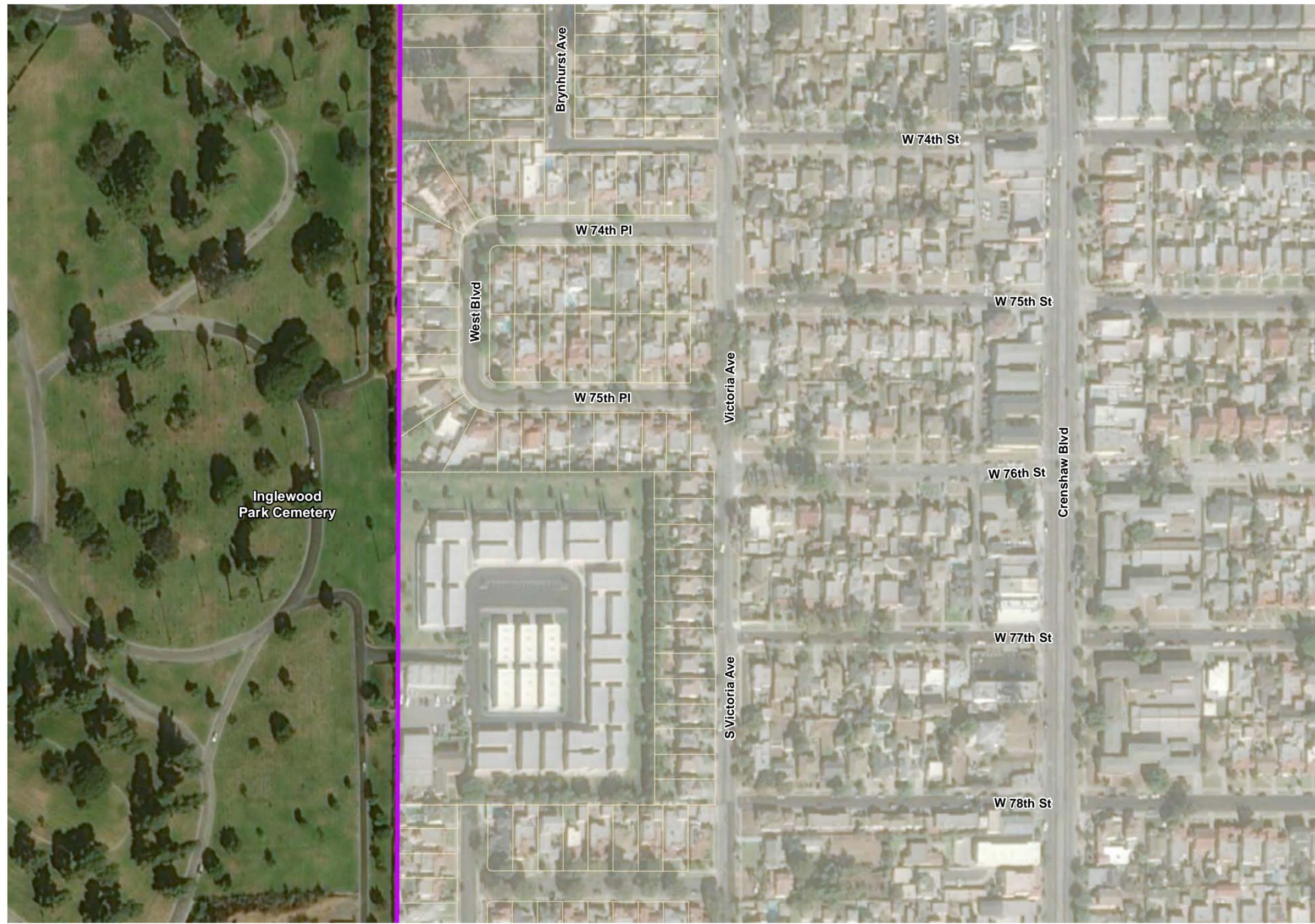


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 2 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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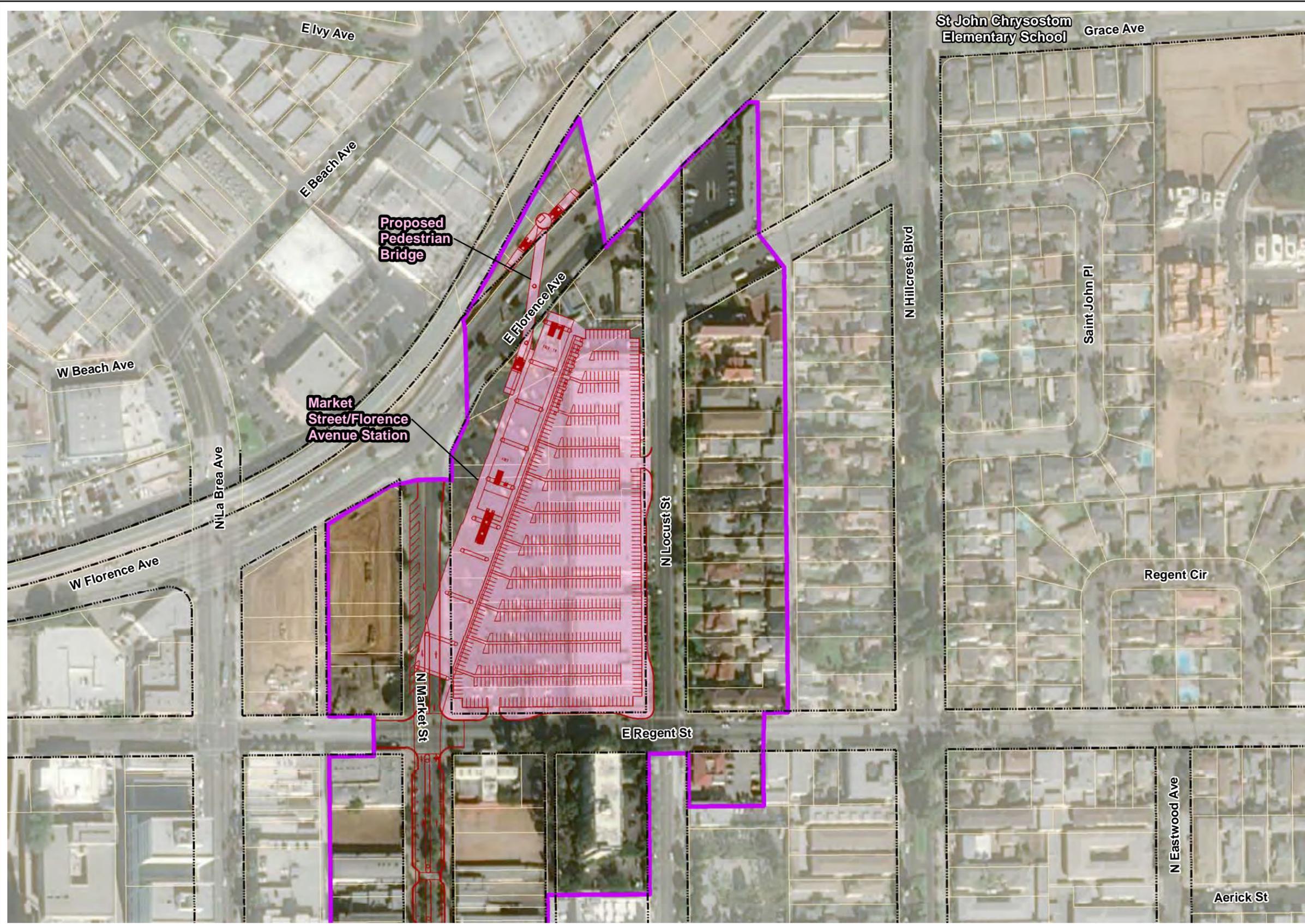


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 3 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

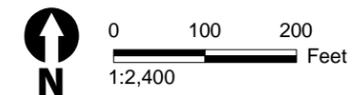
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- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary

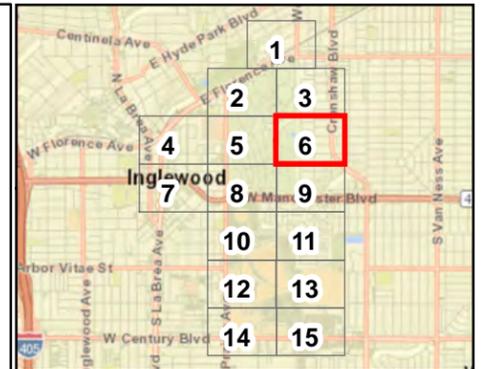
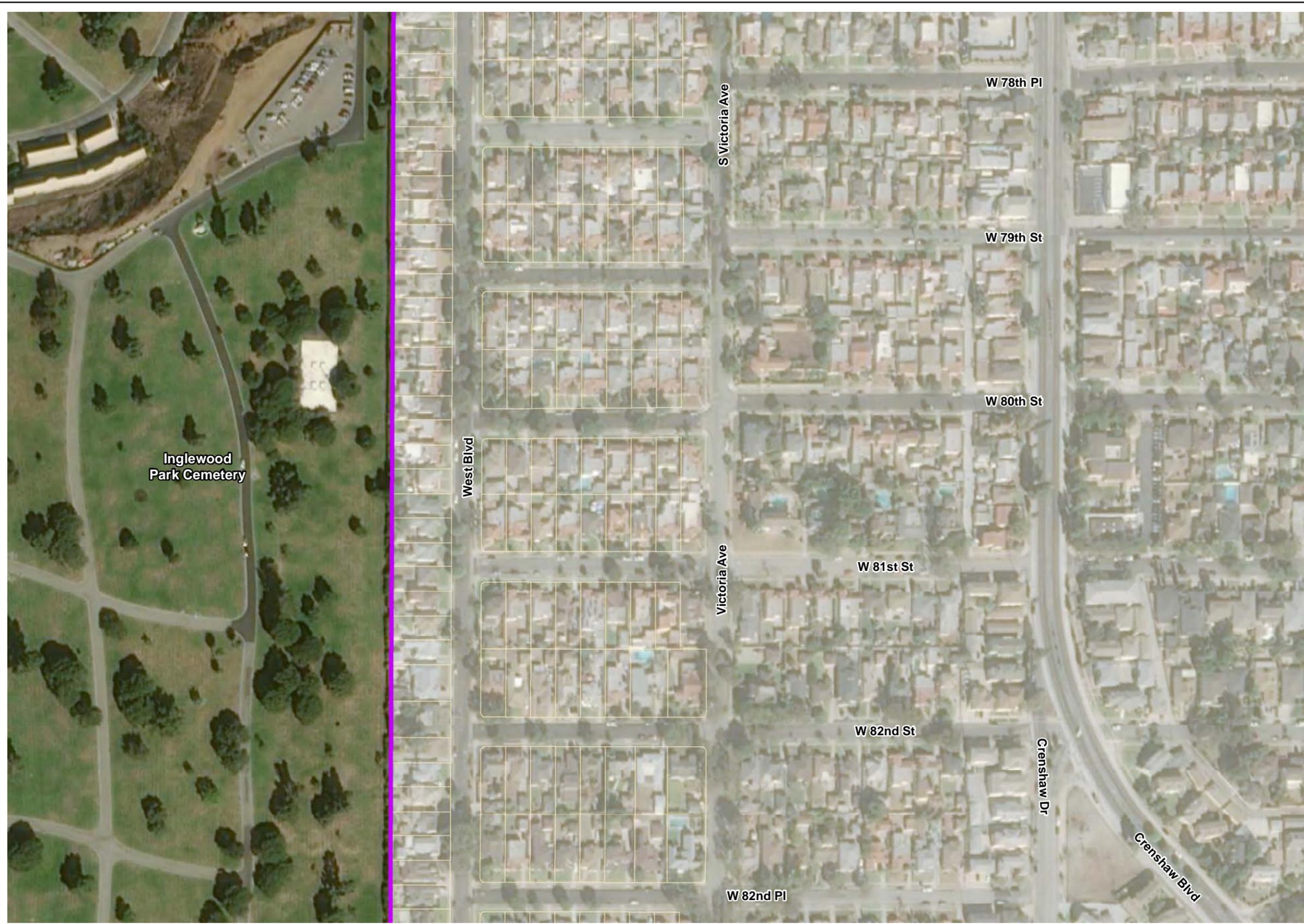


**Figure 1, Sheet 4 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



**Figure 1, Sheet 5 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

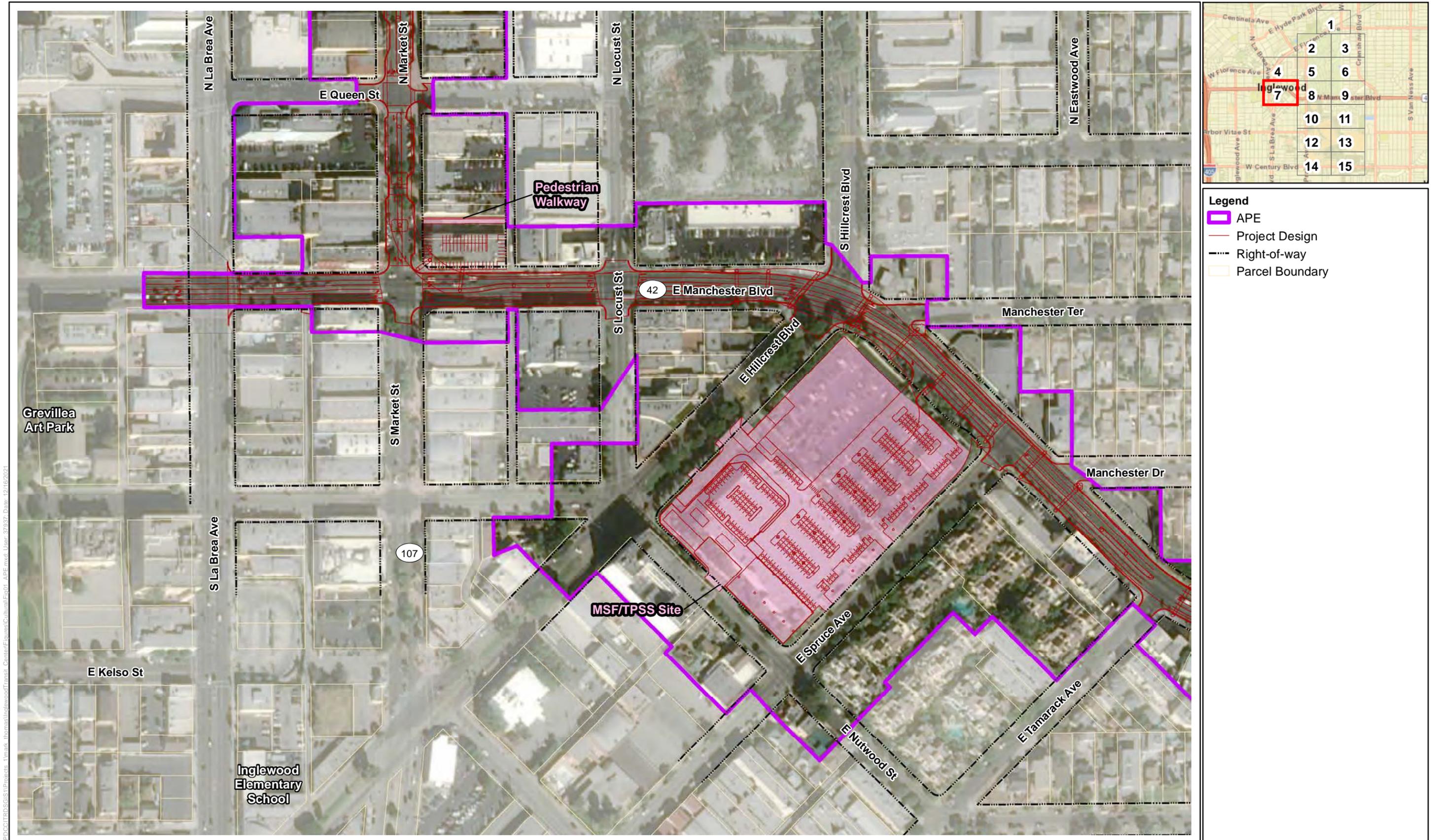
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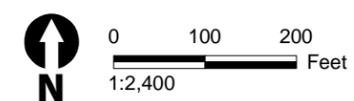
- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



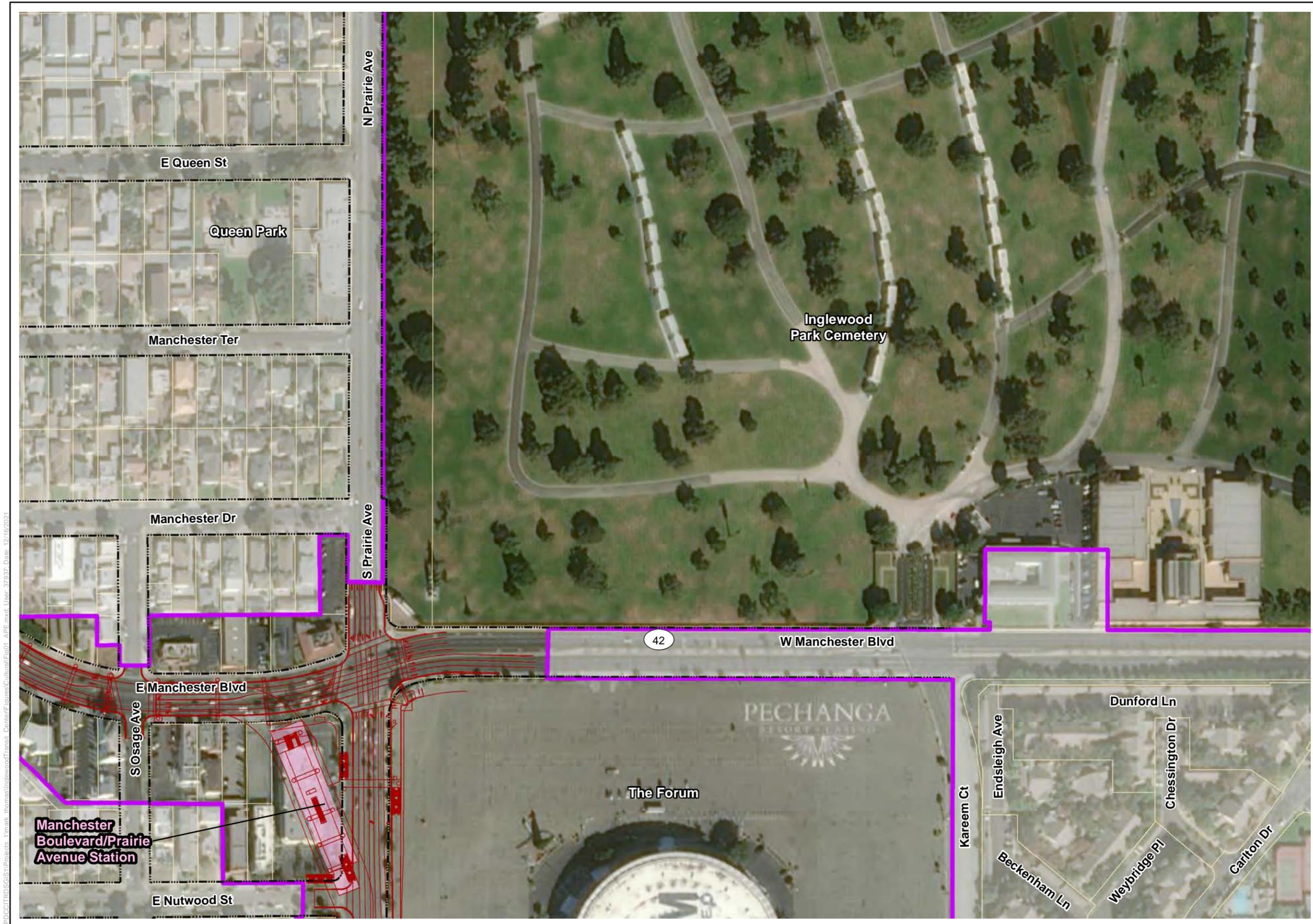
**Figure 1, Sheet 6 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



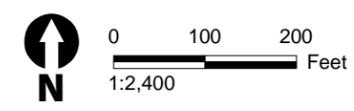
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**Figure 1, Sheet 7 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

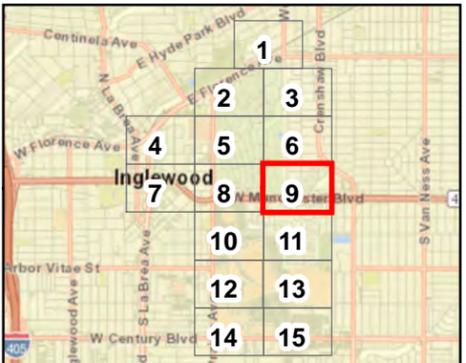


- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 8 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

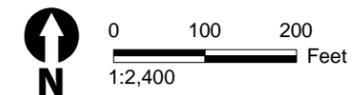
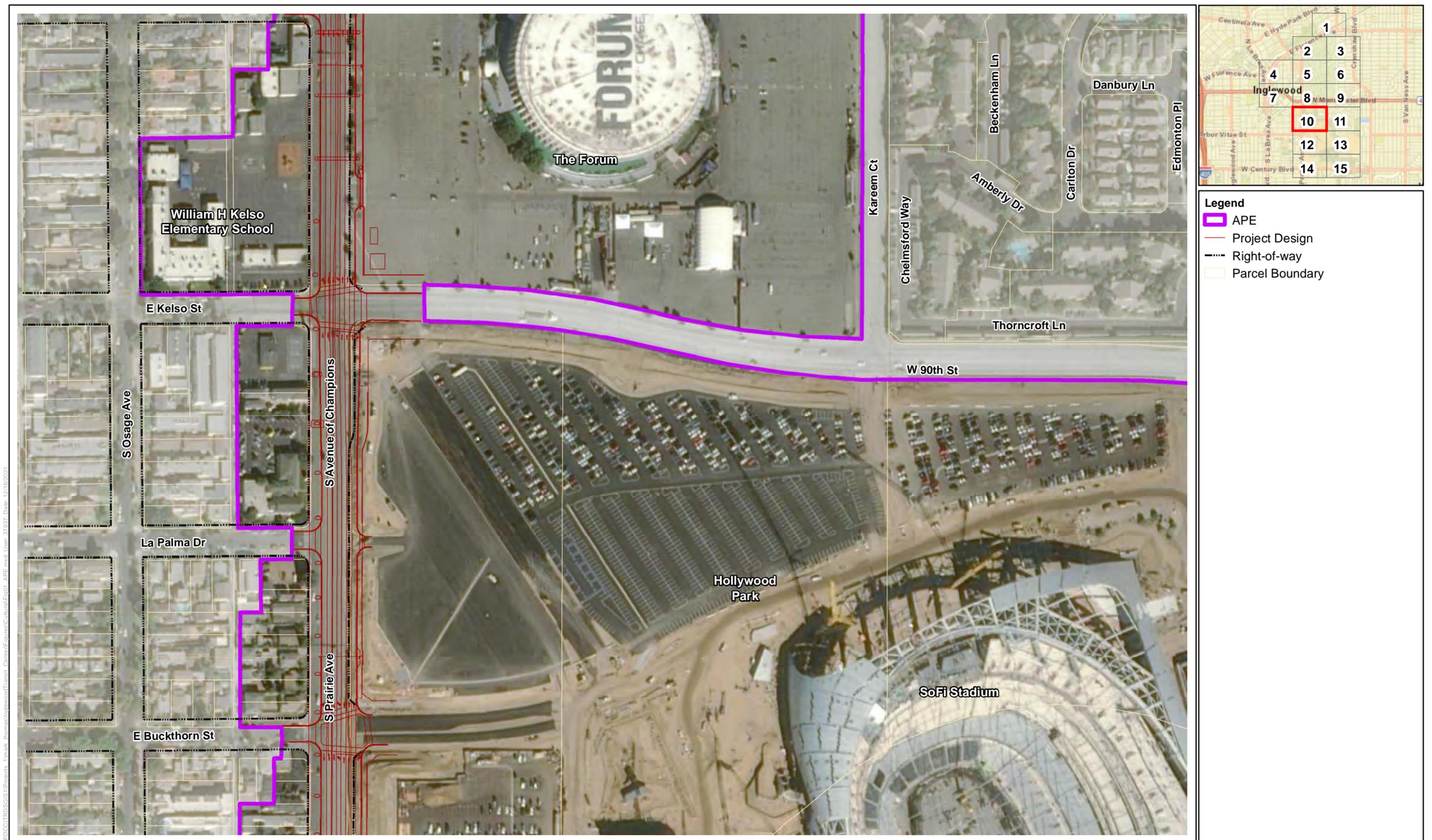
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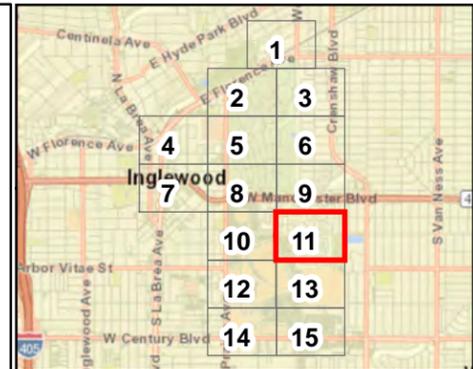
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  - Project Design
  - Right-of-way
  - Parcel Boundary



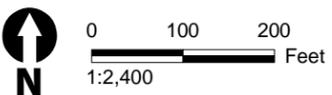
**Figure 1, Sheet 9 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



**Figure 1, Sheet 10 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



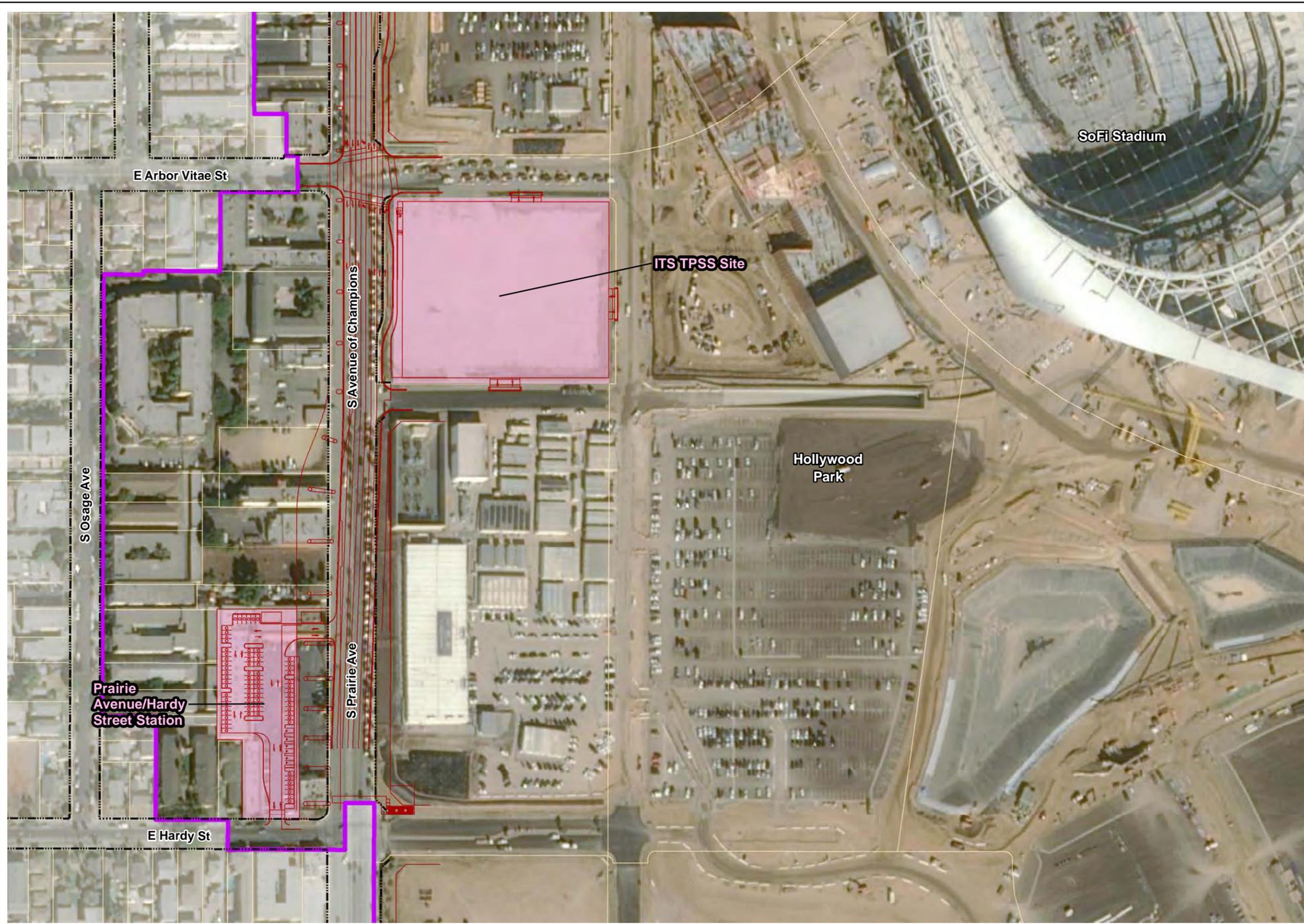
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  - Parcel Boundary



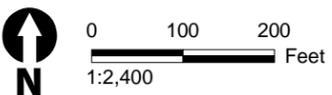
**Figure 1, Sheet 11 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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  - Project Design
  - Right-of-way
  - Parcel Boundary

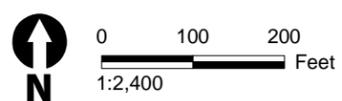


**Figure 1, Sheet 12 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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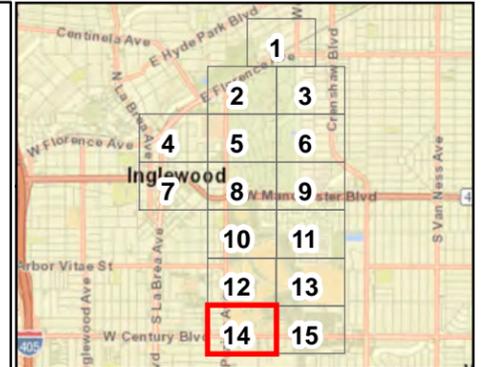


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  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 13 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 14 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**

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- Legend**
- APE
  - Project Design
  - Right-of-way
  - Parcel Boundary



**Figure 1, Sheet 15 of 15**  
**Area of Potential Effects (APE)**  
**Inglewood Transit Connector**



## Inglewood Transit Connector Project

Gabrieleno Band of Mission Indians-Kizh Nation Tribal Meeting

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**MEETING  
DATE/TIME:**

March 17, 2022, 1-2 pm

**MEETING  
PLACE:**

Virtual (Teams)

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### **ATTENDEES**

<b>Name</b>	<b>Organization</b>	<b>Email</b>
Charlene Lee Lorenzo, Director	FTA	charlene.leelorenzo@dot.gov
Mervin Acebo, Transportation Program Specialist	FTA	mervin.acebo@dot.gov
Candice Hughes, Environmental Protection Specialist	FTA	candice.hughes@dot.gov
Louis Atwell, Assistant City Manager / Public Works Director	City of Inglewood	latwell@cityofinglewood
Mindy Wilcox, Planning Manager	City of Inglewood	mwilcox@cityofinglewood.org
Sam Silverman, Senior Associate	TAHA	ssilverman@webtaha.com
Karen Crawford, Senior Director	ICF	karen.crawford@icf.com
Lisa Trifiletti, Program Manager	Trifiletti Consulting	lisa@trifiletticonsulting.com
Perla Solis, Project Staff	Trifiletti Consulting	perla@trifiletticonsulting.com
Andy Salas, Kizh Nation Chairman	GBMI-Kizh Nation	
Matt Teutimez, Kizh Nation Biologist	GBMI-Kizh Nation	

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### **A. MEETING AGENDA**

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#### **1. Introductions**

#### **2. City Presentation**

- **Project Overview:** the purpose of the Inglewood Transit Connector (ITC) is to connect the last mile transit connection from the City of Inglewood to the Los Angeles downtown and sports entertainment area. It is a 1.6 mile connector to improve daily travel, as well as, special event days of the nearby SoFi Stadium and the Forum. The project includes three station stops, pedestrian bridges at the station stops, and a maintenance facility. The construction is anticipated to begin in 2024 with operations by 2028. *(Lisa Trifiletti)*
- **Cultural Resources:** The previous consultation included an AB 52 consultation with the Kizh nation during the CEQA process. For CEQA, the tribe was invited to participate on July 31, 2018 and responded with interest on February 6, 2019. After consultation, the Kizh Nation also provided information to the City of Inglewood. The mitigation measures provided by the tribe were incorporated as part of the CEQA EIR. *(Karen Crawford)*
- **Summary of Area of Potential Effects (APE):** Under the Section 106 National Historic Preservation Act (NHPA) for NEPA, the FTA continued consultation with the tribe and interested parties. The project identified the Area of Potential Effects (APE) by delineating the area of design

impacts directly, then expanding by including the area with adjacent parcels. Parcels immediate to the construction include Market Street, Manchester Boulevard/Prairie Avenue, and Prairie Avenue/Hardy. (*Karen Crawford*)

- Summary of Project-Related Ground Disturbance in the APE: The ground disturbance is based on the construction of new tracks, a new Maintenance station, as well as the expansion of the existing Traction Power Substations and new TPSS station. The ground disturbance also considers the temporary construction easements and staging areas. The depth of disturbance is up to 10 feet for the majority of the project; however, the Automated Transit Station (ATS) guideway may include a vertical depth of up to 100 feet, and the guideway support at about 80 feet. (*Karen Crawford*)
- Summary of Cultural Resources Information to date: A cultural resources records search of the project area plus a 0.5-mile buffer identified 21 previous cultural resource studies within a 0.5-mile of the project and six architectural resources. The records search did not identify any archaeological resources in the APE. A sacred lands file search provided by the Native American Heritage Commission did not identify any sacred lands in the APE. A field survey was conducted to observe the archaeological APE and confirm current conditions. No archaeological resources were identified during the survey. Background research indicates Centinela Springs, an area important to the Gabrieleno, is approximately 0.6 mile northeast of the project. Background research demonstrates the project area is located on that former rancho land grants of Rancho Sausal Redondo and Rancho Aguaje de la Centinela. Historical development began in 1868, when Rancho Sausal and Rancho Aguaje de la Centinela, was purchased by a Scotsman. Some of the former rancho lands became the town of Inglewood in 1908. Agricultural, oil and aviation industries were the basis of Inglewood's growth through post- WWII. In 1957 the public transportation trolley was removed; however, in 1980, the consideration of further development of transit areas began to be considered. Based on the background research, no archaeological resources have been identified in the APE. (*Karen Crawford*)

### **3. Kizh Nation Comments and Questions**

- Andy Salas noted the history of the Avila family, a prominent Spanish family in Inglewood and San Gabriel. The Avila family owned an adobe on Olivera Street and also had lands in Lake Forrest, Andy's father Earnest Salas recalled the Avilas raised horses in Lake Forest in the 1930s. (*Andy Salas*)
- The project area is within the Sa'angna/Guasonga area., a large tribal community. (*Andy Salas*)
- Rancho Sausal is a tribal resource based on the history of the Salt Ponds. The salt ponds were essential to various tribes, as well as the Avilas, and travelers. The travelers mined the salt ponds for salt to preserve meat, fish, and other foods for transport and trade to Utah, as well as, Baja and Pueblo, CA. The Avila family acquired Rancho Sausal to access the salt ponds for the same reason—to mine salt for food preservation. The landscape within that area is a tribal cultural resource. Currently the Kizh Nation is working on a future basketball stadium project. Previous archaeological studies have shown no resources in the project area; however, during the construction of the basketball stadium, there have been discoveries of items with tribal meaning (e.g. chert, quartz, shell beads, cords, bowls, obsidian, and fragments of bowls). (*Andy Salas*)
- On many projects the majority of the resources are in disturbed contexts. There is a change in how the resources are being recorded. Prior to 2015 and AB 52 consultation, tribes had no participation in the projects. It was an archaeological/scientific framework. There were certain thresholds that had to be met before it was considered a site. Many resources in disturbed context did not meet the

threshold. So no need for mitigation. Projects would be completed and further disturb resources. So many of the tribe's resources have been overlooked, displaced, or destroyed. No longer are the resources guided by the scientific threshold but the tribe's cultural thresholds. They have many examples of where they have identified resources down to 38 feet below surface. So of course the scientific methodology is good but it is missing the tribal information. (*Matt Teutimez*)

- The people of the Kizh Nation are lineal descendants of the peoples who lived in the project area. Nicolas Jose was a prominent man in 1700s. He was an alcalde and an interpreter, from a village at the Whittier Narrows. He was 100% Native American. He led an uprising against the Spanish four times. A fifth time he was sent to the Presidio of San Francisco for punishment. The Spanish soldiers who arrested Nicolas became our grandfathers. Other ancestors are buried in San Gabriel Mission. They were the owners of 360,000 acres of California. The Avilas and the Sepulvedas, many who had land grants. There are also Mexican ancestors. Andy's father Ernest has shared information with others on projects that are located in his family's ancestral territory. He showed Andy the locations of their family history that span prehistory, rancho history, and American history, and Andy does the same with his children so that their legacy carries on. (*Andy Salas*)
- There are a few projects where there were artifacts found that are associated with their religion of the sun god that no one understands. Artifacts (cogstones) associated with the sun--Tamet stones and beads have been found. Through his grandmothers—from the village of Tamet--this is where the religion evolved from. The religion started at Tamet,, not at Puvungna in Long Beach. They have a ceremony to the sun god. It is his family's culture. Andy has been taught by the teachers—the elders--aunts, uncles, and Andy's father. (*Andy Salas*)
- The consultations the Kizh Nation engages in is very important. They don't get involved in areas outside of the area of their lineal ancestors. Mitigation measures provided by the Kizh Nation only refer to the GBMI—Kizh Nation and no other entity. (*Andy Salas*)
- The Kizh Nation is coordinating with the Native American Heritage Commission (NAHC) and anticipates future changes with tribal consultation, such as:
  - More clearly defining the purpose of the consultation
  - Determining how and why the consultation is justified with the tribal (e.g. solely tribes in the vicinity vs. actual descendants)
  - Clarifying the level of decision and involvement based on descendants (*Matt Teutimez*)

#### **Action Items / Next Steps**

- In addition to the Kizh Nation measures, FTA will consider any other applicable measures such as worker awareness training, monitoring during construction, etc.
- The Kizh Nation will send FTA maps about trade routes and mitigation measures for potential discovery (previously sent to the City of Inglewood for CEQA)
- The draft Environmental Assessment (EA) for the Inglewood Transit Connector Project is anticipated to be circulated in the Fall of 2022. The GBM—Kizh Nation is on the distribution list and will be notified as the circulation approaches.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
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213-202-3950

January 4, 2022

Ms. Christina Conley  
Tribal Consultant and Administrator  
Gabrieleno Tongva Indians of California Tribal Council  
P.O. Box 941078  
Simi Valley, CA, 93094

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Ms. Conley,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

## Description of the Proposed Action

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The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

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### **Area of Potential Effect**

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

Ray Tellis  
Regional Administrator

Enclosures: Project Location Map  
Area of Potential Effects (APE) Map



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January 4, 2022

Mr. Robert Dorame  
Chairperson  
Gabrieleno Tongva Indians of California Tribal Council  
P.O. Box 490  
Bellflower, CA, 90707

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Dorame,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

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## Description of the Proposed Action

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Sincerely,

Ray Tellis  
Regional Administrator

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Area of Potential Effects (APE) Map



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January 4, 2022

Mr. Sandonne Goad  
Chairperson  
Gabrieleno Tongva Nation  
106 ½ Judge John Aiso Street #231  
Los Angeles, CA, 90012

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Goad,

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Sincerely,

Ray Tellis  
Regional Administrator

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Area of Potential Effects (APE) Map



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January 4, 2022

Mr. Anthony Morales  
Chairperson  
Gabrieleno Tongva San Gabriel Band of Mission Indians  
P.O. Box 693  
San Gabriel, CA, 91778

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Morales,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

## Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

### **Area of Potential Effect**

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

Ray Tellis  
Regional Administrator

Enclosures: Project Location Map  
Area of Potential Effects (APE) Map



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

90 7<sup>th</sup> Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

January 4, 2022

Mr. Charles Alvarez  
Chairperson  
Gabrieleno - Tongva Tribe  
23454 Vanowen Street  
West Hills, CA, 91307

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Alvarez,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

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Sincerely,

Ray Tellis  
Regional Administrator

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Area of Potential Effects (APE) Map



U.S. Department  
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**Federal Transit  
Administration**

REGION IX  
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Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

90 7<sup>th</sup> Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

January 4, 2022

Ms. Lovina Redner  
Tribal Chair  
Santa Rosa Band of Cahuilla Indians  
P.O. Box 391820  
Anza, CA, 92539

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Ms. Redner,

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Sincerely,

Ray Tellis  
Regional Administrator

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U.S. Department  
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**Federal Transit  
Administration**

REGION IX  
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Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

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888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

January 4, 2022

Mr. Joseph Ontiveros  
Cultural Resources Department  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA, 92581

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
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For historic and architectural resources, the APE includes all parcels to both sides of the project alignment, including stations and the MSF, areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential effects including visual or noise/audible effects. For archaeological and paleontological resources, the proposed direct APE includes the at-grade elements or areas of direct ground disturbance.

The horizontal extent of the APE is generally defined as primarily located within public right-of-way extending from the Market Street and Florence Avenue intersection adjacent to the Los Angeles County Metropolitan Transportation Authority K Line (Crenshaw/Los Angeles International Airport) in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard; The proposed APE also includes parcels adjacent to the proposed alignment and potential construction staging areas.

The proposed APE also incorporates areas that could be affected by the extent of project-related ground disturbance. The types of ground disturbance activities include the following: excavation, backfill and grading and drilling.

The proposed maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below ground surface. In addition to the guideway, ground disturbance would be required to for Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface.

The APE also incorporates vertical elements, including the MSF. The ATS guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of guideway deck. Stations would be up to 80 feet in height measured from existing grade to the top of station canopy. Please refer to the enclosed APE map for your reference.

A search of the Sacred Lands File from the Native American Heritage Commission (NAHC) was requested on October 28, 2021. The NAHC responded on December 9, 2021, indicating that no known resources were within the APE and requested that the nine (9) Native American tribes or individuals listed be contacted for further information regarding the general project vicinity. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

Ray Tellis  
Regional Administrator

Enclosures: Project Location Map  
Area of Potential Effects (APE) Map



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam,  
American Samoa,  
Northern Mariana Islands

90 7<sup>th</sup> Street  
Suite 15-300  
San Francisco, CA 94103-6701  
415-734-9490

888 South Figueroa Street  
Suite 440  
Los Angeles, CA 90017-5467  
213-202-3950

January 4, 2022

Mr. Isaiah Vivanco  
Chairperson  
Soboba Band of Luiseno Indians  
P.O. Box 487  
San Jacinto, CA, 92581

Re: Initiation of Native American Tribal  
Consultation for the Inglewood Transit  
Connector (ITC) Project, City of Inglewood,  
California

Dear Mr. Vivanco,

The Federal Transit Administration (FTA) in coordination with the City of Inglewood (City) is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The City is proposing the Project to address projected future congestion, improve overall mobility and levels of service, and advance the City's sustainability goals. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area.

The City is currently preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act and has initiated preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). A Draft EIR for the proposed Project was released on December 23, 2020, for a 47-day public review and comment period, ending on February 8, 2021. In response to the public and stake holder input, the City revised the design of the proposed Project. Although the modifications to the proposed Project reduce, rather than increase, the potential for significant environmental effects, the City has prepared a Recirculated Draft EIR, which began circulation for public comment on November 15, 2021.

## Description of the Proposed Action

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Figure 1 shows the location of the proposed Project.

The Project guideway and support system would primarily be contained within the existing public right-of-way of Market Street, Manchester Boulevard, and Prairie Avenue with the Maintenance and Storage Facility (MSF), stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the proposed Project.

Components of the proposed Project include:

- ATS trains operating on an elevated dual-lane guideway, which would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to top of guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet;
- Construction of three ATS stations, which would be up to 80 feet in height measured from existing grade to top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and 200-foot long platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The proposed Project includes three center platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue station would provide connections to the Metro K Line and Downtown Inglewood. Each station platform would likely include two escalators in each direction for boarding and deboarding, plus another reversible escalator to assist with peak ridership events and redundancy. Additionally, two elevators and 6-foot wide stairs would be provided to serve all levels. Design of the vertical circulation components would also address mobility requirements of passengers (strollers, walkers, wheelchairs, mobility concerns, and all requirements of the Americans with Disabilities Act). It is anticipated that approximately five feet of ground would be disturbed to support these structures;
- Wayfinding, signs and communication program would be designed and located to provide clear information and direction for both pedestrians and transit passengers along the Project alignment and around station locations;
- A new MSF would provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center (e.g., communication systems), among other functions. The MSF would be up to approximately 75 feet in height measured from existing grade to the top of roof;

- Power distribution system substations located on the proposed MSF and the new Prairie Avenue/Hardy Street station sites, both of which are private properties that would be acquired by the City, would provide traction/propulsion power, auxiliary power, and housekeeping power;
- The majority of the proposed Project would be located in the public right-of-way. However, a number of private property acquisitions would be required primarily to facilitate construction of the MSF and stations. These acquisitions are shown in Table 1.
- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
- New surface public parking lots located at the Market/Florence station and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood;
- Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures.

Additional detailed information about the proposed Project is available on the ITC Project website at: <http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>.

### **Area of Potential Effect**

The proposed APE includes built resources and historic and cultural landscapes and all areas that could be directly or indirectly affected by the proposed project. Direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Sincerely,

Ray Tellis  
Regional Administrator

Enclosures: Project Location Map  
Area of Potential Effects (APE) Map

**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:26:10 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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---

**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>  
**Sent:** Friday, February 4, 2022 4:06 PM  
**To:** [sgoad@gabrielino-tongva.com](mailto:sgoad@gabrielino-tongva.com)  
**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)  
**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Goad,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact

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If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov).

Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

**E**XCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:03 AM

**To:** 'sgoad@gabrielino-tongva.com' <[sgoad@gabrielino-tongva.com](mailto:sgoad@gabrielino-tongva.com)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; 'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector <[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

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Respectfully,

***Mindy Wilcox, AICP***  
***Planning Manager***

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:26:03 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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---

**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>

**Sent:** Friday, February 4, 2022 4:05 PM

**To:** [GTTribalcouncil@aol.com](mailto:GTTribalcouncil@aol.com)

**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)

**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Morales,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:05 AM

**To:** 'GTTribalcouncil@aol.com' <[GTTribalcouncil@aol.com](mailto:GTTribalcouncil@aol.com)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; 'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector <[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

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***Planning Manager***

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:26:25 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>  
**Sent:** Friday, February 4, 2022 4:07 PM  
**To:** [christina.marsden@alumni.usc.edu](mailto:christina.marsden@alumni.usc.edu)  
**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)  
**Subject:** RE: Inglewood Transit Connector Project

Dear Ms. Conley,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

**E**XCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 10:13 AM

**To:** 'christina.marsden@alumni.usc.edu' <[christina.marsden@alumni.usc.edu](mailto:christina.marsden@alumni.usc.edu)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector <[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

Dear Ms. Conley,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a federally recognized tribe with interest or knowledge of the Project study area. If you

have any information or concern regarding potential impacts on prehistoric sites, sacred sites, and/or traditional cultural properties that would be relevant to the proposed Project, please contact us.

If you have any questions or need additional information, please contact Mr. Mervin Acebo, Transportation Program Specialist, by phone at (213) 202-3957 or by email at [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov). Thank you.

Respectfully,

***Mindy Wilcox, AICP***  
***Planning Manager***

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:26:14 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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---

**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>

**Sent:** Friday, February 4, 2022 4:06 PM

**To:** [gtongva@gmail.com](mailto:gtongva@gmail.com)

**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)

**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Dorame,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:02 AM

**To:** 'gtongva@gmail.com' <[gtongva@gmail.com](mailto:gtongva@gmail.com)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov'

<[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com'

<[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector

<[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

Dear Mr. Dorame,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Respectfully,

***Mindy Wilcox, AICP***  
***Planning Manager***

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:25:57 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>

**Sent:** Friday, February 4, 2022 4:04 PM

**To:** [roadkingcharles@aol.com](mailto:roadkingcharles@aol.com)

**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)

**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Alvarez,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

**E**XCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:07 AM

**To:** 'roadkingcharles@aol.com' <[roadkingcharles@aol.com](mailto:roadkingcharles@aol.com)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector

<[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

Dear Mr. Alvarez,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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***Mindy Wilcox, AICP***  
***Planning Manager***

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:25:46 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>

**Sent:** Friday, February 4, 2022 4:02 PM

**To:** [lsaul@santarosa-nsn.gov](mailto:lsaul@santarosa-nsn.gov)

**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)

**Subject:** RE: Inglewood Transit Connector Project

Dear Ms. Redner,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

The City of Inglewood is proposing an Automated Transit System that would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

**E**XCELLENCE in Public Service. **C**OMMITMENT to Problem Solving. **D**ETERMINATION to Succeed.



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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:10 AM

**To:** 'Isaul@santarosa-nsn.gov' <[Isaul@santarosa-nsn.gov](mailto:Isaul@santarosa-nsn.gov)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector <[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

Dear Ms. Redner,

The Federal Transit Administration in coordination with the City of Inglewood is conducting consultation under the National Historic Preservation Act for the Inglewood Transit Connector Project (Project). The proposed Automated Transit System would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The proposed Project would open in time to operate for the 2028 Olympics. Please refer to the attached letter for additional project details, a location map, and the Area of Potential Effect.

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***Planning Manager***

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:26:05 AM  
**Attachments:** [image001.jpg](#)

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**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>

**Sent:** Friday, February 4, 2022 4:03 PM

**To:** [jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)

**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Ontiveros,

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Thank you.

Respectfully,

**Mindy Wilcox, AICP**  
**Planning Manager**

City of Inglewood-Economic and Community Development Department-Planning Division  
One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:09 AM

**To:** 'jontiveros@soboba-nsn.gov' <[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov' <[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com' <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector <[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

**Subject:** Inglewood Transit Connector Project

Dear Mr. Ontiveros,

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**From:** [Omar Pulido](#)  
**To:** [Sam Silverman](#); [Peter Feldman](#)  
**Subject:** FW: Inglewood Transit Connector Project  
**Date:** Tuesday, February 8, 2022 9:25:43 AM  
**Attachments:** [image001.jpg](#)

---

**Omar Pulido**

Senior Project Director

C: (909) 973-4794



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**From:** Mindala Wilcox <[mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)>  
**Sent:** Friday, February 4, 2022 4:01 PM  
**To:** [ivivanco@soboba-nsn.gov](mailto:ivivanco@soboba-nsn.gov)  
**Cc:** [candice.hughes@dot.gov](mailto:candice.hughes@dot.gov); [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov); Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>; Lisa Trifiletti <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; Omar Pulido <[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; [inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)  
**Subject:** RE: Inglewood Transit Connector Project

Dear Mr. Vivanco,

I am writing to follow-up on my email sent on January 11, 2022, related to conducting consultation under the National Historic Preservation Act (NHPA) for the Inglewood Transit Connector Project (Project). The City will assume that consultation is not being requested as part of the NHPA process after 30 days have elapsed from receipt of the first email.

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---

**From:** Mindala Wilcox

**Sent:** Tuesday, January 11, 2022 11:12 AM

**To:** 'ivivanco@soboba-nsn.gov' <[ivivanco@soboba-nsn.gov](mailto:ivivanco@soboba-nsn.gov)>

**Cc:** 'candice.hughes@dot.gov' <[candice.hughes@dot.gov](mailto:candice.hughes@dot.gov)>; 'mervin.acebo@dot.gov'

<[mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov)>; Louis Atwell <[latwell@cityofinglewood.org](mailto:latwell@cityofinglewood.org)>;

'lisa@trifiletticonsulting.com' <[lisa@trifiletticonsulting.com](mailto:lisa@trifiletticonsulting.com)>; 'omar@trifiletticonsulting.com'

<[omar@trifiletticonsulting.com](mailto:omar@trifiletticonsulting.com)>; ingewoodtransitconnector

<[inglewoodtransitconnector@cityofinglewood.org](mailto:inglewoodtransitconnector@cityofinglewood.org)>

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# Cultural Resource Investigation



# Cultural Resource Investigation in Support of the Inglewood Transit Connector Project, Los Angeles County, California

Submitted to:

Meridian Consultants  
920 Hampshire Road, Suite A5  
Westlake Village, CA 91361

Technical Report 18-640

December 4, 2018

626.408.8006 | [paleowest.com](http://paleowest.com) | 517 S. Ivy Avenue | Monrovia, CA 91016

# **CULTURAL RESOURCE INVESTIGATION IN SUPPORT OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT, LOS ANGELES COUNTY, CALIFORNIA**

**Prepared by:**

Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA

**Prepared for:**

Meridian Consultants

**Technical Report No. 18-640**

**PaleoWest Archaeology**

517 S. Ivy Avenue  
Monrovia, California 91016  
(626) 408-8006

**December 4, 2018**

Keywords: CEQA; Inglewood; Los Angeles County; Automated People Mover

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# MANAGEMENT SUMMARY

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The proposed Inglewood Transit Connector Project (Project) would include an automated people mover system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District which includes the new National Football League stadium currently under construction, and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

This report summarizes the methods and results of the cultural resource investigation of the Project area. This investigation included background research, communication with the Native American Heritage Commission (NAHC) and interested Native American tribal groups, and an intensive pedestrian survey of the Project area. The purpose of the investigation was to determine the potential for the Project to impact historic resources under CEQA.

A cultural resource records search and literature review was conducted on June 20, 2018, at the South Central Coastal Information Center of the California Historical Resource Information System housed at California State University, Fullerton. The records search indicated that no fewer than 21 previous studies have been conducted within a half-mile of the Project area; however, no prehistoric or historical archaeological resources were identified within a half-mile of the Project area.

As part of the cultural resource assessment of the Project area, PaleoWest also requested a search of the Sacred Lands File (SLF) from the NAHC. Results of the SLF search indicate that there are no known Native American cultural resources within the immediate Project area but suggested contacting five Native American tribal groups to find out if they have additional information about the Project area. Five individuals were contacted. Two responses were received as a result of the outreach efforts. The Gabrieleno Band of Mission Indians- Kizh Nation requested lead agency contact information to consult directly with the City, Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated the Project area is sensitive for cultural resources and requested cultural and Native American monitoring for the Project.

PaleoWest conducted a windshield/reconnaissance survey of the proposed Project area on July 20, 2018. No prehistoric or historic archaeological resources were identified during the survey. However, ground visibility was very poor throughout the Project due the high degree of urban development disturbance. As such, the likelihood of encountering intact archaeological resources within the Project area is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

# 1.0 INTRODUCTION

---

The proposed Inglewood Transit Connector Project (Project) would include an automated people mover (APM) system to transport riders to and from the regional Metro Rail system to Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District (LASED) which includes the new National Football League (NFL) stadium (currently under construction), and the proposed Inglewood Basketball and Entertainment Center in the city of Inglewood, California. The proposed Project would consist of an elevated, automated people mover (APM) system with dual guideways to allow for continuous trains to travel in each direction as well as a Maintenance and Storage Facility (MSF) and Intermodal Transportation Facility (ITF). PaleoWest Archaeology (PaleoWest) was contracted by Meridian Consultants to conduct a Phase I cultural resource assessment of the Project area in compliance with the California Environmental Quality Act (CEQA). The City of Inglewood is the Lead Agency for the purposes of the CEQA.

## 1.1 PROJECT LOCATION AND DESCRIPTION

The proposed Project is located entirely within the city of Inglewood, in Los Angeles County, east of the San Diego Freeway (Interstate 405 [I-405]) and north of the Glen Anderson Freeway (I-105) (Figure 1-1). The proposed Project is generally bounded by the Metro Crenshaw/LAX Line to the north; Century Boulevard to the south; the LASED to the east; and La Brea Avenue to the west. The Project extends from the Market Street and Florence Avenue intersection adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east on Manchester Boulevard, turning south on Prairie Avenue until its intersection with Century Boulevard. The APM system will be located within the public right-of-way (ROW) for the streets and sidewalk areas along Market Street, Manchester Boulevard, and Prairie Avenue. The APM would include five proposed stations within the public ROW, located at North Market Street, East Manchester Boulevard, the Forum, Hollywood Park, and West Century Boulevard. The potential locations for the MSF and ITF would occupy parcels immediately adjacent to the APM alignment. The Project area is situated within Sections 28, 33, 34 as well as unsectioned areas, Township 2 South, Range 14 West, San Bernardino Baseline and Meridian (SBBM), as depicted on the Inglewood, CA 7.5' U.S. Geological Survey (USGS) topographic quadrangle (Figure 1-2). The elevation of the Project area ranges between 95 and 158 feet above mean sea level (amsl).

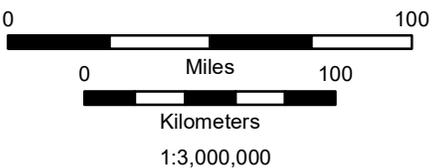
The proposed Project would include transit improvements that would be constructed in an area of the city of Inglewood within the public ROW from Market Street at the Metro Crenshaw/LAX line; south to the intersection of Market Street and Manchester Boulevard; east to the intersection of Manchester Boulevard and Prairie Avenue; then south to the intersection of Prairie Avenue and Century Boulevard. In addition to the APM system, the proposed Project will include support facilities to provide for maintenance and additional access areas that could be either co-located or individually located at several potential sites adjacent to the APM alignment. These support facilities would include a MSF, one or more ITF and other components such as a power traction system. The MSF would consist of a single four- to six-acre facility to service the APM cars and other system components. The ITFs would provide multimodal access to the APM as well as provide for parking areas and drop-off and pick-up locations.

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

excavation for the vertical supports of the APM guideway structures outside of the stations is approximately 100 feet below ground surface and the proposed maximum depth excavation for the vertical supports of the APM guideway structures at the stations is approximately 80 feet below ground surface.

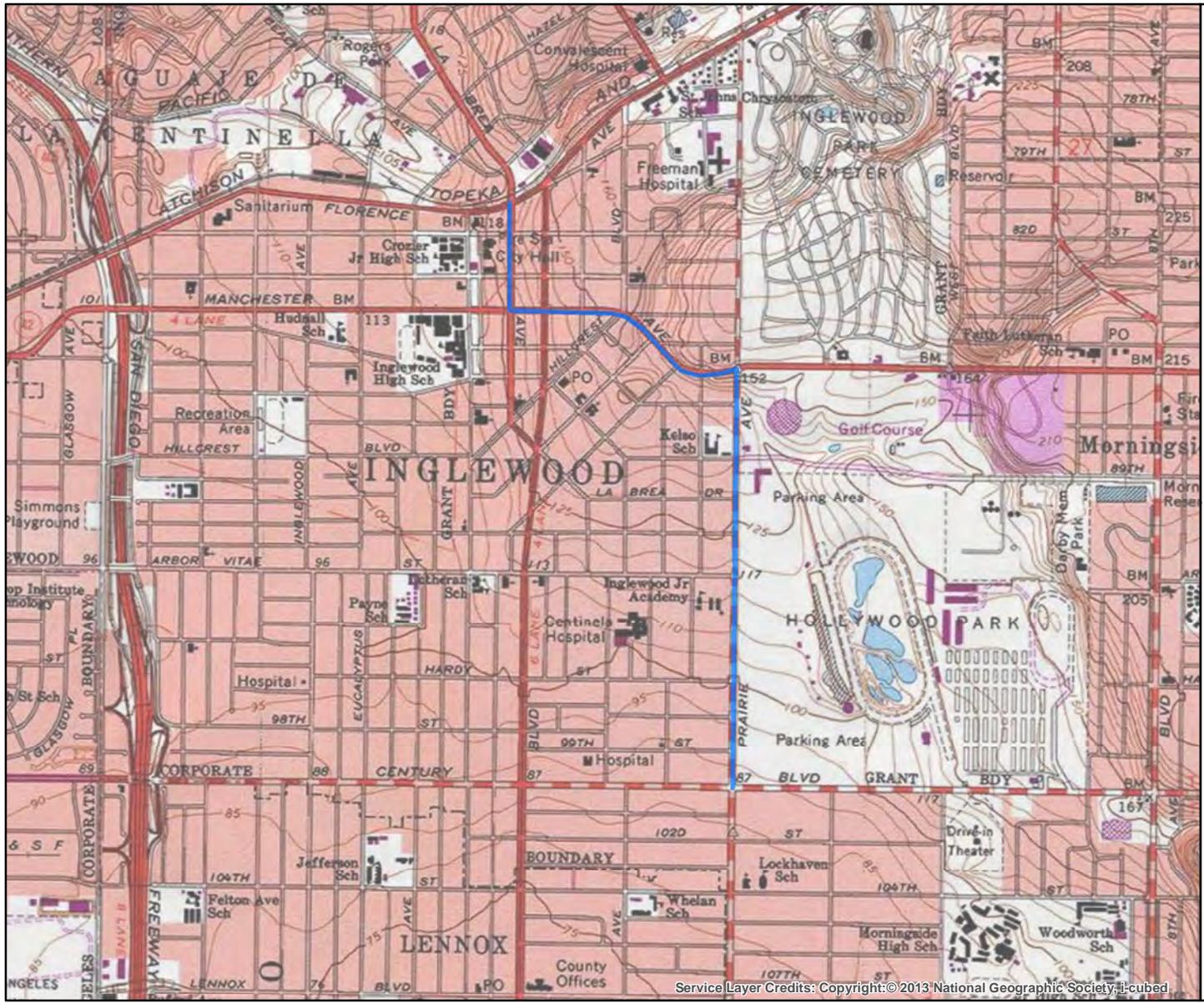
## 1.2 REPORT ORGANIZATION

This report documents the results of a cultural resource investigation conducted for the proposed Project. Chapter 1 has introduced the project location and description. Chapter 2 states the regulatory context that should be considered for the Project. Chapter 3 synthesizes the natural and cultural setting of the Project area and surrounding region. The results of the cultural resource literature and records search conducted at the South Central Coastal Information Center (SCCIC) and the Sacred Lands File (SLF) search, and a summary of the Native American communications is presented in Chapter 4. The field methods employed during this investigation and findings are outlined in Chapter 5 with management recommendation provided in Chapter 6. This is followed by bibliographic references and appendices.



**Figure 1-1  
Project Vicinity Map**

Figure 1-1 Project Vicinity Map



**Figure 1-2  
Project Location Map**

**USGS 7.5'  
Quadrangle:  
Inglewood, CA (1982)  
T2S R14W Secs 26, 27  
& 35, T3S R14W Secs  
2 & 3, Sausal Redondo  
Land Grant and  
Aguaje de la  
Centinella Land Grant  
NAD 83 UTM Zone 11**

 **Project Area**

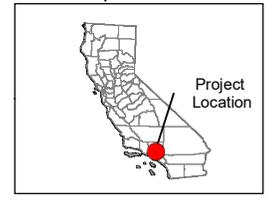


0 feet 2,000

0 meters 500

1:24,000

Map Location



Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed

Figure 1-2 Project Location Map

## 2.0 REGULATORY CONTEXT

---

### 2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are “historically significant” resources.

CEQA defines historically significant resources as “resources listed or eligible for listing in the California Register of Historical Resources (CRHR)” (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed “historically significant,” then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

### 2.2 CALIFORNIA ASSEMBLY BILL 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

## 3.0 SETTING

---

This section of the report summarizes information regarding the physical and cultural setting of the Project area, including the prehistoric, ethnographic, and historic contexts of the general area. Several factors, including topography, available water sources, and biological resources, affect the nature and distribution of prehistoric, ethnographic, and historic-period human activities in an area. This background provides a context for understanding the nature of the cultural resources that may be identified within the region.

### 3.1 ENVIRONMENTAL SETTING

The City of Inglewood is located at the southern edge of the Transverse Ranges geomorphic province, which includes the San Gabriel and San Bernardino mountains to the northeast, and the Santa Monica Mountains to the north. The City is also located near the northern boundary of the Peninsular Ranges geomorphic province, which includes the San Jacinto and Santa Rosa mountains and Newport-Inglewood Fault and the Whittier-Elsinore Fault to the east and southeast (City of Inglewood 2006). Most of the City is underlain by thick (10,000 to 12,000 foot) Tertiary and Quaternary marine and continental sedimentary rocks. The Tertiary rocks, consisting primarily of sandstone, silt-stone, and shale, are almost entirely of marine origin and range in age from Eocene to Pliocene. The Quaternary rocks consist of shallow marine sandstone and siltstone as well as continental siltstone, mudstone, and gravel (City of Inglewood 2006).

Specifically, however in the Baldwin and Rosecrans hills are geomorphic features associated with uplift along the Newport –Inglewood structural zone. Older Quaternary units are exposed in these strongly dissected hills, and elevations range from approximately 75 feet to over 400 feet (Department of Conservation 1998). To the east, Holocene alluvium lies upon the regional coastal basin, also known as the Downey Plain. The sediments overlie an erosional surface of late Pleistocene age. To the west of the Rosecrans Hills is an elevated plain underlain by older Quaternary alluvium.

This area contains a drainage basin, with Holocene sediments, that narrows to the south into the Dominguez Channel. Southwest of the Project, Pleistocene dune sand overlies older alluvial deposits. The main drainage courses within the area are the Dominguez Channel, Compton Creek, and Centinela Creek (Department of Conservation 1998). Prior to the development of the area the dominant plant community consist of coastal sage scrub, freshwater and salt marshes, and riparian woodlands. Common flora found within a coastal sage scrub community consist of California sagebrush (*Artemisia californica*), black sage (*Salvia mellifera*), white sage (*Salvia apiana*), California buckwheat (*Eriogonum fasciculatum*), coast brittle-bush (*Encelia californica*), golden yarrow (*Eriophyllum confertifolium*), and lemonade berry (*Rhus integrifolia*).

### 3.2 PREHISTORIC SETTING

The most widely used chronological sequence in the Project vicinity distinguishes Early, Middle, and Late periods. It was initially outlined by King (1981) and later revised to include additional radiocarbon dates (King 1990) and to incorporate refinements in our understanding of cultural developments (Arnold 1992).

### 3.2.1 Early Holocene (9600-5600 cal B.C.)

Archaeological data compiled over the last two decades indicate that initial settlement along the coast of Southern California began at least 12,000 years before present (B.P.). Some of the earliest evidence of human occupation specifically derives from Daisy Cave (CA-SMI-261) on San Miguel Island where radiocarbon samples date the oldest cultural layer at the site between 9600 and 9000 cal B.C. (Erlandson et al. 1996). In the Southern California coastal region, the discovery of fluted projectile points indicates human use of the area possibly as early as possibly 13,000 years ago (Erlandson et al. 1996; Stickel 2010), while sites on San Miguel and Santa Rosa islands have yielded radiocarbon dates older than 10,000 years (Erlandson 1991; Johnson et al. 2001).

However, few known sites date to this earliest period (i.e., pre-10,000 years before present [B.P.]) and relatively few sites have been identified specifically within the Los Angeles Basin that date to the early Holocene. The earliest evidence of human occupation in the Los Angeles region is represented by a set of female human remains that were discovered in association with a handstone in the tar pits of Rancho La Brea in 1914 (Merriam 1914). Possible low population densities may explain the scarcity of sites dating to the early Holocene in the region, but the few known sites do suggest that they tend to be located on elevated landforms, and their presence on the Northern Channel Islands indicates early knowledge and use of marine resources. Diagnostic tools associated with this time period for coastal California have not been identified and cultural assemblages dating to this period have fewer of the grinding implements common to subsequent periods. Research suggests that inhabitants of this period lived in small groups that had a relatively egalitarian social organization and a forager-type land-use strategy (Erlandson 1994; Glassow 1996; Greenwood 1972; Moratto 1984).

### 3.2.2 Middle Holocene (5600–1650 cal B.C.)

Shortly after 9,000 years ago, sites in the coastal region begin to be characterized by an abundance in milling tools, and the broader subsistence regime, including utilization of plants and seeds, terrestrial animals, and shellfish (Glassow 1996; Glassow et al. 1988; Sutton and Gardner 2010). Increasing populations composed of small, dispersed groups with more generalized tool kits, and a mixed subsistence regime indicating a heavier reliance on shellfish than on fish and terrestrial food sources are also identifiers of the period (Erlandson 1991, 1994, 1997). Population densities appear to have decreased substantially between 6500 and 5000 B.P. throughout the region, and little is known about this period. It has been suggested that the arid conditions associated with the Altithermal (a mid-Holocene period of predominantly warm/dry climate) damaged the environment to the point that only low population densities were sustainable (Glassow 1996; Glassow and Wilcoxon 1988).

After 5000 B.P., population densities increased significantly as conditions became cooler and moister. Between 5000 and 3000 B.P., mortars and pestles became increasingly common throughout the region, suggesting intensified use of acorns (Basgall 1987), as well as the possibility of pulpy roots or tubers (Glassow 1997). Large side-notched and stemmed projectile points became more prevalent, presumably reflecting increased hunting.

Coastal and inland sites of this time period exhibit shallow midden accumulations, suggesting seasonal camping. Based on the distribution of sites assigned to this period, larger groups likely occupied a base camp during a portion of the year, while smaller groups of people used satellite camps to exploit seasonally available floral resources such as grass seeds, berries, tubers, and nuts (cf. Binford 1980; Warren 1968). Site assemblages in coastal Southern California dating to this time contain numerous manos and metates, charmstones, cogged stones, discoidals, and some stone balls. A significant

technological change in ground stone is seen at this time with the appearance of mortars and pestles which suggests the adoption of acorn, nut, and seed processing by coastal groups (Sutton and Gardner 2010). The quantity of projectile points also increases during this time, indicating a subsistence shift toward greater reliance on large game. Burial practices also suggest that society was primarily egalitarian (Glassow 1996). Secondary burials among coastal communities continue to be the dominant mortuary regime with a smaller number of flexed inhumations during the Middle Holocene.

### 3.2.3 Late Holocene (1650 cal. B.C.–cal A.D. 1542)

Cultural complexity appears to have increased around 3000–2500 B.P. Mortuary data research suggests a substantial change in social organization and political complexity during this period (King 1990). According to King, high-status positions became hereditary and individuals began to accumulate wealth and control exchange systems. Arnold (1991, 1992) proposes that this evolutionary step in socioeconomic complexity occurred around 700–800 years ago. Technological innovation as well as a continued increase in cultural complexity marks the period between 2,500 and 800 years ago. Fishing and sea mammal hunting became increasingly important. This corresponds to the development of the *tomol* (plank canoe), single-piece shell fishhooks, and harpoons (Glassow 1996; King 1990). In addition, the bow and arrow was introduced during this period. Utilization of imported obsidian continued to increase during this period as well (Jones et al. 2007).

A number of these new cultural traits have been thought to be attributable to the arrival of Takic speaking people from the southern San Joaquin Valley in the coastal California region (Sutton 2009). Biological, archaeological, and linguistic data indicate that the Takic groups who settled in the Los Angeles Basin were ethnically distinct from the indigenous Hokan-speaking Topanga populations that had inhabited the region just north of the Project. These Takic speakers are believed to be ancestral to the ethnographic Gabrielino groups (Sutton 2009).

Due to the archaeological evidence gathered it is suggested that Hokan-speaking groups were largely replaced or subsumed by the Gabrielino and Chumash by 2000 B.P. (Sutton and Gardner 2010). Several new types of material cultural appear in the archaeological record during the 700 B.C.-1800 A.D. including the presence of Cottonwood series points, birdstone and “spike” effigies, *Olivella* cupped beads, and *Mytilus* shell disk beads. Additionally, the presence of Southwestern pottery, Patayan ceramic figurines, and Hohokam shell bracelets at some of these later sites suggests interaction between populations in Southern California and the Southwest. Additionally, potential changes in trade networks at this time may be evidenced by an increase in the number and size of steatite artifacts, including large vessels, elaborate effigies, and comals in the archaeological record.

## 3.3 ETHNOGRAPHIC SETTING

The prehistory of California’s coast spans the entire Holocene and may extend back to late Pleistocene times. At the time of contact however, the ethnographic record indicates that the Gabrielino populations inhabited what is now known as the Los Angeles Basin and the Project region. Traditionally, the Gabrielino occupied a large territory, including the entire Los Angeles Basin, the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern part of the Santa Ana Mountains, and much of the middle and lower Santa Ana River reaches. In addition, the Gabrielino also inhabited the islands of Santa Catalina, San Clemente, and San Nicolas. The Gabrielino language was a Cupan language which is part of the Takic language family and part of a larger language group called Uto-Aztecan (Harrington 1981, Kroeber 1925).

It is believed that more than 50 communities with populations that ranged from 50-150 individuals inhabited the traditional territory of the Gabrielino pre-contact. Each autonomous community or village consisted of one or more patrilineages that maintained permanent placement and the maintenance of surrounding hunting and gathering areas, and ceremonial sites as well. The chief, his family, and elite members were typically the epicenter of the village sites. The village members would encompass and surround the homes of the chief and elite with smaller houses/structures. Other common structures found in Gabrielino villages included sweathouses, clearings for ceremonies and playing fields, as well as cemeteries or burial grounds (McCawley 1996:32-33). Management of food and resources was implemented by the chief and food stores were also kept for each family when supply was low.

The material culture of the Gabrielino is elaborate and has been compared to that of the Chumash. Sources including Padre Geronimo Boscana's accounts (Boscana 1846), Hugo Reid's 1852 letters to the *Los Angeles Star* (Reid and Heizer 1968), and Harrington's (Harrington 1981) early twentieth century interviews describe the common use of shell ornaments and beads, baskets, bone tools, flint weapons and drills, fishhooks, mortars and pestles, wooden bowls and paddles, shell spoons, wooden war clubs, and a variety of steatite items (cooking vessels, comals, ornaments) as many of artifact types common in descriptions of Gabrielino culture (Blackburn 1963). Additionally, artesian development has been observed in the artifact assemblage with the implementation of inlaid with shell (using asphalt) and in the steatite items from production centers on Catalina Island.

Trade was an important element of the Gabrielino economy. While the principal Gabrielino-produced commodity—steatite vessels from centers on Catalina Island—originated well outside the defined study region, trade in steatite items was conducted throughout local territory and involved external relations with desert, Southwestern, mountain, and coastal groups beyond Gabrielino borders (Kroeber 1925). Subsistence resources were also supplemented by additional supplies of deer skins, seeds, and acorns from interior groups such as the Serrano (Kroeber 1925:629). Additionally, *Olivella* shell callus beads, manufactured on the northern Channel Islands by the Chumash and their predecessors, were reportedly used quite frequently as a currency or as a status symbol by the Gabrielino and other Southern California groups.

As described in ethnographic sources, the subsistence resource base for the Gabrielino people included native grass seeds, six or more types of acorns, pinyon pine nuts, seeds and berries from various shrubs, fresh greens and shoots, mule deer, pronghorn, mountain sheep, rabbits and rodents, quail and waterfowl, snakes, lizards, insects, and freshwater fish, plus a wide variety of marine fish, shellfish, and sea mammals in coastal zones. Resource exploitation techniques were also described in ethnographic accounts and include rabbit drives in conjunction with seasonal controlled burning of chaparral, and the use of throwing sticks or nets in the capture of waterfowl in the low-lying marshlands. Reed rafts may have been employed for marshland hunting (Priestley 1937).

The first contact between the Europeans and the Gabrielino is thought to have occurred in 1542 when Juan Rodriguez Cabrillo's small fleet arrived at Santa Catalina Island when the Spanish exploration of North America began in the early 1500s, and Juan Rodriguez Cabrillo began exploring the Alta California coastline in 1542. Additionally, contact with the Gabrielino by the Spanish likely occurred again in 1602 with the Sebastián Vizcaíno expedition (McCawley 1996:207) and in 1769 with the Gaspar de Portolá expedition.

Mission San Gabriel was founded on September 8, 1771, but moved to its present location around 1774, due to the second location consisting of more suitable land for agriculture. A second mission, San Fernando, was established within Gabrielino territory in 1797. The assimilation of the Gabrielino people

in to the mission system had gross negative affect on the traditional Gabrielino communities as they were depopulated, had become estranged from many of their traditional cultural practices, their lands, political autonomy, and had even become enslaved and even killed, and suffered from epidemics caused by the introduction of European diseases further reduced the indigenous population. Between 1832 and 1834, as the primary result of secularization of the former mission lands, which was theoretically designed to turn over ownership of some of the lands back to the Native peoples of California, consequently increased the displacement of the Gabrielino (McCawley 1996:208). The establishment of California as a state in 1850 brought further hardships to the Gabrielino, forcing many to eventually settle into smaller groups of Native American and Mexican settlements in places like the Eagle Rock and Highland Park districts of Los Angeles as well as in Pauma, Pala, Temecula, Pechanga, and San Jacinto.

### 3.4 HISTORICAL SETTING

Spanish exploration of North America in the early 1500s marked some of the first European contact with the indigenous peoples of the area now known as Los Angeles and the Project region. The mission system was established by the Catholic Church and the Spaniards to settle, colonize the Native Americans to utilize their labor to develop the lands, and spread Catholicism from Baja California to what is known today as northern California. The first mission was established in 1769 in present-day San Diego. The mission system's goal was for each mission to be self-sustaining. This required the conversion of indigenous peoples in order to claim lands in the name of Spain and required the Native American population to grow crops, raise livestock, and sustain the mission settlement and provide commodities for trade. The Mission San Gabriel Archangel was the fourth mission established in Alta California in 1771. The Native Americans that traditionally inhabited the region of the Project were assimilated into the Mission San Gabriel.

In addition to establishing the mission system in 1779, Spanish settlement of Alta California also included the establishment of pueblos and presidios. These settlements were used as bases from which to colonize the rest of California. The Spanish also laid out pueblos, or towns along the coast. Providing supplies, animals, and colonists to the Spanish missions and presidios by way of ship was difficult, time-consuming, expensive, and dangerous. Thus, an overland route was necessary to initiate a strong colonizing effort in Alta California. The City of Los Angeles was initially established by a mixed group of settlers, known as the Pobladores, as a pueblo in 1781 (Starr 2005:37). The original site of the plaza was constructed within the Los Angeles River floodplain but was moved to its current location after flooding a quickly became a center for economic, political, and social/cultural activities.

While much of the land in California was under the supervision of the Spanish missions, the Spanish government granted lands to individuals that had served the government (Beedle et al, 2008). Additionally, when Mexico achieved independence from Spain in 1821, the Spanish mission system became subject to the Secularization Act in 1833 where all mission lands became property of the new Mexican government. The former mission lands were divided into smaller land grants and distributed to prominent and wealthy Mexican military officers and families. Between 1835 and 1846, more than 600 land grants in Alta California were recorded with the Mexican government, including the Rancho Palos Verdes and Rancho Sn Pedro Dominguez in the Carson and Wilmington areas which are just south of the Project (Robinson 1948: 12-13; Starr 2005:49-51). As a result of Mexican independence, marine-based trade expanded as California ports were opened to foreign trade.

With the signing of the Treaty of Guadalupe-Hidalgo on February 2, 1848, California formally became an American territory, and two years later, on September 9, 1850, California became the thirty-first state in the Union. Prior to becoming a state, California was divided into 27 counties, and Los Angeles was one of

them. In addition to California being granted statehood, the City of Los Angeles also became incorporated in 1850. In those two years (1848–1850) there was an influx of Americans to California seeking their fortunes, triggered by James Marshall’s 1848 discovery of gold at Sutter’s Mill. However, statehood and an extensive drought in the 1860s eventually ended the prosperity of the ranchos (Beedle et al, 2008).

Yet, before the drought in the 1860s, a Land Commission was established in 1851 and its purpose was to verify the ownership claims of ranchos in California. Oftentimes, ownership of the ranchos was deemed invalid, consequently opening large tracts of land for purchase. Men such as Abel Stearns, James Irvine, and Llewellyn Bixby, who were notable individuals involved in the development of Southern California were able to take advantage of these newly available lands (Starr 2005:104; Cleland 1966:57-59). Although much of the lands changed ownership, the economy of the time remained largely based on agriculture with an emphasis on raising livestock and crops.

To maintain economic independence, Los Angeles was also established as a port of entry in 1853 to compete with the previously established San Francisco port. However, the port was too shallow and consisted of a rocky shoreline. Phineas Banning, David W. Alexander, and Augustus W. Timms lead efforts to reestablish the port at the Port of Los Angeles in San Pedro. Additionally, population increases in the area was brought on with the onset of the Civil War by the U.S. government establishing military posts in the Los Angeles area on lands donated by individuals like Phineas Banning and B.D. Wilson.

Development boom also occurred with the establishment of rail lines in California that made stagecoach companies obsolete. The establishment of a Southern Pacific Railroad and its completed Los Angeles route in 1880 and the Santé Fe Railway in 1886. Banning also successfully lobbied for a branch of the Southern Pacific Railroad to connect the port to Los Angeles. The establishment of these rail lines further boosted Los Angeles’ role in the economic development of Southern California and the United States (Starr 2005:114-118).

The city of Inglewood, where the Project lies, was the first settlement to be established from the formerly known Rancho Agape de la Cantilena in 1888 shortly after a railroad station was constructed in the area. The town consisted of 300 residents at the time and in 1908 the city became incorporated. Inglewood recovered from the nationwide financial crash prior to that in 1905 and established the Poultry Colony in present-day North Inglewood. Additionally, the Inglewood Park Cemetery, located within the northern portion of the Project was developed and the street car line brought both coffins and mourners to the cemetery.

After the earthquake of 1920, many visitors came to observe the damage in Inglewood but stayed due to the pleasant climate. From 1920 to 1925 the city was the fastest growing city in the United States (City of Inglewood, 2018). Until World War II, Inglewood had been a hub for agriculture, but defense industries transformed it into an urban community when industrial activity, stimulated by the war, brought new workers and their families to the city.

During the 1960s and 1970s, the city continued taking on its more metropolitan look and became racially integrated in both residential and business sectors. The city of Inglewood continues to be valued for its access to the major freeways and the now established Los Angeles Airport.

## 4.0 CULTURAL RESOURCES INVENTORY

A literature review and records search was conducted at the SCCIC, housed at California State University, Fullerton, on June 20, 2018. This inventory effort included the Project area and a half-mile radius around the Project area, collectively termed the Project study area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

### 4.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

The records search results indicate that no less than 21 previous investigations have been conducted and documented within the Project study area since 1984 (Table 4-1). None of these studies appear to include the Project area. The records search also indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. As a result, none of the Project area has been previously investigated by these studies.

Table 4-1  
Previous Cultural Studies within the Study Area

Report No.	Date	Author(s)	Title
LA-02904	1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project
LA-03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation
LA-04385	1984	Scientific Resource Surveys, Inc.	Cultural Resource Survey Report on the Arbor Vitae Street Improvement Project
LA-04836	2000	Science Applications International Corporation	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project
LA-06012	2001	Love, Bruce, Bai " Tom" Tang, and Mariam Dahdul	The Grevillea Mall Park City of Inglewood Los Angeles County, California
LA-06035	2002	Duke, Curt	Cultural Resource Assessment at & T Wireless Services Facility No. 04111 Los Angeles County, California
LA-07402	2004	Bonner, Wayne H.	Records Search and Site Visit for Sprint Telecommunications Facility Candidate La60xc408d (Florence Locust R1) 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-07697	2005	Wlodarski, Robert J.	Records Search Results for Cingular Telecommunications Wireless Site EI0118-01 (car Wash) Located at 10200 Hawthorne Boulevard, City of Inglewood, County of Los Angeles, California 90303
LA-07869	2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca 7731d (la Colima), 405 East Florence Avenue, Inglewood, Los Angeles County, California
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II
LA-09513	2008	Bonner, Wayne H. and Kathleen Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23650D (Inglewood Electric), 923 South Prairie Avenue, Inglewood, Los Angeles County, California
LA-09516	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03329E (Walgreens La Brea), 230 North La Brea Avenue, Inglewood, Los Angeles County, California
LA-10567	2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals

**Table 4-1**  
**Previous Cultural Studies within the Study Area**

Report No.	Date	Author(s)	Title
		Hensley Shaker, and Casey Tibbitt	
LA-10685	2010	Bonner, Wayne and Kathleen Crawford	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2089/CA6588, 336 East Hillcrest Boulevard, Inglewood, Los Angeles, California
LA-11150	2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project
LA-11174	1998	Kadara, Kayode	Inglewood Main Post Office, Inglewood, Los Angeles County
LA-11396	2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR# 3551015375
LA-11414	2011	Loftus, Shannon	Historic Architectural Resource Inventory and Assessment, AT&T Site LA0021, Inglewood Cemetery, 724 East Manchester Boulevard, Inglewood, Los Angeles County, California 90301 CASPR #3551015375
LA-11974	2012	Morell, Karl	Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA
LA-12189	2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02636A (LA636 Medical Building) 336 East Hillcrest Boulevard, Inglewood, California
LA-12352	2012	Rendon, Richard	Federal Land and Water Conservation Fund Program under the National Park Service Edward Vincent Park Multi-Purpose Field Rehabilitation Project, City of Inglewood

## 4.2 CULTURAL RESOURCES REPORTED WITHIN THE STUDY AREA

The records search indicated that no prehistoric or historical archaeological resources have been recorded within the Project area or within one half mile of the Project area. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project. One of these resources, 19-189809, is a multi-story commercial building that is located immediately adjacent to the Project area and may be directly or indirectly impacted by the Project. In addition, five buildings/structures, located immediately adjacent to the Project area, are listed on the Directory of Historic Properties Data File. These resources may be directly or indirectly impacted by the Project as well. PaleoWest understands that a separate built-environment resource study is being prepared for this Project. As such, these resources will not be considered further during the cultural resource study conducted by PaleoWest.

## 4.3 ADDITIONAL SOURCES

Additional sources consulted during the cultural resource literature review and records search include the National Register of Historic Places, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File. There are no listed archaeological resources recorded within the Project area or within one half mile of the Project area.

## 4.4 NATIVE AMERICAN COORDINATION

PaleoWest contacted the NAHC, as part of the cultural resource assessment, on June 15, 2018, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on June 19, 2018, stating that the SLF was completed with negative results. However, the NAHC did state that the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources (Appendix A). As such, the NAHC recommended that five Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to the recommended tribal groups on July 27, 2018 after conducting the pedestrian survey of the Project area on July 20, 2018. These letters were followed up by phone calls on August 29, 2018.

To date responses have been received from three of the five contacted individuals/tribal groups. Mr. Andy Salas of the Gabrieleno Band of Mission Indians- Kizh Nation requested that an email be sent with the lead agency's contact information so that he might contact the lead agency directly with his comments regarding the Project. Mr. Salas was informed that the City would be conducting Assembly Bill 52 consultation efforts at a later date and, at that time, the City would be contacting him directly to provide his comments. Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians stated that the Project lies within a highly sensitive cultural area and that any trenching or excavation for structures such as support columns would likely require archaeological and Native American monitoring. Additionally, Mr. Morales recommended monitoring and requests consultation for the Project. Lastly, Mr. Robert Dorame of the Gabrielino Tongva Indians of California Tribal Council requested that the original email be resent and that he would like to consult with other Tribal Members before offering official comments and recommendations regarding the Project. The email was resent to Mr. Dorame on August 29, 2018.

## 5.0 FIELD INVESTIGATION

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### 5.1 FIELD METHODS

A windshield/reconnaissance survey of the Project area was conducted by PaleoWest archaeologist Oliver Hegge on July 20, 2018. The purpose of the survey was to observe and note the conditions of the Project area including the extent of the hardscape, the overall degree of ground disturbance, and the character and nature of the Project area. The surveyor drove the length of the APM alignment to identify any areas of open ground surface. He carefully inspected any areas within the Project area likely to contain or exhibit archaeologically or historically sensitive cultural resources and inspected to ensure that if any visible, potentially significant archaeological resources were discovered that they were documented.

The Project area was recorded with digital photographs for use in the report. Photographs included general views of the topography and vegetation density, and other relevant images. A photo log was maintained to include, at a minimum, photo number, date, orientation, photo description, and comments.

One of the primary goals of the reconnaissance survey was to identify historical and prehistoric site indicators. Examples of historical indicators include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, or buttons), refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horse shoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.). Examples of prehistoric site indicators include areas of darker soil with concentrations of ash, charcoal, animal bone (burned or unburned), shell, flaked stone, ground stone, pottery, or human bone.

### 5.2 FIELD RESULTS

The windshield/reconnaissance survey revealed that the majority of the Project area includes residential or commercial structures with associated landscaping and hardscaping. As such, the ground surface within the Project area is almost entirely obscured by hardscape that includes buildings, paved driveways, curbs and sidewalks, paved roadways, and parking lots. The limited small portions of the Project area that lack hardscape are characterized by landscaped lawns and yards associated with residences and businesses as well as what appear to be two or three vacant lots. Due to the lack of ground visibility and extensive disturbance from the built environment, field documentation consisted of general observations and digital photography.

No historical or prehistoric archaeological resources were observed within the Project area during the windshield/reconnaissance survey. However, six previously recorded built-environment cultural resources were identified within a half-mile radius of the Project during the records search. These resources may be directly or indirectly impacted by the Project; however, are not discussed in this study.



Figure 5-1 Market and Regent Street intersection, view to the south



Figure 5-2 Kelso and Prairie Avenue intersection, view to the south



Figure 5-3 Overview of proposed Hollywood Park stop, view to the north



Figure 5-4 Overview of proposed facility site, view to the northwest

## 6.0 MANAGEMENT RECOMMENDATIONS

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The cultural resource records search and field visit did not result in identifying any prehistoric or historical archaeological resources within the Project area. However, the ground visibility within the Project area was very poor; the APM alignment as well as the MSF and ITF locations are almost entirely hardscaped. The built nature of the Project area indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits near the surface of the Project area to be very low. The Gabrieleno Band of Mission Indians- Kizh Nation and Gabrieleno/Tongva San Gabriel Band of Mission Indians both requested to consult the City on the Project. Additionally, the Gabrieleno/Tongva San Gabriel Band of Mission Indians indicated a high sensitivity for cultural resources in the Project and requested cultural and Native American monitoring be conducted for the proposed Project. However, as previously stated, the high degree of urban development disturbance suggests the likelihood of encountering intact archaeological resources is low. PaleoWest does not recommend any additional cultural resource management for the proposed Project.

In the event that potentially significant archaeological materials are encountered during Project-related ground-disturbing activities, all work should be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In addition, Health and Safety Code 7050.5, CEQA 15064.5(e), and Public Resources Code 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Finally, should additional actions be proposed outside the currently defined Project area that have the potential for additional subsurface disturbance, further cultural resource management may be required.

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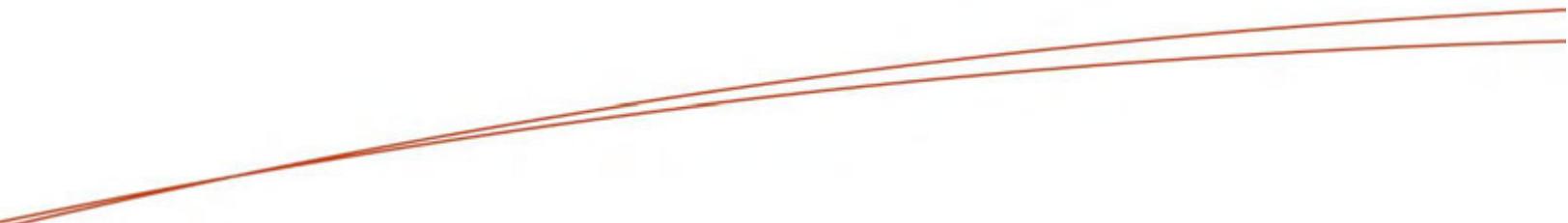
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***Appendix A.  
Native American Coordination***

**NATIVE AMERICAN HERITAGE COMMISSION**

Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710



June 19, 2018

Robbie Thomas  
PaleoWest Archaeology

Sent by E-mail: rthomas@paleowest.com

RE: Proposed Inglewood Transit Interconnect (18-195) Project, City of Inglewood; Inglewood USGS Quadrangle, Los Angeles County, California

Dear Ms. Thomas:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Gayle Totton".

Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst  
(916) 373-3714

**CONFIDENTIALITY NOTICE:** This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

**Native American Heritage Commission  
Native American Contact List  
Los Angeles County  
6/19/2018**

***Gabrieleno Band of Mission  
Indians - Kizh Nation***

Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

Gabrieleno

***Gabrieleno/Tongva San Gabriel  
Band of Mission Indians***

Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTTribalcouncil@aol.com

Gabrieleno

***Gabrielino /Tongva Nation***

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St.,  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrielino-tongva.com

Gabrielino

***Gabrielino Tongva Indians of  
California Tribal Council***

Robert Dorame, Chairperson  
P.O. Box 490  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6417  
gtongva@gmail.com

Gabrielino

***Gabrielino-Tongva Tribe***

Charles Alvarez,  
23454 Vanowen Street  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Inglewood Transit Interconnect Project, Los Angeles County.



July 27, 2018

Andrew Salas, Chairperson  
Gabrieleno Band of Mission Indians – Kizh Nation  
P.O. Box 393  
Covina, CA 91723  
Transmitted via [admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)

**Re:** Cultural Resource Investigation for the Inglewood Connector Project, Inglewood, Los Angeles County, California

Dear Mr. Salas,

On behalf of Meridian Consultants, PaleoWest Archaeology (PaleoWest) is conducting a cultural resource investigation, in compliance with the California Environmental Quality Act (CEQA), for the proposed Inglewood Connector Project (Project) within the city of Inglewood, in Los Angeles County, California. The proposed Project involves development of an elevated Automated People Mover along an aerial alignment that will provide service to Downtown Inglewood, the Forum, the Hollywood Park Development/NFL Stadium, and the Basketball and Entertainment Center. The Project area is located on the Inglewood, Calif. 7.5' USGS quadrangle map, within Sections 28, 33, 34 (Civil Colonies land grant) in T2S/R14W (see attached map).

A cultural resource literature review and records search conducted at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton, indicates that no less than 21 cultural resource studies have been conducted within a one-half-mile radius of the Project area. Five of these studies appear to include portions or all of the Project area. The records search also indicated that no prehistoric or historic archaeological resources have been identified within a one-half-mile radius of the Project area. PaleoWest conducted a reconnaissance survey of the Project area and did not identify any archaeological resources as a result of the survey.

As part of the cultural resource investigation of the Project area, PaleoWest requested a search of the Native American Heritage Commission's (NAHC's) *Sacred Lands File* on June 15, 2018. The NAHC responded on June 19, 2018 indicating that no Native American cultural resources were identified within the Project area. However, should your records show that cultural properties exist within or near the Project area shown on the enclosed map, please contact me at (626) 408-8006 or via e-mail at [rthomas@paleowest.com](mailto:rthomas@paleowest.com). I will follow-up phone call or email if I do not hear from you.

Your comments are very important to us, and to the successful completion of this Project. I look forward to hearing from you in the near future. Thank you, in advance, for taking the time to review this request.

Respectfully yours,

A handwritten signature in black ink that reads "Roberta Thomas".

Roberta Thomas, M.A., RPA  
Senior Archaeologist  
PaleoWest Archaeology

SAMPLE

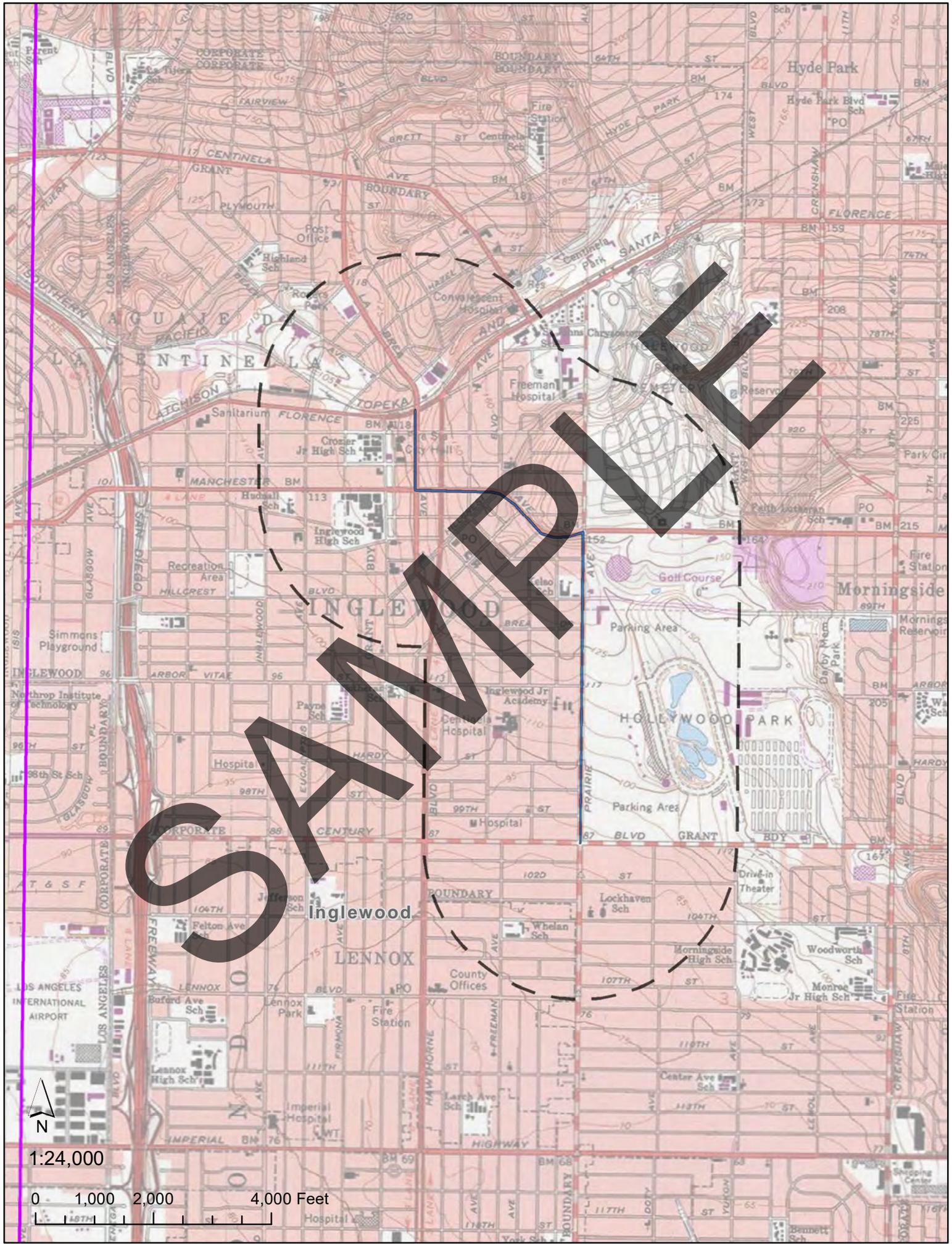
Inglewood

LENNOX



1:24,000

0 1,000 2,000 4,000 Feet



**Native American Contact/Response Matrix**

<b>Recommended Contacts (Name and Tribal Affiliation)</b>	<b>Initial Contact</b>	<b>Follow up Attempts</b>	<b>Comments/Notes</b>
Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians – Kizh Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Salas requested the lead agency's contact information so that he send his comments regarding the Project directly to the lead agency. Mr. Salas was informed that the lead agency would be conducting formal AB 52 consultation at a later date and would reach out to him directly for him comments.
Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Morales stated that the Project lies within a highly culturally sensitive area and that any trenching or excavation for structures such as support columns may require archaeological and Native American monitoring. He stated that he recommends monitoring and requests consultation.
Sandonne Goad, Chairperson, Gabrielino/Tongva Nation	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Ms. Goad.
Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Mr. Dorame requested that the original email be resent. Email resent on August 29, 2018. Mr. Dorame stated that he would like to consult with other Tribal Members before offering official comments and recommendations.
Charles Alvarez, Chairperson, Gabrielino-Tongva Tribe	Letter/email dated July 27, 2018	Phone call, August 29, 2018	Left a message for Mr. Alvarez.

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# Historical Resources Technical Report





**HISTORICAL RESOURCES TECHNICAL REPORT**

# Inglewood Transit Connector (Revised Project)

*October 4, 2021*

**HISTORIC RESOURCES GROUP**

12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-3816  
Telephone 626 793 2400, Facsimile 626 793 2401  
[www.historicresourcesgroup.com](http://www.historicresourcesgroup.com)

**PREPARED FOR**

**Trifiletti Consulting  
1545 Wilshire Blvd., Suite 700,  
Los Angeles, CA 90017**

COVER PHOTO: Market Street, looking south from Regent Street, 1960. (*Inglewood Public Library, Online Archive of California*)

**HISTORICAL RESOURCES TECHNICAL REPORT**

# **Inglewood Transit Connector (Revised Project)**

**HISTORIC RESOURCES GROUP**

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*Appendix A: Field Photographs*

*Appendix B: List of Parcels in the Project Area and Expanded Study Area*

*Appendix C: Market Street Historic District Analysis*

*Appendix D: Conceptual Project Design*

HISTORICAL RESOURCES TECHNICAL REPORT

# Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

## 1.0 SUMMARY OF FINDINGS

Historic Resources Group has completed this historical resources technical report to inform environmental review of the revised Inglewood Transit Connector Project (the Project) under the California Environmental Quality Act (CEQA). The purpose of this report is to determine if historical resources as defined by CEQA are present within the Inglewood Transit Connector project area or immediate vicinity, and to identify potential impacts of the revised Project to those historical resources and how those impacts might be mitigated.

This report identifies a total of ten (10) historical resources in the Project Area or Expanded Study Area for the revised Project. Of these, two (2) are listed in the National Register of Historic Places (National Register) and are therefore automatically listed in the California Register of Historical Resources (California Register); and eight (8) have been evaluated as appearing eligible for listing in the California Register and/or National Register.<sup>1</sup> All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed.

As detailed in this report, the revised Project will not result in significant impacts to historical resources under CEQA. Of the ten (10) historical resources identified in the Project Area and/or Expanded Study Area, the Project will have no impact on two (2) resources and a less-than-significant impact on eight (8) resources. Based upon this analysis, this report finds that the Project will not have a significant effect on historical resources as defined by CEQA.

<sup>1</sup> For certain property types—such as religious properties and cemeteries—the National Park Service provides special criteria considerations and additional guidance for evaluating their eligibility for the National Register. This guidance was used to evaluate two properties located in the Expanded Study Area. Because these properties were found to satisfy the special considerations, they were also evaluated as appearing eligible for listing in the National Register.

### HISTORICAL RESOURCES TECHNICAL REPORT

# Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

## 2.0 PROPOSED PROJECT<sup>2</sup>

### 2.1 Overview

The proposed Automated Transit System (ATS) would include an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership demand.

As part of the City's collaboration and partnership with Metro, the Project is proposed as an extension of the Metro regional rail system to the City's activity centers, closing the critical first/last mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line.

The ATS technology may be a self-propelled technology, including, rubber-tire ATS systems, monorails, large steel-wheel ATS systems, also known as automated light rail transit (ALRT) or a cable propelled ATS system. The system will be fully automated (i.e., driverless) to operate at the headways to meet the projected peak ridership needs. The vehicles are smaller than traditional heavy rail technology and can maneuver the tight curves required for the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated transit system (ATS), automated people mover or simply monorail; regardless of the terminology used in the industry, it is a form of a light rail technology without an overhead catenary.

The ATS trains will operate in a pinched loop mode on dual tracks along the alignment, wherein trains follow each other and switch back at the end-of-line stations to make the return journey on the other track. As planned, the trains can be operated in multiple different configurations, ranging from a one-car train to multiple-car length trains with a maximum train length of approximately 200 feet. Depending on the ridership demands, which will be time of day and event day dependent, multiple trains of up to the maximum train length can be operated at varying headways, as close as 1.5 minutes, to provide the necessary peak and reserve capacity.

Three stations are proposed on private property that will be acquired as part of the Project. These stations are:

<sup>2</sup> Description of the Project as provided by the Project proponent.

- The Market Street/Florence Avenue station generally located between Market Street and Locust Street providing connections to the Metro K Line and Downtown Inglewood;
- The Prairie Avenue/Manchester Boulevard station located on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard parcel providing service to the Forum and the LASED at Hollywood Park including SoFi Stadium and existing and future local businesses and residences.
- The Prairie Avenue/Hardy Street station located on the northwest corner of the intersection of Prairie Avenue and Hardy Street providing service to the LASED at Hollywood Park, including SoFi Stadium, the IBEC, and other existing and future local businesses and residences.

These station locations were chosen to be near major employment, housing and retail centers, including the Forum, the LASED, including SoFi Stadium, and other employment, housing and retail commercial uses in the Hollywood Park Specific Plan, the IBEC, and employment, housing and retail commercial uses in Downtown Inglewood, which the City is seeking to enhance and activate.

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

Each station includes ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation elements, consisting of stairs, escalators, and elevators from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. Pedestrian bridges at each station provide passenger walkways to travel over streets to avoid at-grade passenger crossings. The stations will be sized to support the projected ridership demands, including the peak projected boarding and deboarding demands at the station for non-event days and major event days, as well as in worst-case scenarios in the unexpected event of emergency conditions and/or system failure.

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

HISTORICAL RESOURCES TECHNICAL REPORT

## Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF will be located on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center and a bank branch, is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

The MSF will be designed in accordance with the Inglewood Transit Connector (ITC) Design Standards and Guidelines (Design Guidelines) which address the massing, façade, materials, colors, roof, and lighting for this facility, how the MSF will engage with the pedestrian and vehicular circulation around it, and sustainability features.

The proposed Project also includes two power distribution system (PDS) substations. These PDS substations will provide the necessary power for the proposed Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations will be located on the MSF site. The Southern California Edison service connection for the system would be provided to the PDS substation on the MSF site. The second PDS substation will be located on the Prairie Avenue/Hardy Street station site.

Additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as construction staging areas. After construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up 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 100 parking spaces would be provided at the Prairie Avenue/Hardy Street Station site along with a pick-up and drop-off area.

Revisions to the design of the Project were made in response to comments on the Draft EIR and consultation with key stakeholders in the community. These changes are identified below for the Market Street, Manchester Boulevard and Prairie Avenue segments of the proposed ATS system.



## 2.2 Market Street Segment

- Station
  - Market Street Station - The connection to the Metro K Line Downtown Inglewood station and the orientation of the station on site have been revised based on coordination with Metro to locate the connection more optimally on the north side of Florence Avenue. The pedestrian bridge location was moved based on coordination with Metro. Surface parking with a multi-modal pick-up and drop-off area will also be provided on this site as originally proposed.
- Guideway
  - Height – The height of the guideway has been raised approximately 10 feet on Market Street between Queen Street and Regent Street to maintain existing views of the façade of the Fox Theater Building, a historic resource.
  - Columns – The number of columns has been reduced and the proposed locations of the columns will be required to maintain existing views of the Fox Theater Building.
  - Alignment– As the alignment approaches Manchester Avenue the guideway has been narrowed.

## 2.3 Manchester Boulevard Segment

- Maintenance & Storage Facility (MSF)
  - The MSF Facility has been reduced in size from approximately 120,000 to 84,400 square feet in size and relocated from the western half of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street and Spruce Avenue to the eastern half of this site to allow the Vons grocery store currently located on this site to remain on the site in a new building. The existing Vons store currently occupies approximately 58,000 square feet of a larger building on the southern portion of this block. A new Vons store, approximately 46,400 square feet in size, will be built on the northwest corner of this block on the corner of Manchester Boulevard and Hillcrest Boulevard. The new Vons store will have approximately 205 parking spaces, appropriate loading and access areas, and greater visibility along Manchester Boulevard.

- Guideway
  - Columns – The design of the guideway on Manchester Boulevard has been refined to reduce the need for columns on both sides of the street. The Draft EIR conservatively evaluated the ATS design to include the possibility of columns on both sides of Manchester Boulevard which would be connected by beams straddling the street (“straddle bents”) to support the guideway. The City has further investigated potential utility conflicts and refined the design to create a smaller ATS footprint. Accordingly, many of these straddle bents can be eliminated and replaced with single columns located in the center of the street. Additional straddle bents can be changed to half straddle bents, consisting of a column on one side of the street and a second column in the center of the street.
  - Street Improvements - The relocation of the columns for the guideway to the center of the street will require the construction of a raised roadway median replacing the existing dual left center turn lane. Turning movements at all street intersections will be maintained.

#### **2.4 Prairie Avenue Segment**

- Stations
  - Prairie/Pincay Station – This station at the Prairie/Pincay intersection has been removed from the Project and relocated to the intersection of Prairie Avenue and Manchester Boulevard. The Prairie/Pincay Station straddled Prairie Avenue, was supported by straddle bents that spanned Prairie Avenue and was also adjacent to Kelso Elementary School.
  - Prairie/Manchester Station – To accommodate a single column design for the guideway along Manchester Boulevard and Prairie Avenue this station has been added on the southwest corner of Prairie Avenue and Manchester Boulevard on a vacant site. This site is currently under private ownership and would be acquired as part of the Project. This station is proposed west of Prairie Avenue and would be supported by columns located under the station on the station site. A pedestrian bridge over Prairie Avenue is proposed to provide access to the Forum. A pedestrian plaza will also be provided on this site surrounding the station.
  - Prairie/Hardy Station – This station has been relocated from the center of Prairie Avenue to the western side of Prairie Avenue and would be supported by columns located under the station on the station site. A

pedestrian plaza and surface parking with a multi-modal pick-up and drop-off area will also be provided on this site. A pedestrian bridge over Prairie Avenue is proposed to provide access to the LASED. A third ITC Power Distribution Substation (PDS) site option has been identified at this station site. This station is proposed on private property proposed for acquisition as part of the Project. This site is currently developed with a retail commercial center. Acquisition of additional parcels located immediately north of the station site is also proposed to accommodate the track switch zone for this station. These parcels include vacant parcels and parcels developed with commercial buildings.

- Guideway
  - Alignment– The alignment in the Draft EIR was located over Prairie Avenue from Manchester Boulevard south through the southern end of the Pincay Station and was supported by straddle bents across Prairie Avenue. The alignment from Victory Street south through the Hardy Station was also supported by straddle bents across Prairie Avenue. From south of Pincay Street to Victory Street, the alignment was located along the west side of Prairie Avenue by single columns. With the revised design, the guideway is now located on the west side of Prairie Avenue and will be supported by single columns, allowing the road to be open to the sky. Straddle bent columns will be located near the Prairie/Hardy and Prairie/Manchester Stations to support switch zones. The straddle bent columns north of the Hardy Street station will be located west of Prairie Avenue. Three straddle bent columns that span Prairie Avenue will be located immediately south of the station and Nutwood Street.
- Street Improvements –The street improvements described in the Draft EIR included shifting Prairie Avenue east into the setback area in the Hollywood Park Specific Plan Area and on the Forum property from south of Hardy Street to Manchester Avenue.
  - With the revised design, the existing number of travel lanes on Prairie Avenue is maintained and sidewalk widths will also be maintained. Prairie Avenue is still shifted east into the setback area from north of Hardy Street to Manchester Avenue and the roadway will continue be relocated in the setback along the Hollywood Park Specific Plan and in the Forum property. Now, the only ITC infrastructure located in the setback area will be the pedestrian bridge landings from the Prairie Avenue/Hardy Street and Prairie Avenue/Manchester Boulevard stations, and potentially up to three straddle bent columns on the east

side of Prairie Avenue immediately south of the Prairie/Manchester Station.

## 2.5 Design Guidelines

The proposed Project includes an extensive set of Design Guidelines. These guidelines include a number of performance-based standards with the specific goal of minimizing the Project's effects on adjacent properties, including historical resources. These performance-based standards are incorporated into the Project as Project Design Features (PDFs). The purpose of these PDFs is to ensure that the final Project design achieves unobstructed—or in some cases, minimally obstructed—views of the street-facing façade(s) of each identified historical resource such that the resource will not be impaired. The identified resources would retain sufficient integrity to convey their significance. This includes minimizing or eliminating visual obstructions from the guideway support columns as well as from the guideway itself.

The extent and manner of achieving these views is a function of multiple variables related both to final Project design, as well as to the nature of the particular historical resource. Design variables include the elevation of the guideway (as measured from grade to the bottom of the guideway); the width of the guideway; the distance of the guideway from the resource (as measured from the guideway edge); as well as the dimensions, placement, and spacing of the support columns. Resource variables include the building's height; scale; number of street-facing façades; width of its primary façade; front setback (if any); projecting elements overhanging the sidewalk (if any); and viewpoints from which the historical resource can best be discerned in its entirety (optimal viewpoints). For the historical resources on Market Street and Manchester Boulevard, which have no front setback, optimal viewpoints are from the sidewalk across the street from the resource. For all other resources, optimal viewpoints are from the sidewalk in front of the resource.

The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building's height, scale, number of street-facing facades, width of primary façade, front setback, project elements overhanging the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall minimize impacts to historical resources and cause minimal visual obstruction of the resource's character-defining features.

In order to meet these performance-based standards, the following PDFs will be incorporated into the final Project design:

- The guideway's elevation and distance from the façade of the historical resource will be sufficient for the guideway to visually clear the top of the historical

HISTORICAL RESOURCES TECHNICAL REPORT

# Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

resources' street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway.

- At the Fox Theater (115 N. Market Street), and for 100 feet on either side of the resource, the guideway elevation will be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon.
- The dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints will be minimized. For five of the identified historical resources—Holy Faith Episcopal Church (260 N. Locust Street), former United Bank of California (now Broadway Federal Bank, 158-170 N. Market Street), former Fox Theater (115 N. Market Street), Professional Building (149-155 S. Market Street/231-239 Manchester Boulevard), and Inglewood Park Cemetery (720 E. Florence Avenue)—the final Project design is expected to completely avoid visual obstructions from support columns.
- For five of the historical resources—the former Bank of Inglewood (100 N. Market Street/307 E. Queen Street), former J.C. Penney (129-139 S. Market Street), Bank of America (320-330 E. Manchester Boulevard), the Forum (3900 W. Manchester Boulevard), and Lighthouse McCormick Mortuary (619-635 S. Prairie Avenue)—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. For the former Bank of Inglewood building and former J.C. Penney building, visual obstruction will be limited to one (1) support column. For the Lighthouse McCormick Mortuary, visual obstruction will be limited to two (2) support columns. Visual obstruction of the Bank of America building will be limited to three (3) support columns. With these limitations, only a small portion of the resources' primary façades will be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades will remain readily discernable.

### 3.0 METHODOLOGY

This report analyzes potential project impacts to historical resources resulting from the Project. To identify historical resources that could be impacted, this report examines the site of the proposed Project (Project Area) and the immediately surrounding area (Expanded Study Area) to determine if historical resources are present.

The “Project Area” comprises all areas and parcels where new construction will occur. This includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated ATS guideway will be constructed; the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the Market Street Station will be constructed; parcels north of Florence Avenue where a pedestrian bridge from the Market Street Station to the existing Metro station will land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the Maintenance & Storage Facility (MSF) and a Power Distribution System (PDS) substation will be built; the parcel at the corner of southwest corner of Manchester Boulevard and Prairie Avenue where a station will be located; parcels at the northwest corner of Prairie Avenue and Hardy Street where a station will be located; and parcels east of Prairie Avenue between Manchester and Hardy where the travel lanes will be relocated to the east.

The “Expanded Study Area” has been defined to encompass what is expected to be the maximum extent within which Project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides.<sup>3</sup> In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the block where the Market Street, Manchester Boulevard/Prairie Avenue, and Prairie Avenue/Hardy stations will be constructed; parcels adjacent to or across from the MSF site; and sites where the pedestrian bridges will land.

Where historical resources exist within the Project Area or Expanded Study Area, this report analyzes project impacts for any adverse change in the significance of these resources. In doing so, this report provides a comprehensive review of historical resources that could be impacted, directly or indirectly, by the proposed Project. To this end, this report contains:

<sup>3</sup> The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. While this parcel extends several blocks north of the Project Area to Florence Avenue, the potential for project impacts would only be expected in the southernmost portion of the parcel.

- Field survey of the existing buildings, structures, objects, and landscape areas located within the Project Area and Expanded Study Area.
- Review of previous evaluations within the Project Area and Expanded Study Area through historic survey, environmental review, or other official actions.
- Identification and evaluation of historical resources within the Project Area and Expanded Study Area, including the potential for a historic district.
- Analysis of potential impacts to historical resources within the Project Area and Expanded Study Area.

For the purpose of this report, properties within the Project Area or Expanded Study Area have been evaluated (both individually and, where relevant, collectively as a potential historic district) for their eligibility for listing in the California Register of Historical Resources (California Register) per CEQA definition of a historical resource.

This report was prepared using primary and secondary sources related to the history and development of the City of Inglewood generally, with an emphasis on the early-20<sup>th</sup> century central business district that comprises much of the Project Area and Expanded Study Area. Documents that were consulted include:

- Previous historical resources surveys and assessments
- Previous environmental reviews
- City of Inglewood historical building permits<sup>4</sup>
- Los Angeles County Tax Assessor records
- Sanborn Fire Insurance maps
- Historical photographs and aerial images
- Historical newspapers and other periodicals
- Local histories and historic context statements
- Built Environment Resources Directory for Los Angeles County

Research, field inspection, and analysis were performed by Paul Travis, AICP, Managing Principal; and Kari Fowler, Senior Preservation Planner, both of whom are qualified professionals who meet or exceed the *Secretary of the Interior's Professional Qualification Standards*. Additional assistance was provided by Robby Aranguren, Planning Associate/GIS Specialist.<sup>5</sup>

<sup>4</sup> Analysis in this report is based upon available building permits as provided by the City of Inglewood.

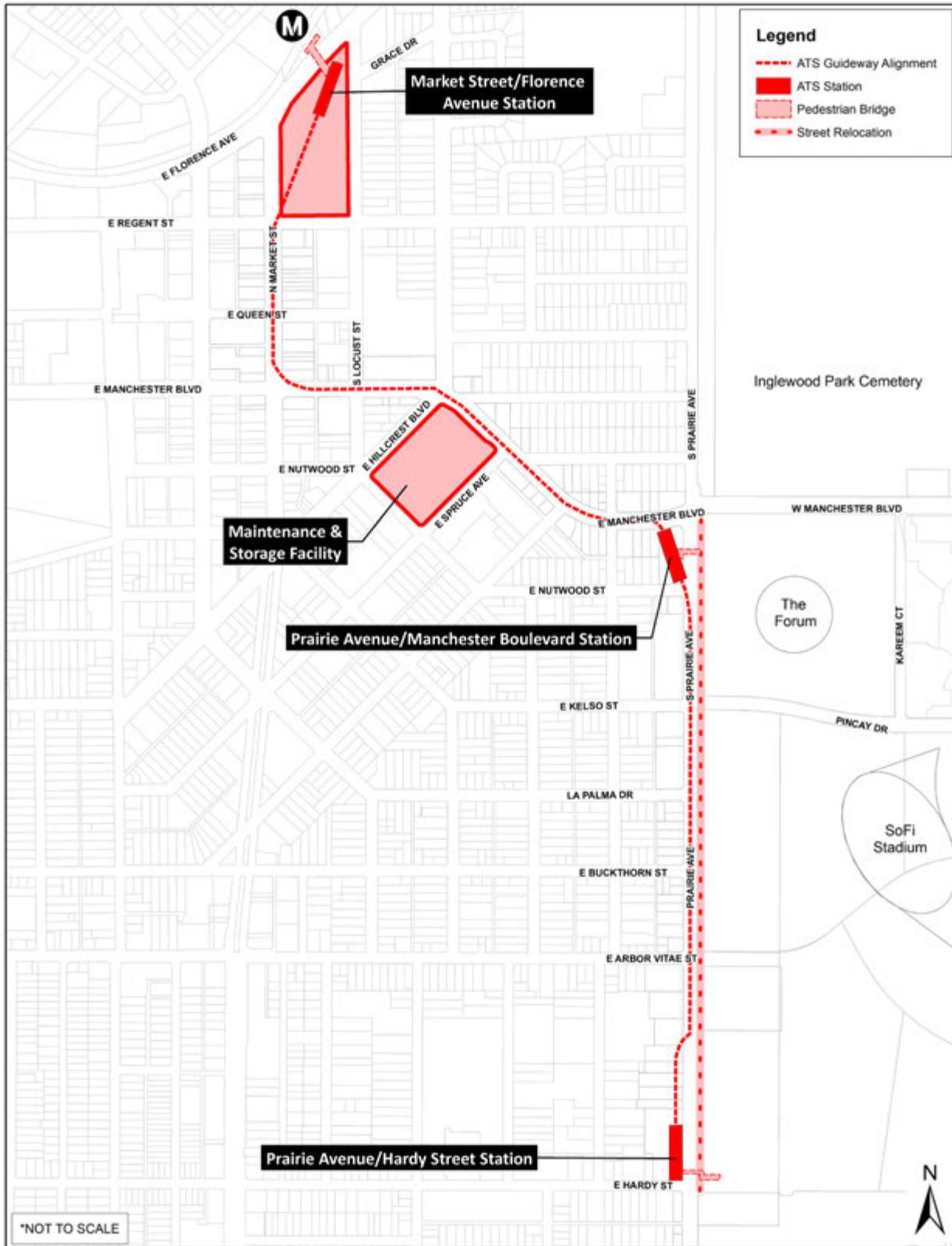
<sup>5</sup> For a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the Project, see Appendix B.

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# Inglewood Transit Connector (Revised Project)

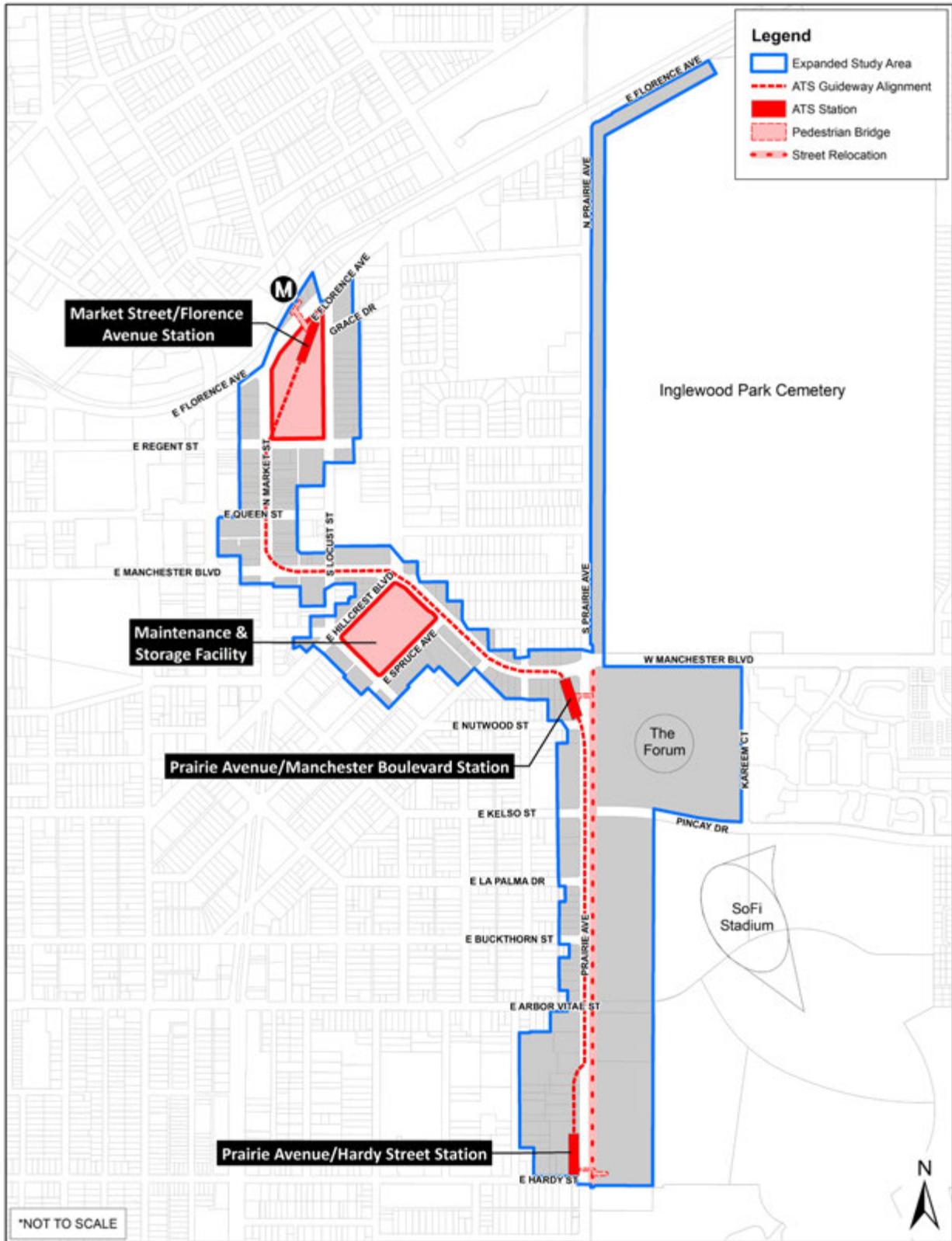
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Figure 2. PROJECT AREA MAP



# Inglewood Transit Connector (Revised Project)

Figure 3. EXPANDED STUDY AREA MAP



# Inglewood Transit Connector (Revised Project)

#### 4.0 REGULATORY SETTING

##### 4.1 Historical Resources under CEQA

The California Environmental Quality Act (CEQA) requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change in the significance of a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A “substantial adverse change” means “demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources “listed in, or determined to be eligible for listing in, the California Register of Historical Resources.”
- *Presumptive historical resources* are resources “included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1” of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.<sup>6</sup>

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is:

- Listed in the California Register of Historical Resources;

<sup>6</sup> *League for the Protection of Oakland’s Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4<sup>th</sup> 896, 906-7 (1997).

- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

- Identified as significant in a historical resource survey meeting the requirements of Public Resources Code 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an “historical resource” for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

#### **4.2 Historic Designations**

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

##### National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection

from destruction or impairment.<sup>7</sup> The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for Federal or Federally assisted projects; eligibility for Federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be listed in or eligible for listing in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historical resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.<sup>8</sup>

In addition to meeting any or all of the criteria listed above, properties nominated must also possess historic integrity. According to National Park Service guidance for applying National Register criteria, a property that is more than 50 years of age can be considered for listing in the National Register. Fifty years is a general estimate of time needed to develop historical perspective and therefore to evaluate historic significance.<sup>9</sup>

<sup>7</sup> 36CFR60, Section 60.2.

<sup>8</sup> 36CFR60, Section 60.3.

<sup>9</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Park Service, 1995), 41.

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### California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change to their significance.<sup>10</sup>

The criteria for listing in the California Register are based upon National Register criteria. A property may be listed in the California Register if it:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Is associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.<sup>11</sup>

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.<sup>12</sup>

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.

<sup>10</sup> California PRC, Section 5023.1(a).

<sup>11</sup> 14 CCR 4852 (b).

<sup>12</sup> California PRC, Section 5023.1(d).

- Historical resources contributing to the significance of a historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance.<sup>13</sup>

Guidance for applying the California Register criteria does not provide a specific age threshold for eligibility. However, it does state that “sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.”<sup>14</sup>

#### Local Designation

The City of Inglewood does not have a historic preservation ordinance and does not maintain a local designation program.

### **4.3 Historic Significance**

The definition of *historic significance* used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register. Historic significance is defined as *the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.*<sup>15</sup> It is achieved in several ways:

- *Association with important events, activities or patterns*
- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*
- *Potential to yield important information*

<sup>13</sup> California PRC, Section 5023.1(e).

<sup>14</sup> California Office of Historic Preservation, *Technical Assistance Series #6, California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, (Sacramento, CA: California Department of Parks and Recreation), 3.

<sup>15</sup> *National Register Bulletin 16A. How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, U.S. Department of the Interior, 1997), 3.

A property may be significant individually or as part of a grouping of properties.

#### 4.4 Historic Integrity

*Historic integrity* is the ability of a property to convey its significance. It is defined as the “authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”<sup>16</sup> The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling, and association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>17</sup>

#### 4.5 Period of Significance

The National Park Service defines the *period of significance* as “the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for... listing” in National, State or local registers. A period of significance can be “as brief as a single year... [or] span many years.” It is based on “specific events directly related to the significance of the property,” for example the date of construction, years of ownership, or length of operation as a particular entity.<sup>18</sup>

#### 4.6 Historic Districts

Standard preservation practice evaluates collections of buildings from similar time periods and historic contexts as historic *districts*. The National Park Service defines a

<sup>16</sup> *National Register Bulletin 16A*, 3.

<sup>17</sup> *National Register Bulletin 15*, 44-45.

<sup>18</sup> *National Register Bulletin 16A*, 42.

historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”<sup>19</sup> A historic district derives its significance as a single unified entity.

According to the National Park Service, “a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.” Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas and rural villages.<sup>20</sup>

Properties that have been found to contribute to the historic significance of a district are referred to as district contributors. Properties located within the district boundaries that do not contribute to its significance are identified as non-contributors.

<sup>19</sup> *National Register Bulletin 15, 5.*

<sup>20</sup> *National Register Bulletin 15, 5.*

## 5.0 HISTORIC CONTEXT

### 5.1 Development History

The following narrative describes the evolution of the Project Area and vicinity over time, with an emphasis on the early development of Inglewood and its downtown business district. The purpose of this narrative is to provide guidance for evaluating the historic significance of properties within the Project Area and Expanded Study Area, and for determining their eligibility for listing or designation according to established criteria and integrity thresholds.

#### Pre-History

In the pre-historical period, the coastal plain between present-day Los Angeles and Long Beach was immensely fertile, enriched by the periodic flooding of the Los Angeles River over millennia. It was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's indigenous people by California's Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva (Gabrieleño) villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.<sup>21</sup>

#### Spanish Colonial and Mexican Periods

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo's expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California's indigenous tribes, including the Tongva of the Suangna area.<sup>22</sup> While Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

On July 14<sup>th</sup>, 1769, Don Gaspar de Portolá, governor and military leader of Baja California, led the first expedition to colonize Alta California. Accompanied by Franciscan friars Junípero Serra and Juan Crespí, Portolá took a group of 64 men northward from San Diego toward Monterey. On August 2<sup>nd</sup>, the expedition camped along the east bank of the Los Angeles River just south of where it is joined by the Arroyo Seco. Fr. Crespí named the spot "El Pueblo de Nuestra Señora la Reina de los Ángeles del Río Porciúncula (translating as "town of Our Lady the Queen of Angels of

<sup>21</sup> Sam Gnerre, "The Suangna Native American Village in Carson," *South Bay Daily Breeze*, January 17, 2015.

<sup>22</sup> *Ibid.*

the River Porciúncula”). As the expedition crossed the river and continued to the south and west approximately one mile, they encountered the Tongva village of *Yang-na*, believed to be near the current site of *El Pueblo de Los Angeles*.

On September 8<sup>th</sup>, 1771, Spanish colonists established Mission San Gabriel, the fourth of an eventual 21 Spanish missions in California, and the first in this area. Much of the area’s native population would be recruited to work the San Gabriel Mission lands. Seven years later, in 1778, Governor Felipe de Neve received approval for the creation of a civil pueblo along the *Río la Porciúncula*. Persuaded by Crespi’s earlier descriptions of a well-watered valley with good soils for growing crops and an ample native population to work the land, the Spanish colonial government ordered Governor Neve to establish a settlement at this location and name the new pueblo *La Reina de los Angeles* (“Queen of the Angels”).

In 1821, Mexico won its independence from Spain and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector, and to native-born Californios.<sup>23</sup> The new Mexican government sought to diminish the influence of Spain in the region, as the Spanish missions largely remained loyal to the Roman Catholic Church in Spain. At the same time, there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called *ranchos*. Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent *Californios*.

### American Period

United States troops began occupying Alta California in 1846, at the advent of the Mexican-American War, and soon gained possession of Los Angeles itself. However, Alta California would not officially come under American rule until February 2<sup>nd</sup>, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which ceded the California territory to the United States and ended the war. Importantly, the treaty also provided that the existing land grants would be honored.

The origin of today’s City of Inglewood dates back to the mid-1800s and a dispute between two prominent Californio families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier and mule tender who was sent west of Los Angeles in 1781 to graze his livestock. He found the area around the Centinela Springs to be excellent grazing lands and settled there with a group of ranchers.<sup>24</sup> In 1834,

<sup>23</sup> The term *Californio* refers to Spanish-speaking natives of Alta California. The Californios were elite families that received large land grants from Spain and Mexico.

<sup>24</sup> The site of Centinela Springs is today’s Edward Vincent Junior Park, just northeast of the Project Area.

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Machado's son Ygnacio built the Centinela Adobe.<sup>25</sup> During this same period, Francisco Ávila and his family had established grazing lands near the Centinela. As the claims of the two families clashed, they took their dispute to the local council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre *Rancho Aguaje de la Centinela*. The Ávila family was granted the much larger *Rancho Sausal Redondo*. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados: a small tract in the *Pueblo de Los Ángeles* for *Rancho Aguaje de la Centinela*. The grant for *Rancho Sausal Redondo* was officially patented to Antonio Ygnacio Ávila in 1855; *Rancho Aguaje de la Centinela* was officially granted to Bruno Ávila in 1872.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost *Rancho Aguaje de la Centinela* through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell *Rancho Sausal Redondo* to pay probate costs, and it was also acquired by Burnett. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately become the coastal communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach; as well as the inland communities of Westchester, Inglewood, Hawthorne, and Lawndale.

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright.<sup>26</sup> The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock, while also planting more than 10,000 fruit and nut trees. Following a drought that led to the death of some 22,000 of his sheep, Freeman turned to dry farming, eventually producing a million barrels of barley annually. Ultimately Freeman would amass a fortune farming barley, olives, citrus fruits, and almonds. He named his ranch "Inglewood," after his birthplace in Ontario.

Following Catherine's death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small

<sup>25</sup> The Centinela Adobe is located in the Los Angeles community of Westchester and is the oldest building in the area. Considered the "birthplace of Inglewood," it is operated as a house museum by the Historical Society of Centinela Valley.

<sup>26</sup> The Freeman family officially acquired this land from Burnett in 1885.

parcels for the settlement of the new town of Inglewood. As local historian Gladys Waddingham tells it:

*Much fanfare went into selling the first lots. Excursion trains from Los Angeles brought prospective customers as well as several dignitaries. All came to the Land Office that stood near the little depot. We can imagine the excitement! By the end of the day 300 lots had been sold.<sup>27</sup>*

In 1888, Freeman began work on a large mansion for himself and his family, with bricks provided by his own newly-established Continuous Brick Kiln Company of Inglewood, and lumber from the recently-acquired local planning mill.<sup>28</sup> In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918.<sup>29</sup> Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed, with the only remaining portion of the ranch being the one-acre site on which the Centinela Adobe is situated.

### Inglewood Townsite

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300.<sup>30</sup> The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line, a subsidiary of the Atchison Topeka & Santa Fe Railway, which ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

<sup>27</sup> Gladys Waddingham, *The History of Inglewood* (Inglewood, CA: Historical Society of Centinela Valley, 1994), 5.

<sup>28</sup> Waddingham, 8.

<sup>29</sup> Waddingham, 11. Daniel Freeman is considered the founder of the City of Inglewood. Among his various pursuits, he is said to have been the first farmer to engage extensively in wheat cultivation in Southern California. Upon discovering a deposit of brick clay on his property, he established the Continuous Brick Kiln Company of Inglewood in 1888, manufacturing the building materials for many of the business blocks on Spring Street and Broadway in downtown Los Angeles, including his own building, the Freeman Block at 6<sup>th</sup> and Spring streets. He was the first president of the California Club of Los Angeles, president of the Los Angeles Chamber of Commerce in 1893-1894, and director of the Southern California Railway Co. Freeman lived in the Centinela Adobe before erecting his own residence in beginning in 1891, which was demolished 1972 to make way for the Daniel Freeman Memorial Hospital (now closed). In 1975, the Land Company office was moved from his estate to the grounds of the Centinela Adobe, where it now stands.

<sup>30</sup> Waddingham, 6.

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By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market.<sup>31</sup> At this time, Inglewood also had a post office, a railroad depot, and a large grain storage building situated along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period, before the opening of a streetcar line along its length in 1904, which would lead to its gradual transition to a commercial corridor.

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planing mill, lumber yard, cement storage, gain mills and storage, and several warehouses.<sup>32</sup> The City of Inglewood was officially incorporated on February 14<sup>th</sup>, 1908.



Market Street at the time of incorporation, 1908. (*"History of Inglewood," Waddingham.*)

<sup>31</sup> Sanborn Fire Insurance Maps, Inglewood CA, 1892. The Inglewood Hotel is labeled on this map as "not open" and occupied by four families as a dwelling.

<sup>32</sup> Sanborn Fire Insurance Maps, Inglewood CA, 1907.

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Also, by this time, Inglewood was home to an expansive cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. A total of 32 internments took place in the cemetery's first year of operation, with funerals often arriving by rail from Los Angeles in a private funeral car.<sup>33</sup> In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery would erect the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California.<sup>34</sup>



Inglewood Park Cemetery, date unknown. (*Inglewood Park Cemetery*)

Many of the South Bay region's earliest settlers have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans.<sup>35</sup> Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.<sup>36</sup>

By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were being developed with various commercial uses, from restaurants and boarding houses, to plumbers and hardware stores. Market Street remained primarily residential during this period, with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church.<sup>37</sup>

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, as hundreds of new homes were being built. At the same time, the city's commercial development was coalescing into a downtown

<sup>33</sup> Portions of the original railroad waiting station have been incorporated into the main entrance.

<sup>34</sup> The Inglewood Mausoleum was erected over the course of three years, from 1913 to 1915.

<sup>35</sup> Inglewood Park Cemetery, <http://www.inglewoodparkcemetery.com/heritage.html> (accessed February 2019).

<sup>36</sup> Mike Sonksen, "On Location: Inglewood," KCET: History and Society, <https://www.kcet.org/history-society/on-location-inglewood> (accessed February 2019).

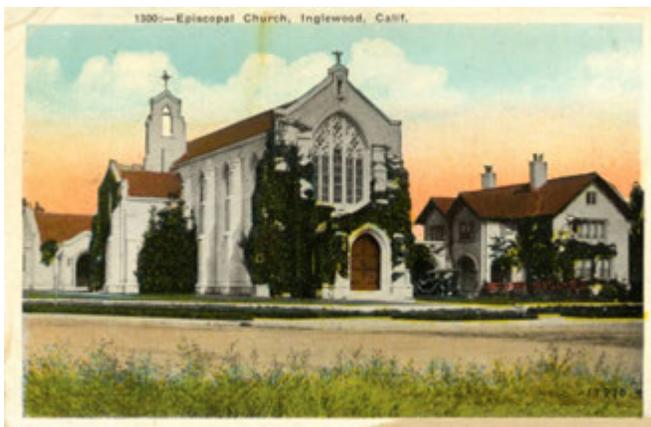
<sup>37</sup> Sanborn Fire Insurance Maps, Inglewood CA, 1912.

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business district. Commercial Street between Regent and Queen streets was now solidly commercial, boasting many of the business enterprises needed by any growing town, from banks and automobile showrooms, to furniture stores and a movie theater. South of Queen, Commercial Street was still largely undeveloped but for a few single-family residences and an apartment house. At this point, Market Street was more sparsely developed overall and displayed a combination of commercial and residential uses.<sup>38</sup>



Holy Faith Episcopal Church and Rectory, c. 1915. (James H. Osborne Photo Collection, CSUDH Archives)

The commercial structures erected in downtown Inglewood at this time were typical of those being built in downtowns throughout Southern California. These were what have since been termed “taxpayer blocks,” speculative investments to generate tax benefit until more valuable development could be carried out. Early examples were multi-unit two-story buildings, frequently with retail units on

the ground floor and offices or apartments above. These buildings were typically unreinforced brick in construction, with applied ornament of cast stone or terra cotta at the entrance or along the parapet. Depending on the size of the building, it may contain one or more retail storefronts, with flexible interiors to accommodate the ever-changing needs of individual tenants. While many of these buildings were vernacular in design, in Southern California they were often overlaid with details of the Spanish Colonial Revival style, including tile roofs or parapet edges, arched doors and window openings, and decorative wall tile and cast-stone detailing. With the advent of the personal automobile, a single-story version of the form became popular, with surface parking behind.<sup>39</sup>

Inglewood also had a number of churches by this time, including the First Methodist Episcopal Church, St. John’s Catholic Church, Church of the Brethren, and Christian Church.<sup>40</sup> The only church that survives from this period is Holy Faith Episcopal Church, located at the southeast corner of Locust Street and Grace Avenue.<sup>41</sup> The

<sup>38</sup> Sanborn Fire Insurance Maps, Inglewood CA, 1923.

<sup>39</sup> Lauren Weiss Bricker, Marion Mitchell-Wilson, and Janet L. Tearnen, *Inglewood Downtown District Main Street Project Area, Historic Design Guidelines*, report (Inglewood, CA: Main Street Inglewood, 2000), 9-10.

<sup>40</sup> Bricker, 9.

<sup>41</sup> Holy Faith Episcopal Church is located at 260 N. Locust Street.

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church was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland<sup>42</sup> and her husband Charles donated the funds to erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as “the most perfect example of true Gothic architecture in the West.” Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church was officially consecrated on November 8<sup>th</sup>, 1914, and dedicated to Catherine Freeman and Mathilda Howland, the mothers of Grace and Charles. The church lost its original bell tower in the 1933 Long Beach Earthquake, but soon thereafter gained the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in the Highland Park neighborhood of Los Angeles.<sup>43</sup>



Damaged buildings from Inglewood Earthquake, June 21, 1920. (*California Historical Society Collection, USC*)

On the evening of June 21<sup>st</sup>, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. While tremors were felt as far away as Ventura and Riverside, almost all of the damage took place in Inglewood, and specifically to the unreinforced brick buildings along Commercial Street (now La Brea Avenue),

where exterior walls fell into the street and plate glass windows shattered.<sup>44</sup> The Inglewood Hotel was also badly damaged and subsequently demolished. Despite the widespread damage, however, the earthquake did not seriously hamper the city’s growth. In fact, according to local historian Gladys Waddingham, the quake appears to have been a boon to development, as “many of the people who flocked to see the damage were seeing Inglewood for the first time and were so impressed that they came back to live.” This hypothesis is borne out by population figures: the 1920 census

<sup>42</sup> Grace Freeman was the daughter of Daniel Freeman, considered the founder of the City of Inglewood.

<sup>43</sup> “Holy Faith Episcopal Church: One Hundred Years of Ministry,” Holy Faith Episcopal Church, <https://www.holyfaithla.org/> (accessed February 2019).

<sup>44</sup> Paul R. Spitzer, “Shake, Rattle and Roll: The Inglewood Earthquake of 21 June 1920,” Homestead Museum, <https://homesteadmuseum.wordpress.com/2018/06/21/shake-rattle-and-roll-the-inglewood-earthquake-of-21-june-1920/> (accessed February 2019).

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credited Inglewood with a population of 3,286. In just two years the figure would double, making Inglewood the fastest growing city in the nation.<sup>45</sup>

The 1920s was a boom period for the City of Inglewood, both in terms of population and development. While Commercial Street continued to be the primary artery of the downtown business district, many more businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution the People's Federal Building & Loan Association was established at this time, first in a unit of the building at 314 S. Market Street, before constructed their own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927.<sup>46</sup> That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets, at a cost of \$140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the "first steel frame business block in this city" and as "practically fire and earthquake proof."<sup>47</sup>



Market Street, looking north, 1925. (*Security Pacific National Bank Collection, LAPL*)

On May 18<sup>th</sup>, 1927, some 15,000 locals came out to celebrate the "Festival of Light" which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported

<sup>45</sup> Waddingham, 26.

<sup>46</sup> The former People's Federal Building & Loan Association building is located at 150 S. Market Street. It is currently occupied by the World Hat & Boot Mart.

<sup>47</sup> "Two-Story Business Structure: Work for Inglewood Bank Let," *Los Angeles Times*, May 15, 1927. The former Bank of Inglewood building is located at 100 N. Market Street/307 E. Queen Street.

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the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk.<sup>48</sup> In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard’s northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details.<sup>49</sup> Also constructed in downtown Inglewood during this period were a new City Hall building (1923, demolished), the Granada Theater (1923, demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, demolished), as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood’s economic base began to expand outside the downtown core. Appropriately, in 1937 Commercial Street was officially changed to La Brea Avenue, connecting it with the street in Los Angeles.<sup>50</sup> Also that year, Mines Field, which had been established just southwest of the city, was purchased by the City of Los Angeles to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an “ultra-modern” thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.<sup>51</sup> In addition to attracting the typical racing fan, Hollywood Park brought in

celebrated personalities associated with the entertainment industry—from studio executives Jack Warner, Walt Disney and Samuel Goldwyn, to A-list actors like Al Jolson and Bing Crosby—many of whom were also investors in the operation.



Fox Theater, early 1950s. (John Chappell Collection, *Cinema Treasures*)

#### Wartime and Postwar Growth

As war clouds gathered in the early 1940s, a number of aviation-related and other wartime manufacturing facilities set up shop around the Los Angeles Airport. North American Aviation, Inc. and the Northrup Company both established airplane manufacturing plants in the vicinity. Due to the emergence of these new facilities, this area would not only be critical to the defense industry during

<sup>48</sup> “Inglewood Glows Under New Lights,” *Los Angeles Times*, May 20, 1927.

<sup>49</sup> The Professional Building is located at 149-155 S. Market Street/231-239 E. Manchester Boulevard.

<sup>50</sup> Waddingham, 43.

<sup>51</sup> Bricker, 15.

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World War II, but in the postwar years would evolve into one of the most important centers of the nation's aerospace industry.

The presence of wartime and postwar manufacturing jobs added sharply to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the city had a population of 26,000; by 1956, that number had grown to 64,000.<sup>52</sup> Housing construction naturally responded to the increased demand, and commercial development followed, leading to a pattern of postwar decentralization. By the mid-1950s, the city had three retail business areas—in North Inglewood, Morningside Park, and Crenshaw—in addition to the downtown.

Despite this tremendous growth overall, new development in downtown Inglewood was very limited during this period. In 1941 a J.C. Penney department store opened on Market Street between Queen Street and Manchester Boulevard. Originally constructed as a one-story building, in 1954 it was expanded with a second story and remodeled in its exiting Mid-Century Modern style, with a deep front canopy and glazed terra cotta tile columns.<sup>53</sup>

The Fox Theater opened on March 31<sup>st</sup>, 1949, on Market Street between Regent and Queen. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by prolific theater architect S. Charles Lee in the Late Moderne style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof "crying room." The Fox Inglewood was often used for Fox Pictures' premiers and sneak previews.<sup>54</sup>

During this same period, two substantial institutions opened just outside of downtown



**Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary), c. 1950. (Tichnor Brothers Collection, Boston Public Library)**

<sup>52</sup> Ibid.

<sup>53</sup> The former J.C. Penney building is located at 129-139 S. Market Street.

<sup>54</sup> "Inglewood Fox Theatre," Los Angeles Historic Theatre Foundation, <http://www.lahtf.org/inglewoodfox/> (accessed February 2019); "Fox Theater," Inglewood Public Art, [http://www.inglewoodpublicart.org/Fox\\_Theater.html](http://www.inglewoodpublicart.org/Fox_Theater.html) (accessed February 2019). The former Fox Theater is located at 115 N. Market Street.

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Inglewood. In 1948, Bank of America erected a sprawling 22,000-square-foot branch at the southwest corner of Manchester Boulevard and Locust Street.<sup>55</sup> That same year, funeral director John Flanagan opened Hardin & Flanagan Colonial Chapel & Mortuary on Prairie Avenue at La Palma Drive, across the street from Hollywood Park. Flanagan built a number of mortuaries around the Los Angeles area using the same American Colonial Revival design. In 1959, the business was purchased by the McCormick family and renamed McCormick Mortuary.<sup>56</sup> The following year, the building was expanded with a two-story north wing, adding a new lobby with offices above. Today, the business is operated as Lighthouse McCormick Mortuary.<sup>57</sup> The other area for new development during the postwar period was La Brea Avenue, a wide auto corridor which previously served as the western border of downtown Inglewood.<sup>58</sup>



Market Street, looking north from Queen Street, 1955. (Alan Weeks, L.A. County Metropolitan Transportation Authority Library & Archive)

Despite these examples of new construction in and around downtown during this period, the primacy of the city's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling

<sup>55</sup> The Bank of America building is located at 320-330 E. Manchester Boulevard.

<sup>56</sup> The McCormick family operated various locations throughout the South Bay, including Westchester, Hawthorne, Redondo Beach, Manhattan Beach, Gardena, and Whittier.

<sup>57</sup> The Lighthouse McCormick Mortuary is located at 619-635 S. Prairie Avenue.

<sup>58</sup> Also built during this period was a Sears department store at Manchester and Hillcrest boulevards. Opened in 1947, this was an early indicator that the future of retail in Inglewood would not be downtown. Sears was demolished in 1993 and replaced by a Vons supermarket.

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businesses. The city responded by adding municipally-owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities, as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s.<sup>59</sup> However, these effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected plans to build a mall of its own on a large parcel at Prairie and Manchester, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.<sup>60</sup>



Market Street, looking south from Regent Street, 1961. (*Inglewood Public Library, Online Archive of California*)

By the late 1960s, downtown Inglewood was in need of reinvention. To this end, the city contemplated a wholesale redevelopment scheme for the Market Street corridor that would expand and remodel existing stores, construct two high-rise office and apartment towers, introduce a landscaped arcade, and build a four-square block parking deck above shops to quadruple parking capacity.<sup>61</sup> However, this plan would go unrealized. The United Bank of California at the southeast corner of Market and Regent streets would be the first new structure to be added to the Market Street corridor in

<sup>59</sup> "Downtown Center of Many Activities," *Los Angeles Times*, March 18, 1962.

<sup>60</sup> "The Changing Face of South Bay: Downtowns," *Los Angeles Times*, January 4, 1987.

<sup>61</sup> "\$11 Million Center Assured in Inglewood," *Los Angeles Times*, March 31, 1968.

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nearly two decades, replacing several early 20<sup>th</sup>-century commercial buildings.<sup>62</sup> Constructed in 1967 in the Late Modern style, it was joined nine years later by a stand-alone drive-thru automated teller building situated across Regent from the bank. Both buildings are believed to have been designed by Los Angeles modernist Richard Dorman.<sup>63</sup>

### Beyond Downtown

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multi-purpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles Luckman & Associates and completed in 1967.<sup>64</sup> Designed in the New Formalist architectural style, it was intended as a modern and highly-stylized version of the Coliseum of ancient Rome. Nicknamed “the Fabulous Forum,” it would host tennis matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers’ first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area, and would be influential in the birth of “arena rock.” During the 1984 Olympics, the Forum was the venue for men’s and women’s basketball.<sup>65</sup>



The Forum under construction, with Jack Kent Cooke and Charles Luckman, 1967. (*Herald Examiner Collection, LAPL*)

By the early 1970s, Market Street had turned into a virtual ghost town as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the city, from 1971 to

<sup>62</sup> The former United Bank of California is located at 158-170 N. Market Street.

<sup>63</sup> Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building lists Richard Dorman as its architect.

<sup>64</sup> The Forum is located at 3900 W. Manchester Boulevard.

<sup>65</sup> “Forum,” *National Register of Historic Places Form*. Prepared by Historic Resources Group, April 29, 2014.

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1976 Inglewood spent about \$50 million in local, county, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex combined City Hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage onto a single super-block, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area<sup>66</sup>—bounded by Florence, Locust, Manchester and Fir—the vast majority of which was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.<sup>67</sup>

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor's fortunes, and the vitality of the downtown business district continued to wain into the 1980s. In October 1986, Market Street merchants brought downtown business activity to halt as they closed their shops and picketed in a city-owned parking lot in a last-ditch effort to save it from redevelopment. The parking lot at La Brea Avenue and Queen Street provided 80 metered parking spaces which local shopkeepers saw as critical to continued viability of the downtown business district, which was already suffering from a severe parking shortage. Ultimately, however, the protests were unsuccessful, and the parking lot was soon replaced by a five-story office building.<sup>68</sup> Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

Since the late-1970s, at least four City-sponsored revitalization programs have focused on improving Market Street's commercial viability, introducing street landscaping and furniture as well as façade improvements to the existing buildings. Efforts have included a façade improvement program designed by architectural firm Kahn, Kappe, Lotery, Boccato (1979); a \$250,000 façade improvement program, including signs and awnings (1984); a California Main Street Community Project (1990s); and the Market Street Renaissance program (2000). However, despite these efforts, Market Street has largely remained an underutilized asset.

### Inglewood Today & Tomorrow

In 1994, Hollywood Park underwent a \$100 million expansion into Hollywood Park Casino, which extended the facility's economic viability. However, in May of 2013, it was announced that the Hollywood Park racetrack would be closing at the end of the fall racing season. In 2015, the Inglewood City Council approved a plan to build a

<sup>66</sup> The In-Town Redevelopment Area was one of six redevelopment project areas adopted by the Inglewood Redevelopment Agency between 1970 and 1973.

<sup>67</sup> Dean Murphy and Michele L. Norris, "Government Money Becomes Urban Lifeblood: Innovation and Optimism Thrive on Public Funds in Inglewood, San Pedro," *Los Angeles Times*, January 4, 1987.

<sup>68</sup> "Merchants Protest Proposal to Build on Parking Lot," *Los Angeles Times*, October 16, 1986.

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70,000-seat football stadium on the site in anticipation of the St. Louis Rams moving back to Los Angeles. The Inglewood mayor was on-hand to witness the demolition by explosives of the massive grandstand.

The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly-constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a substantial renovation, reopening in 2014. Later that year, the Forum was listed in the National Register of Historic Places. The venue is inextricably tied to the identity of the City of Inglewood, which adopted the moniker “City of Champions.” The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

Over the past decade, the City of Inglewood has been acquiring select parcels throughout the city for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood. Local advocacy organization the Inglewood Historic Preservation Alliance (IHPA, formerly the Inglewood Historic Site Preservation Committee) continues to work toward the protection of the city’s historic structures and places of interest, including the Fox Theatre, which was successfully listed in the National Register of Historic Places in 2013.<sup>69</sup> Currently, the City of Inglewood is utilizing *The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1<sup>st</sup>, 2016, as the controlling document for future activity along Market Street.

On January 12<sup>th</sup>, 2016, the NFL voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former racetrack, the Casino, was demolished and a new Hollywood Park Casino was opened next door. The new *Los Angeles Stadium at Hollywood Park* is currently under construction. When completed in 2020, it will be the new home of the NFL’s Los Angeles Rams and Los Angeles Chargers. The Los Angeles Stadium is slated to host Super Bowl LVI in 2022, the College Football National Championship in 2023, and the opening and closing ceremonies and soccer events for the 2028 Summer Olympics.

<sup>69</sup> Anne Cheeck La Rose, “Inglewood Fox Theatre: Bringing Back the Inglewood Fox Theatre,” Los Angeles Historic Theatre Foundation, <http://www.lahtf.org/inglewoodfox/> (accessed February 2019).

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## 5.2 Selected Chronology

### Pre-History

- 3,500 BP** The Tongva occupy the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline.

### Spanish Colonial Period

- 1542** Spanish explorer Juan Rodriguez Cabrillo makes the first documented European contact with the native Tongva people.
- 1769** The Portolá expedition passes through present-day downtown Los Angeles, encountering the native people from the village of Yang-na.
- 1771** On September 8<sup>th</sup>, Spanish colonists establish Mission San Gabriel, the fourth of California's Spanish missions.
- 1778** *El Pueblo de Los Angeles* is officially founded under the Spanish Laws of the Indies on September 4<sup>th</sup>.

### Mexican Period

- 1821** Mexico wins its independence from Spain and Alta California becomes a territory of the new Mexican Republic.
- 1834** The California Missions are secularized by the Mexican government, and mission lands are confiscated for distribution in large land grants called *ranchos*.  
  
Ygnacio Machado builds the Centinela Adobe, now considered the "birthplace of Inglewood."
- 1837** The Machado family is granted official title of the area around Centinela Springs as the 2,219-acre *Rancho Aguaje de la Centinela*.  
  
The Ávila family is granted the 22,458-acre *Rancho Sausal Redondo*, encompassing much of what is now the South Bay region of Los Angeles County.
- 1845** Bruno Ygnacio Ávila acquires *Rancho Aguaje de la Centinela* from the Machados in exchange for a small tract in the *Pueblo de Los Ángeles* for.

### American Period

- 1846** United States troops begin occupying Alta California.
- 1848** The signing of the Treaty of Guadalupe Hidalgo on February 2<sup>nd</sup> cedes the California territory to the United States and ends the Mexican-American War.
- 1850** Los Angeles incorporates as an American city on April 4<sup>th</sup>.

California is admitted to the Union as its 31<sup>st</sup> state.

- 1857 Bruno Ávila loses *Rancho Aguaje de la Centinela* through foreclosure.
- 1860 *Rancho Aguaje de la Centinela* is acquired by Scotsman Sir Robert Burnett.
- 1868 The heirs of Antonio Ávila are forced to sell *Rancho Sausal Redondo* to pay probate costs.
- 1872 Burnett combines his total land holdings into the Centinela Ranch, encompassing the present-day communities of Playa del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Westchester, Inglewood, Hawthorne, and Lawndale.
- 1873 Burnett leases his property to Daniel and Catherine Freeman.
- 1885 Daniel Freeman officially acquires Burnett's property and names it Inglewood.
- 1887 Freeman sells some 11,000 acres of his ranch to the Centinela-Inglewood Land Company for development.

#### **Inglewood Townsite**

- 1888 The townsite of Inglewood is platted by the Centinela-Inglewood Land Company.  
The California Central Railway completes a line to Redondo Beach.  
Freeman erects a large mansion in Inglewood.
- 1889 Freeman builds a land office on the grounds of the Centinela Adobe.
- 1905 A group of local businessmen forms the Inglewood Park Cemetery Association.
- 1907 The Romanesque-style Grace Chapel is erected at Inglewood Park Cemetery.

#### **City of Inglewood**

- 1908 The City of Inglewood is incorporated on February 14<sup>th</sup>.
- 1914 Holy Faith Episcopal Church, designed by nationally renowned architect Philip Frohman, is officially consecrated.
- 1915 The Neoclassical-style Inglewood Mausoleum at the Inglewood Park Cemetery is completed.
- 1920 On the evening of June 21<sup>st</sup>, the Los Angeles Basin is rattled by an estimated 5.0 earthquake centered near Inglewood.
- 1927 The People's Federal Building & Loan Association erects a building at the northeast corner of Market Street and Manchester Boulevard.

The Bank of Inglewood building is erected at the northeast corner of Market and Queen streets.

A new ornamental lighting system is installed along Market Street.

- 1928** The Professional Building is constructed at Market Street and Manchester Boulevard's northwest corner.
- 1929** The stock market crashes in late October, ultimately leading to the Great Depression.
- 1933** On the evening of March 10<sup>th</sup>, a magnitude 6.4 earthquake strikes off the coast of Long Beach.
- 1937** Mines Field, west of Inglewood, is purchased by the City of Los Angeles to serve as its municipal airport.
- 1938** Hollywood Park thoroughbred racetrack opens southeast of downtown Inglewood.

#### **Wartime & Postwar Growth**

- 1941** On December 7<sup>th</sup>, the U.S. naval base at Pearl Harbor is attacked by the Imperial Japanese Navy, leading to the United States' entry into World War II.  
  
A J.C. Penney department store opens in downtown Inglewood.
- 1945** The Granada Theater on Market Street burns down.
- 1947** Sears department store opens at Manchester and Hillcrest boulevards.
- 1948** Bank of America opens a large branch on Manchester Boulevard, just east of downtown Inglewood.  
  
The Hardin & Flanagan Colonial Chapel and Mortuary (now Lighthouse McCormick Mortuary) opens on Prairie Avenue, across from Hollywood Park.
- 1949** On March 31<sup>st</sup>, the Fox Theater opens on Market Street on the site of the Granada Theater.  
  
Los Angeles Airport is renamed Los Angeles International Airport.

#### **Beyond Downtown**

- 1957** The Market Street trolley line is removed.
- 1967** The United Bank of California becomes the first contemporary structure to be added to the Market Street corridor.  
  
The Forum is built by prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises in Los Angeles: the Lakers (basketball), Kings (hockey), and Wolves (soccer).

- 1972** The Forum is the site of the Lakers' first NBA championship since moving to Los Angeles.
- 1973** A new Inglewood Civic Center complex is constructed just west of downtown.
- 1984** The Forum is the venue for men's and women's basketball during the Summer Olympics.
- 1986** Market Street merchants picket to stop the loss of a parking lot at La Brea Avenue and Queen Street for new construction; the protest is unsuccessful.
- 1988** The Fox Theater, then owned by the Mann theater chain, closes its doors.

#### **Inglewood Today & Tomorrow**

- 1993** Sears is demolished and replaced by a Vons supermarket.
- 1994** Hollywood Park undergoes a \$100 million expansion into Hollywood Park Casino.
- 1999** The Lakers and Kings leave the Forum for the newly-constructed Staples Center in downtown Los Angeles.
- 2013** It is announced that Hollywood Park racetrack will close at the end of the fall racing season.  
  
The Fox Theatre is listed in the National Register of Historic Places.
- 2014** The Forum reopens after a \$50 million renovation.  
  
The Forum is listed in the National Register of Historic Places.
- 2015** The Inglewood City Council approves a plan to build an 70,000-seat football stadium on the Hollywood Park site.
- 2016** On January 12<sup>th</sup>, the NFL votes to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow.  
  
The Hollywood Park casino is demolished, and a new casino opened next door.
- 2020** The *Los Angeles Stadium at Hollywood Park* (SoFi Stadium) opens as the new home of the NFL's Los Angeles Rams and Los Angeles Chargers.
- 2022** SoFi Stadium is scheduled to host Super Bowl LVI.
- 2023** SoFi will be the venue for the College Football National Championship.
- 2028** SoFi Stadium will host the opening and closing ceremonies for the Summer Olympics, as well as soccer events.  
  
The Forum is slated to host the gymnastics events for the Summer Olympics.

## 6.0 IDENTIFICATION OF HISTORICAL RESOURCES

### 6.1 Listed Historical Resources

There are two (2) properties within the Project Area and/or Expanded Study Area that are listed in the National Register and are therefore automatically listed in the California Register. As such, these properties are considered historical resources as defined by CEQA.

#### 115 N. Market Street (former Fox Theater)

This property, located on the west side of Market Street between Regent and Queen streets, contains a 1,008-seat neighborhood movie theater building. Originally constructed in 1949 for Fox West Coast Theaters, it was designed by prolific theater architect S. Charles Lee in the Late Moderne style. The theater closed in 1988. The building is currently unoccupied and its storefront is boarded up.

On January 14<sup>th</sup>, 2013, the Fox Theater was listed in the National Register and is therefore automatically listed in the California Register.<sup>70</sup> As such, this property is a historical resource under CEQA.<sup>71</sup>

#### 3900 W. Manchester Boulevard (The Forum)

This property, located at the southeast corner of Manchester Boulevard and Prairie Avenue, contains the Forum, a multi-purpose indoor arena, surrounded by an expansive surface parking lot. It was built by nationally prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises: the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. Completed in 1967, it was designed by prominent Los Angeles architectural firm Charles Luckman & Associates in the New Formalist style. From 2012 to 2014, it underwent an extensive rehabilitation.

The Forum was listed in the National Register on September 24<sup>th</sup>, 2014 under Criterion C as an excellent example of a 1960s New Formalist-style arena building,<sup>72</sup> and is therefore automatically listed in the California Register. As such, this property is a historical resource under CEQA.

<sup>70</sup> "Fox Theatre Inglewood," National Register of Historic Places Registration Form, prepared by Brian Curran, Jr. (accessed February 2019).

<sup>71</sup> In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a very good example of a 1940s Late Moderne-style movie theater building in Inglewood.

<sup>72</sup> "Forum," National Register of Historic Places Registration Form, prepared by Historic Resources Group, April 29, 2014.

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## 6.2 Previous Historic Resources Study

A previous effort to identify historical resources within the Project Area was done as part of an investigation to inform the “Inglewood Downtown District, Main Street Project Area, Historic Design Guidelines,” which were prepared for the City of Inglewood, on May 15, 2000.<sup>73</sup> The 2000 Historic Design Guidelines document included investigation of potential historical resources located in the Inglewood Downtown District/Main Street project area, which was bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. The upper portion of the Downtown District/Main Street area includes the Market Street portion of the current Project Area/Expanded Study Area.

The 2000 Historic Design Guidelines investigation does not meet the requirements in Public Resources Code 5024.1(g) for historic resource surveys. It did not include an intensive-level historic resources survey. Instead, preparation of the Historic Design Guidelines was limited to a reconnaissance-level survey only; properties were not fully evaluated or documented on inventory forms. Several properties were identified as eligible for local listing only, but the City of Inglewood did not then, and does not currently, have a local landmark designation program with codified eligibility standards and criteria for local listing. For these reasons, as well as the fact that it is now over 20 years old, the 2000 Historic Design Guidelines investigation is not considered an authoritative or definitive source for this report. It was, however, utilized for research and informational purposes.

There are ten (10) properties within the Project Area and/or Expanded Study Area that were previously identified as eligible for historic listing or designation in the 2000 Historic Design Guidelines investigation. Each of these properties has been re-examined and re-evaluated herein for its eligibility for listing in the California Register and/or National Register.<sup>74</sup>

## 6.3 Individual Properties Evaluated as Eligible for Historic Listing

Detailed field surveys of the Project Area and Expanded Study Area were conducted on June 4<sup>th</sup>, 2018, February 21<sup>st</sup>, 2019, and August 1, 2021. These field surveys were supplemented by property-specific and contextual research to identify additional properties that are eligible for listing or designation and therefore may be considered historical resources under CEQA. Through this process, eight (8) properties were

<sup>73</sup> Lauren Weiss Bricker, et al., *Inglewood Downtown District, Main Street Project Area, Historic Design Guidelines*, prepared for the City of Inglewood, May 15, 2000.

<sup>74</sup> The *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, adopted November 1, 2016, identifies Downtown Inglewood as “Historic Downtown.” However, this appears to refer to the area’s history as Inglewood’s original business district, and is not an evaluation of historic eligibility.

evaluated as appearing eligible for listing in the California Register and are therefore considered herein as historical resources for the purposes of CEQA.

### 260 N. Locust Street (Holy Faith Episcopal Church)

This property, located at the southeast corner of Locust Street and Grace Avenue, contains the Holy Faith Episcopal Church complex. The congregation was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, funds were donated to erect a complex consisting of a church, a rectory (the dwelling to the south), and a parish hall (now a school at the rear). The complex of buildings was designed by architect Philip Frohman, who would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church building was officially consecrated on November 8<sup>th</sup>, 1914. It lost its original bell tower in the 1933 Long Beach Earthquake, but continued to be improved throughout the 1930s, with the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in the Highland Park neighborhood of Los Angeles. Due to its growing congregation, in the late 1950s Frohman returned to design an addition to the church building.<sup>75</sup> The church was extended to the west and an interior balcony added, doubling its capacity from 200 to 400. The newly expanded church building was dedicated in 1959. The parish hall, which now serves as a school, has been expanded multiple times from the 1950s to the 1980s, now extending nearly the full width of the lot. The rectory appears largely intact, with some windows replaced. In the 2000 Historic Guidelines Study, the property was assigned a status code of 4S1 (may become eligible for the National Register when it becomes old enough). Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially intact, including the main church building, the rectory, and the school. Character-defining features of the church building include its double-cruciform plan; gabled roofs with capped parapets and decorative crosses; copper steeple; stucco exterior walls with cast-stone stepped buttresses; base with cast-stone molding; pointed-arch openings with decorative cast-stone surrounds; leaded stained-glass windows; cast-stone Gothic tracery and quoining; wood plank doors with exposed iron hardware; metal scuppers and downspouts; and decorative wrought-iron wall sconces. The church expansion was designed by the original architect to respect and complement the original church—with features such as wood entry doors and stained-glass windows retained and incorporated into the expanded design—and thus is

<sup>75</sup> Bricker, 8 (Database Master Report, appendix to the *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines*).

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considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident. Therefore, the property appears eligible for listing in the California Register under Criterion 1 as a good example of early institutional development in Inglewood, and Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

The National Park Service provides additional guidance for the evaluation of religious properties for listing in the National Register (Criterion Consideration A). This guidance was used to evaluate the Holy Faith Episcopal Church for the California Register. Because this property was found to satisfy Criterion Consideration A for religious properties, Holy Faith Episcopal Church was also evaluated as appearing eligible for listing in the National Register.

Criterion Consideration A states that a religious property must “[derive] primary significance from architectural or artistic distinction or historical importance.”<sup>76</sup> Indeed, the Holy Faith Episcopal Church complex appears eligible for both of these reasons, thus meeting the Criterion Consideration. According to National Park Service guidance on Criterion Consideration A as applied to eligibility under National Register Criterion A, a religious property can meet this criterion if it is significant under a historical theme not related to religion, such as patterns of settlement.<sup>77</sup> Because the complex originated with the main church building constructed in 1914, the property meets Criterion Consideration A and appears eligible under National Register Criterion A as an excellent, intact example of early institutional development in Inglewood.

According to NPS guidance on Criterion Consideration A as applied to eligibility under National Register Criterion C, a religious property can meet this criterion for its architectural or artistic values.<sup>78</sup> This property represents the work of nationally-renowned architect Philip Frohman, who would become best known for his work on the National Cathedral in Washington, D.C. As noted above, Frohman was not only responsible for the church’s original design but also for its mid-20<sup>th</sup> century expansion. In addition to its architecture, the church incorporated the work of various artisans, including the Stations of the Cross, imported from Italy; the pulpit, lectern and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by the world-renowned Judson Studios. Thus, the property meets Criterion Consideration A and appears eligible under National Register Criterion

<sup>76</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, U.S. Department of Interior, 1995, 25.

<sup>77</sup> *National Register Bulletin 15*, 26.

<sup>78</sup> *National Register Bulletin 15*, 26.

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C as an outstanding example of Late Gothic Revival architecture, and as representing the work of master designers and artisans, including a nationally significant architect.

This property appears substantially intact, including the main church building, the rectory, and the school. The church expansion was designed by the original architect to respect and complement the original church and thus is considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident. As such, the property as a whole retains sufficient integrity to convey its significance. Therefore, the Holy Faith Episcopal Church complex meets Criterion Consideration A for Religious Properties and thus appears eligible for listing in the National Register.

#### 158-170 N. Market Street (former United Bank of California)

This property, located at the southeast corner of Market and Regent streets, contains a 9,000 square-foot branch bank building and rear surface parking lot. Originally constructed in 1967 for United Bank of California, it was designed by noted Los Angeles architect Richard Dorman in the Late Modern style.<sup>79</sup> Richard Dorman was a prolific modernist architect and designer who worked throughout the Los Angeles region from the 1950s through the 1970s. Over the course of his career he designed dozens of high-end residences, as well as various commercial and institutional buildings such as offices, churches, and banks. In 1976, the bank added a similarly-designed drive-thru automated teller building across Regent Street to the north, also designed by Dorman.<sup>80</sup> The building is currently occupied by Broadway Federal Bank. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 6Z (appears ineligible for the National Register).<sup>81</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property for the purpose of this report and finds that it appears substantially unaltered since its original construction. Character-defining features include its cruciform roof plan; projecting trapezoidal volumes; battered walls; heavy wood beams; smooth exterior surfaces of brick and stucco; and large expanses of tinted glass. Alterations—such as contemporary signage, and the addition of an in-wall ATM with an access ramp and projecting canopy—are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. At the time of its previous evaluation, the bank building was well below the

<sup>79</sup> Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building across the street lists Richard Dorman as its architect.

<sup>80</sup> Because the drive-thru automated teller building is situated across the street and was added nine years later, it is not considered part of the bank building.

<sup>81</sup> Bricker.

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50-year age threshold used in standard preservation practice for evaluating eligibility for historic designation.<sup>82</sup> Additionally, since the 2000 survey there has been substantial new scholarship on the built environment of the mid-20<sup>th</sup> century, with new historic contexts developed to provide guidance for evaluating such properties. In light of this new scholarship, this property appears to be significant as a 1960s Late Modern-style bank building in Inglewood, representing the work of a noted architect. It remains highly intact and thus retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, the property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, it is considered a historical resource herein for the purposes of CEQA.

100 N. Market Street/307 E. Queen Street (former Bank of Inglewood)

This property, located at the northeast corner of Market and Queen streets, contains a two-story, 9,258 square-foot mixed-use commercial building constructed in 1927. The building was originally constructed for the Bank of Inglewood at a cost of \$140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was the first steel frame business block in the city. The building was sold to Bank of America National Trust & Savings Association in 1936; in 1950 it became Southwest Bank. It now serves as a retail space occupied by Vajra Books & Gifts. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as an excellent example of a 1920s Mediterranean Revival-style bank building in Inglewood.<sup>83</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property for the purpose of this report, and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, roof material, exterior wall cladding, fenestration patterns, elaborate arched main entrance and ground-story windows, upper-story windows, and various decorative elements. Alterations—such as replaced front doors and the addition of tile cladding on the ground story—are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mediterranean Revival bank building from the 1920s. It retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, the property appears eligible for listing in the California

<sup>82</sup> According to National Park Service guidance, 50 years is a general estimate of time needed to develop sufficient historical perspective to evaluate historic significance.

<sup>83</sup> Bricker.

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Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

129-139 S. Market Street (former J.C. Penney)

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a two-story, 62,583 square-foot commercial retail building which originally housed a J.C. Penney department store. The building was initially constructed as one story in 1941. In 1954, it was expanded with a second story and remodeled in the Mid-Century Modern style. It is currently occupied by Inglewood Marketplace. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1950s Mid-Century Modern-style department store building.<sup>84</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it appears substantially unaltered since its 1950s remodel. The building retains the majority of its exterior features from this period, including its form and massing, exterior wall cladding, angled storefronts, recessed entry with terrazzo flooring, entry doors, canopy, upper-story ribbon windows, and applied decoration. Alterations—such as contemporary signage and the distinctive paint job—are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mid-Century Modern department store building from the 1950s. This building retains sufficient integrity to convey its significance as a good example of its building type and its architectural style. Therefore, this property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

149-155 S. Market Street/231-239 E. Manchester Boulevard (Professional Building)

This property, located at the northwest corner of Market Street and Manchester Boulevard, contains a two-story, 6,000 square foot mixed-use commercial building. Constructed in 1928 as the Professional Building, it was designed in the Spanish Colonial Revival style with cast-stone Churrigueresque details. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 4S7 (may become eligible for the National Register when integrity is restored).<sup>85</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

<sup>84</sup> Bricker.

<sup>85</sup> Bricker.

Historic Resources Group has re-examined this property and finds that despite alterations on the ground story, the upper story appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its red clay tile shed roofs with exposed rafter tails; smooth stucco exterior cladding; wood tripartite upper-story windows; decorative cast-stone details at the roofline; and a canopy with decorative wrought-iron supports at the secondary entrance. Alterations—including replacement of ground-story storefronts and entry doors—do somewhat diminish the building’s integrity. However, overall the building remains largely intact and continues to display the characteristic features of a Spanish Colonial Revival commercial building from the 1920s. It retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, this property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

### 320-330 E. Manchester Boulevard (Bank of America)

This property, located at the southwest corner of Manchester Boulevard and Locust Street, contains a 21,976 square-foot bank building and a rear surface parking lot.<sup>86</sup> Originally constructed in 1948, the building was erected for Bank of America and designed in the Late Moderne style. Bank of America continues as its current tenant. The smaller adjacent building at 320 E. Manchester Boulevard was originally constructed in 1920 and remodeled as part of the Bank of America in 1954. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of a 1940s Late Moderne-style bank building in Inglewood.<sup>87</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, exterior wall cladding, fenestration patterns, and decorative elements. The framing of the windows and doors may have been updated. However, the replacement material appears to be in keeping with what would have been in place historically, such that this change does not substantially diminish the building’s integrity. Other changes—including lighting, signage, and the addition (and subsequent removal) of an in-wall ATM—are minor in relation to the building’s overall appearance. The building remains largely intact and continues to display the characteristic features of a Late Moderne bank building from the 1940s. This

<sup>86</sup> The main bank building uses the address 330 E. Manchester Bl.; the smaller adjacent building is at 320.

<sup>87</sup> Bricker.

building retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, this property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

720 E. Florence Avenue (Inglewood Park Cemetery)<sup>88</sup>

This property, located at the northeast corner of Manchester Boulevard and Prairie Avenue, contains an approximately 200-acre cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association and acquired a large plot of land just east of what would become downtown Inglewood. In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. In these early days, funeral ceremony participants often arrived by rail from Los Angeles in a private funeral car; portions of the original railroad waiting station have been incorporated into the main entrance. The Neoclassical-style Inglewood Mausoleum was completed in 1915 and was the first community mausoleum in the State of California. The Mausoleum of the Golden West was built over several decades from the 1930s to the 1960s and features stained-glass representations of early California by Judson Studios. Various notable persons have been laid to rest at Inglewood Park Cemetery, including some of the South Bay region's earliest settlers, a number of Civil War veterans, and famous figures such as former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams. At the time of this report, both Grace Chapel and the Inglewood Mausoleum were undergoing renovation.

Historic Resources Group has examined this property for the purpose of this report, and finds that it has evolved over time but that it remains substantially intact. The property appears to retain the majority of its original features, such as its overall form and configuration, landscape design, and main entrance, as well as multiple excellent examples of cemetery architecture, including Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West.<sup>89</sup> Alterations—such as the addition of more recent buildings—do not substantially diminish the integrity of the property overall.

<sup>88</sup> The parcel at the northeast corner of Manchester Boulevard and Prairie Avenue is included in the Expanded Study Area because it fronts the alignment right-of-way. This parcel has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E. Florence Avenue (APN 4012031027). In the interest of being inclusive, the Inglewood Park Cemetery has been included in the Expanded Study Area for the purpose of this Project. While the cemetery extends several blocks north of the Project Area to Florence Avenue, project impacts would only be expected in the southwesternmost portion of the property.

<sup>89</sup> Due to the size and complexity of this property, identification of contributing and non-contributing features was outside the scope of this report.

Thus, the property as a whole retains sufficient integrity to convey its significance as an excellent and rare early 20<sup>th</sup>-century cemetery in Inglewood. Additionally, Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West appear to be excellent examples of their architectural style. Therefore, the property appears eligible for the California Register under Criterion 1 as early institutional development in Inglewood, and Criterion 3 and for the quality of its architectural and landscape design.<sup>90</sup>

The National Park Service provides additional guidance for the evaluation of cemeteries for listing in the National Register (Criterion Consideration D). This guidance was used to evaluate the Inglewood Park Cemetery for the California Register. Because this property was found to satisfy Criterion Consideration D for cemeteries, the Inglewood Park Cemetery was also evaluated as appearing eligible for listing in the National Register.

Criterion Consideration D states that a cemetery property must “[derive] its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events.”<sup>91</sup> National Park Service guidance on the application of Criterion Consideration D explains that a cemetery property can meet this criterion and be eligible under National Register Criterion A on the basis of age if it has “achieved historic significance for [its] relative great age in a particular geographic or cultural context.”<sup>92</sup> Inglewood Park Cemetery was originally established in 1905, three years prior to the City of Inglewood’s incorporation in 1908. Grace Chapel, built in 1907, is one of the oldest—if not the oldest—remaining religious buildings in Inglewood. As noted above, the Inglewood Mausoleum was the first community mausoleum in the State of California when it was erected in 1915. For these reasons, the property meets Criterion Consideration D and appears eligible under National Register Criterion A as an excellent example of early institutional development in Inglewood.

According to NPS guidance, a cemetery property can also meet Criterion Consideration D and be eligible under National Register Criterion A as the burial place of persons of transcendent importance, defined as persons “of great eminence in their fields of endeavor or [who] had a great impact upon the history of their community, State, or nation.”<sup>93</sup> Inglewood Park Cemetery contains the graves of numerous notable persons, including some of the South Bay region’s earliest settlers, and a number of Civil War veterans. Additionally, the cemetery serves as the final resting place for a number of the

<sup>90</sup> Based upon its age, this property appears to meet National Register Criterion Consideration D for cemeteries.

<sup>91</sup> *National Register Bulletin* 15, 25.

<sup>92</sup> *National Register Bulletin* 15, 35.

<sup>93</sup> *National Register Bulletin* 15, 34.

region's most prominent African American residents, including singers Ray Charles, Ella Fitzgerald and Etta James; boxer Sugar Ray Robinson; architect Paul R. Williams; and former Los Angeles Mayor Tom Bradley. For these reasons, the property meets Criterion Consideration D and appears eligible under National Register Criterion A as the burial place of persons of transcendent importance.

Per NPS guidance, a cemetery property can meet Criterion Consideration D and be eligible under National Register Criterion C on the basis of distinctive design values, including "aesthetic or technological achievement in the fields of city planning, architecture, landscape architecture, engineering, mortuary art, and sculpture."<sup>94</sup> As noted above, the cemetery contains several excellent examples of architecture styles, most notably the Romanesque-style Grace Chapel and the Neoclassical-style Inglewood Mausoleum. Additionally, the Mausoleum of the Golden West features scenes of early California rendered in stained-glass by the world-renowned Judson Studios in the Highland Park neighborhood of Los Angeles. For these reasons, the property meets Criterion Consideration D and appears eligible under National Register Criterion C for the quality of its architecture and design.

Although this property has evolved over time, it remains substantially intact. The property appears to retain the majority of its original features, and the addition of more recent buildings do not substantially diminish the integrity of the property overall. Thus, the property as a whole retains sufficient integrity to convey its significance. Therefore, the Inglewood Park Cemetery meets Criterion Consideration D for Cemetery Properties and thus appears eligible for listing in the National Register.

#### 619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

This property, located at the northwest corner of Prairie Avenue and La Palma Drive, contains a two-story, 9,352 square-foot chapel and mortuary building. Designed in the American Colonial Revival style, the building was initially constructed in 1948 as the Hardin & Flanagan Colonial Chapel & Mortuary. In 1959, the business was acquired by the McCormick family and renamed McCormick Mortuary. Around 1960, the building was expanded with a new two-story wing to the north. It is currently operated as Lighthouse McCormick Mortuary.

Historic Resources Group has examined this property for the purpose of this report, and finds that it appears substantially unaltered since its 1960s expansion. The building retains the majority of its exterior features from this period, including its form and massing; hipped and gable roofs with boxed eaves; decorative cornice with return; two-story porticos with slender full-height columns; stucco and wood clapboard exterior cladding; fluted pilasters; divided-light double-hung wood windows with louvred wood

<sup>94</sup> *National Register Bulletin* 15, 35.

shutters; wood paneled doors; round and rounded-arch openings; elaborated entrances including fanlights, sidelights, and decorative wood surrounds; and hanging lanterns. Alterations—such as replacement of an original window with a vinyl slider—are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. The mortuary’s expansion was designed to respect and complement that of the original chapel and office, and thus is considered to have acquired significance in its own right. The building remains highly intact and continues to display the characteristic features of a mid-20<sup>th</sup> century American Colonial Revival mortuary building. It retains sufficient integrity to convey its significance as an excellent example of its building type and architectural style. Therefore, this property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource herein for the purposes of CEQA.

#### **6.4 Individual Properties Evaluated as Ineligible for Historic Listing**

No additional individual properties were identified as eligible for historic listing other than those noted above in Section 6.3. There are, however, six (6) properties within the Project Area and/or Expanded Study Area that had been previously identified as potentially eligible for historic listing in the 2000 Historic Design Guidelines investigation and were found to appear ineligible for historic listing due to substantial alteration. Each of these properties has been evaluated for its eligibility for listing in the California Register below.

##### 124-126 N. Market Street

This property, located on the east side of Market Street between Regent and Queen streets, contains a two-story, 2,750 square-foot mixed-use commercial building constructed in 1920. In the 2000 Historic Design Guidelines study the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.<sup>95</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it appears to have been substantially altered over time. The building’s original retail storefronts have been replaced with floor-to-ceiling aluminum storefronts, thereby completely altering the ground story on the building’s only publicly visible façade. On the upper story, original fenestration has been replaced with metal sliders. The building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify

<sup>95</sup> Bricker. Note that Inglewood’s downtown survey was completed prior to the revision of the California Historical Resources Status Codes. These codes were updated and their definitions revised in August 2003.

it for historic listing or designation. Therefore, the building does not appear eligible for listing in the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

#### 125 S. Market Street

This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a one-story commercial building constructed in 1938. The building is currently occupied by Basket Beauty Supply. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as an intact example of a mid-century remodeled façade.<sup>96</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it has been substantially altered over time, including since its previous evaluation. The 2000 survey referred to this building as “among the more visually interesting” mid-century façade remodels along Market Street, noting a “metal pylon sign [that] juts above the building's parapet at a sufficient height and angle to be seen by the pedestrian” and “framed [display] cases that cantilever beyond their built-in bases.”<sup>97</sup> None of these features remain extant. Alterations include the replacement of the exterior wall cladding on both stories, the replacement of all retail storefronts and entry doors, the addition of applied decorative features above the canopy, added light fixtures, and contemporary signage. Taken together, these alterations have completely transformed the building's only publicly visible façade, such that it no longer displays any elements of its original 1930s design, nor does it represent a comprehensive mid-century façade remodel. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

#### 132 S. Market Street

This property, located on the east side of Market Street between Queen Street and Manchester Boulevard, contains a two-story mixed-use commercial building constructed in 1925. The building is currently occupied by Smoove Fashion World. In the 2000 Historic Design Guidelines study the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.<sup>98</sup> Due to the age and

<sup>96</sup> Bricker.

<sup>97</sup> Bricker, 16.

<sup>98</sup> Bricker.

limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property for the purpose of this report and finds that it appears to have been substantially altered over time. The building's original retail storefront has been replaced with a floor-to-ceiling aluminum storefront, and brick veneer wall cladding and an awning have been added, thereby completely altering the building's ground story. On the upper story, original fenestration has been replaced with metal or vinyl sliders. Some original decorative features remain on the upper story. However, overall the building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

#### 150 S. Market Street (former People's Federal Building & Loan Association)

This property, located at the northeast corner of Market Street and Manchester Boulevard, contains a two-story, mixed-use commercial building originally constructed in 1927 as the People's Federal Building & Loan Association. It was remodeled in the Late Modern style, likely sometime in the 1960s, and is currently occupied by World Hat & Boot Mart. In the 2000 Historic Design Guidelines study the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1960s Late Modern-style commercial building. Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it is not architecturally significant. As noted above, the building was originally constructed in 1927 and later acquired its Late Modern-style appearance in the mid-1960s. Visible elements of the underlying original 1920s building include its overall form and massing, pedestrian orientation set at the sidewalk, clipped corner entrance, and the overall fenestration pattern including primary and secondary door openings and upper-story window openings. In the 1960s, design elements were applied to the building's primary facades. These include stucco and stone panel cladding; metal-framed doors, windows, and storefronts, a flat, curved canopy over the ground story; and stylized piers on the upper story which support a flat, curved canopy suspended above the roofline. No architect was identified with this remodel. The end result is a 1920s-era building in mass and form with 1960s-era design elements applied to its facades. As such, 150 S. Market Street is not a fully realized and cohesive example of Late Modern architecture from the 1960s.

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As discussed above, re-evaluation of 150 S. Market Street reveals that the building is not a significant example of Late Modern architecture and is, therefore, not eligible for listing in the California Register under Criterion 3. It is not listed in a local register of historical resources and is not identified as significant in a historical resources survey which meets state criteria. Based upon this re-evaluation, the former People's Federal Building & Loan Association at 150 S. Market Street is not a historical resource for purposes of CEQA.

#### 302 E. Manchester Boulevard/200-204 S. Market Street (Cox Menswear)

This property, located at the southeast corner of Manchester Boulevard and Market Street, contains a two-story commercial retail building. Originally constructed in 1941, the building was designed in the Streamline Moderne style and was historically occupied by Scotty's Men's Shop. The building's current tenant is Cox Menswear. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of the Streamline Moderne style in Inglewood.<sup>99</sup> Due to the age and limitations of the 2000 Historic Design Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it appears to have been substantially altered over time. On the ground story, the existing stone veneer and projecting aluminum-frame display windows appear to be the result of a mid-century remodel, replacing all of the original retail storefronts and wall cladding along both street-facing façades. On the upper story, original fenestration has been replaced with vinyl sliders. Also, the neon sign that originally adorned the corner tower has been removed. Due to these alterations, the building no longer displays the characteristic features of the Streamline Moderne style, nor does it represent a comprehensive or wholesale stylistic remodel from a particular historic period. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

#### 333 E. Nutwood Street

This property, located at the northwest corner of Locust and Nutwood streets, contains a one-story commercial office building constructed in 1940. The building is currently occupied by Anphon Medical Center. In the 2000 Historic Design Guidelines study, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.<sup>100</sup> Due to the age and limitations of the 2000 Historic Design

<sup>99</sup> Bricker.

<sup>100</sup> Ibid.

Guidelines study discussed above, the property was re-evaluated for the purposes of this report.

Historic Resources Group has re-examined this property and finds that it appears to have been substantially altered over time. The building's exterior wall cladding has been replaced with rough-textured stucco, and exaggerated stucco-clad window surrounds have been added throughout. These changes are incompatible with the building's American Colonial Revival style, and thereby substantially alter the building's overall appearance. The building is no longer a good example of its architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

### **6.5 Potential Historic District Evaluated as Ineligible for Historic Listing**

As outlined in the Section 5 of this report, Market Street has played a central role in the commercial development of Inglewood, serving as the spine of the city's primary business and retail center from the early-20<sup>th</sup> century and into the postwar period. For this reason, the first approach to the identification of historical resources in this area was to determine the potential for a historic district along Market Street. In order to make this determination, two different extents were analyzed. The first extent included the portion of Market Street located within the Project Area and Expanded Study Area for the proposed Project, between Florence Avenue and Manchester Boulevard. The second extent included the full length of the Market Street corridor in downtown Inglewood, extending an additional two-and-a-half blocks south of the Project Area and Expanded Study Area to Hillcrest Boulevard. These analyses were undertaken because commercial corridors such as Market Street are often composed of buildings that lack individual distinction but are collectively significant as a whole within a historic context such as commercial development.

#### Framework for Analysis

The National Register recognizes five significant property types: buildings, structures, objects, sites and districts. According to National Park Service guidance, collections of properties from similar time periods and historic contexts are evaluated as historic districts. A historic district is defined as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."<sup>101</sup> Its importance is derived from being a unified entity, even though it may be composed of a variety of resources. Rather, the identity of a historic

<sup>101</sup> *National Register Bulletin 15, 5.*

district results from the interrelationship among its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties.<sup>102</sup> Properties that were present during the historic period, are located within the district boundaries, and that relate to the historic significance of the district are identified as district contributors. Properties that post-date the historic period, fall outside the district boundaries, or are unrelated to the district's significance are non-contributors.

In addition to being significant, an eligible historic district must be an identifiable entity and retain sufficient integrity to convey its significance. Integrity is defined as the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period. As noted by the National Park Service, all properties change over time, and it is not necessary for a property to retain all of its original physical features or characteristics to be considered historic. However, the property must retain "the essential physical features that enable it to convey its *historic identity*."<sup>103</sup> The essential physical features are those features that define both *why* a property is significant and *when* it was significant.<sup>104</sup> Regarding the integrity of a historic district, the NPS continues:

*A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.*<sup>105</sup>

Utilizing these standard preservation concepts, a framework was developed to assess the relative integrity of Market Street in downtown Inglewood, and thus its eligibility for historic listing or designation as a historic district. This framework was intentionally designed to be as inclusive as possible, in order to allow for modifications to retail storefronts which are typical of many downtowns. For this reason, a broad period of significance was defined for a potential historic district, extending from the 1920s through the 1960s, to accommodate intact façade modernizations from the postwar period. Additionally, in cases where an earlier building was wholly updated or remodeled at a specific point in time, an "evaluation date" was identified and the property's historic significance and integrity was evaluated based upon this later date, rather than the property's original date of construction.

<sup>102</sup> *National Register Bulletin 15, 5.*

<sup>103</sup> *National Register Bulletin 15, 46.*

<sup>104</sup> *National Register Bulletin 15, 46.*

<sup>105</sup> *National Register Bulletin 15, 5.*

It is well understood that “Main Street” commercial buildings are often updated and modernized over time. Therefore, in evaluating the integrity of a potential historic district along Market Street in downtown Inglewood, alterations to the original design that occurred during the period of significance and have since *achieved significance in their own right* were not considered to diminish the building’s overall integrity. However, in order for alterations to an individual property to be considered significant in their own right, they must result in a comprehensive or wholesale remodel or redesign of the property such that it conveys a sense of time and place from the period when it was altered. As noted by the National Park Service, integrity of design “results from conscious decisions made during the original conception and planning of a property (or its significant alteration).”<sup>106</sup> That is, for an individual property to have integrity, it must reflect a particular historic period, whether that is the period of the property’s original construction or the period of its comprehensive remodel.

Even with this consideration for the modernization of commercial storefronts over time, the fact remains that the vast majority of individual buildings along the Market Street corridor in downtown Inglewood have undergone some degree of alteration—during and/or after the district’s period of significance—which diminish their overall integrity. Ultimately, the question of integrity is answered by whether or not the property retains the *identity* for which it is significant.<sup>107</sup> An individual building that has been altered incrementally over time no longer conveys a sense of time and place from a particular historic period. For example, a 1920s commercial storefront that was modernized in the 1950s, with additional alterations in the 1980s and the 2000s, does not convey a sense of time and place from any one period, but instead is a collection of features, styles and materials from various periods. As such, it does not have a definable historic identity which associates it with the larger historic district. This trend is particularly apparent in retail buildings that have multiple storefronts which date from different periods. Retention of a property’s original scale and massing is not sufficient to qualify a property as a contributor to a historic district.

While some alterations may not seem to have a considerable impact on one building or another, it is the prevalence of these alterations over many years and to multiple buildings across several blocks that compounds the overall effect, resulting in a substantial loss of integrity for the area as a whole. Additionally, as many of these buildings are rather simple and vernacular in their design, modification or replacement of retail storefronts—which typically comprise the majority of a building’s primary (and often only publicly-visible) façade—can be a substantial alteration. Other common alterations include the modification or removal of distinctive signage elements indicative

<sup>106</sup> *National Register Bulletin 15, 44.*

<sup>107</sup> *National Register Bulletin 15, 45.*

of a particular era of commercial development, and the addition or removal of awnings and canopies.

#### Analysis of Market Street in Project Area & Expanded Study Area

The extent of Market Street within the Project Area and Expanded Study Area appears significant as a historic district for its association with early- and mid-20<sup>th</sup> century commercial development in the City of Inglewood. This extent comprises a significant concentration of historically related properties from a specific historic period, and thus is an identifiable entity that is distinguishable from the surrounding area. However, due to substantial changes to individual properties over time, this extent does not convey a visual sense of the overall historic environment.

A total of 42 parcels were examined and researched in detail, including parcels along both sides of Market Street, between Florence Avenue on the north and Manchester Boulevard on the south, and including all four corner parcels at the intersection of Market and Manchester. While downtown Inglewood originated in the 1920s, the period of significance for a potential historic district was extended through the 1960s to include postwar development and façade improvements that remain evident in the downtown area today.

Of the 42 parcels that were examined, twelve were evaluated as potential district contributors (DC) if a historic district was identified,<sup>108</sup> while the remaining 30 parcels were evaluated as non-contributors (NC). Most of the non-contributing parcels were so evaluated due to extensive alterations over time. Some parcels contain more recent infill development, while others are vacant lots or parking lots. With twelve of 42 parcels evaluated as potential district contributors, this results in a contribution rate of just 29 percent, well below what would typically be required for an eligible historic district.<sup>109</sup> Due to this low ratio of district contributors, it was determined that this extent of Market Street does not retain sufficient integrity to convey its historic significance, and therefore does not meet the criteria to qualify as a historic district. *(For documentation of this analysis, see the Property Data Table and District Analysis Map in Appendix C.)*

#### Analysis of Market Street Corridor

A second examination was conducted, this time of the full extent of the Market Street corridor in downtown Inglewood—extending an additional two-and-a-half blocks south of the Project Area and Expanded Study Area to Hillcrest Boulevard—to determine if this larger area retained sufficient integrity to qualify as a potential historic district. As

<sup>108</sup> Five of these twelve were also evaluated as individually eligible for historic listing and comprise the five identified CEQA resources.

<sup>109</sup> For a geographical area to be considered eligible for listing as a historic district, standard preservation practice requires that the majority of properties be contributors to the district.

with the smaller area as described above, this larger extent of the Market Street corridor appears significant for its association with early- and mid-20<sup>th</sup> century commercial development in the City of Inglewood and comprises a significant concentration of historically related properties from a specific historic period. However, this extent does not convey a visual sense of the overall historic environment due to substantial changes to individual properties over time.

A reconnaissance-level review of these southern blocks found a somewhat higher concentration of buildings with sufficient integrity to qualify as district contributors, but not enough to offset the lower concentration in the northern blocks. Of the 64 parcels that were examined along the full extent of the Market Street corridor, 23 were evaluated as potential district contributors (DC) if a historic district was identified, while the remaining 41 parcels were evaluated as non-contributors (NC). This results in a contribution rate of just 36 percent, still well below what would typically be required for an eligible historic district. Due to this low ratio of district contributors, it was similarly determined that this larger extent of Market Street does not retain sufficient integrity to convey its historic significance, and therefore does not meet the criteria to qualify as a historic district. *(For documentation of this analysis, see the Property Data Table in Appendix C.)*

Thus, while Market Street largely retains its overall scale, massing and pedestrian orientation, incremental changes over time have substantially compromised the cohesion of the area as a whole. As such, Market Street does not retain the ability to convey a sense of time and place from its historic period. Despite its historic significance, Market Street in downtown Inglewood—whether the smaller or larger extent—does not retain sufficient integrity to convey its significance and does thus not meet the criteria to qualify as a historic district. As such, Market Street is not a historical resource under CEQA.

#### Previous Analysis of Market Street Corridor

It should also be noted that this finding confirms a previous evaluation of the Market Street corridor completed some two decades ago, as detailed in the 2000 Historic Design Guidelines. As noted previously, historic resources investigation to inform the Design Guidelines was limited to a reconnaissance-level survey, wherein properties were not fully evaluated or documented on inventory forms. A total of 112 buildings were, however, reviewed as part of this project; “no historic district was identified for the project area.”<sup>110</sup>

<sup>110</sup> Bricker, 4. Assigned Status Codes from the 2000 “Inglewood Downtown District” survey are listed in the Property Data Table in Appendix C, in the “Previous Evaluations” column. Note that the “Inglewood Downtown District” survey took place prior to the revision of the California Historical Resources Status Codes in 2003.

## Conclusion

Thus, while it is true that the proposed Project would result in a substantial change in the overall look and feel of downtown Inglewood, this change cannot be considered an impact to historical resources as defined by CEQA. Because no historic district was identified, Market Street is not a historical resource under CEQA. As such, there can be no impacts to this area as a whole from the proposed Project.

## **6.6 Summary of Historical Resources**

To summarize, ten (10) historical resources have been identified in the Project Area and/or Expanded Study Area. Of these, two (2) are listed in the National Register and the California Register; and eight (8) were evaluated as appearing eligible for listing in the California Register and/or National Register. All of these properties are considered herein as historical resources for the purposes of CEQA. Therefore, potential impacts of the Project to these properties are analyzed in this report.

*[For field photographs of these historical resources and their immediate surroundings, taken June 4<sup>th</sup>, 2018 and February 21<sup>st</sup>, 2019, see Appendix A.]*

**Table 1. SUMMARY LIST OF HISTORICAL RESOURCES (listed north to south)**

ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
260 N Locust St	4015026039	1914	Holy Faith Episcopal Church	Religious complex (church, rectory and school)	Appears eligible for listing in CR and NR
158-170 N Market St	4021007012	1967	Former United Bank of California (now Broadway Federal Bank)	Branch bank, rear parking lot	Appears eligible for listing in CR
115 N Market St	4021008006	1949	Former Fox Theater	Neighborhood movie theater	Listed in NR and CR
100 N Market St/307 E Queen St	4021007024	1927	Former Bank of Inglewood (now Vajra Books & Gifts)	Two-story mixed-use commercial building	Appears eligible for listing in CR
129-139 S Market St	4021009031	1941, addition and remodel 1954	Former J.C. Penney (now Inglewood Marketplace)	Two-story retail commercial building	Appears eligible for listing in CR
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	Professional Building	Two-story mixed-use commercial building	Appears eligible for listing in CR

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ADDRESS	APN	DATE	NAME	DESCRIPTION	CURRENT EVALUATION
320-330 E Manchester Bl	4021013018	1948	Bank of America	Branch bank, rear parking lot	Appears eligible for listing in CR
720 E Florence Ave <sup>111</sup>	4012031930	1905	Inglewood Park Cemetery	Cemetery	Appears eligible for listing in CR and NR
3900 W Manchester Bl	4025001002	1967	The Forum	Multi-purpose indoor arena, surrounding parking lot	Listed in NR and CR
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	Two-story chapel and mortuary building	Appears eligible for listing in CR

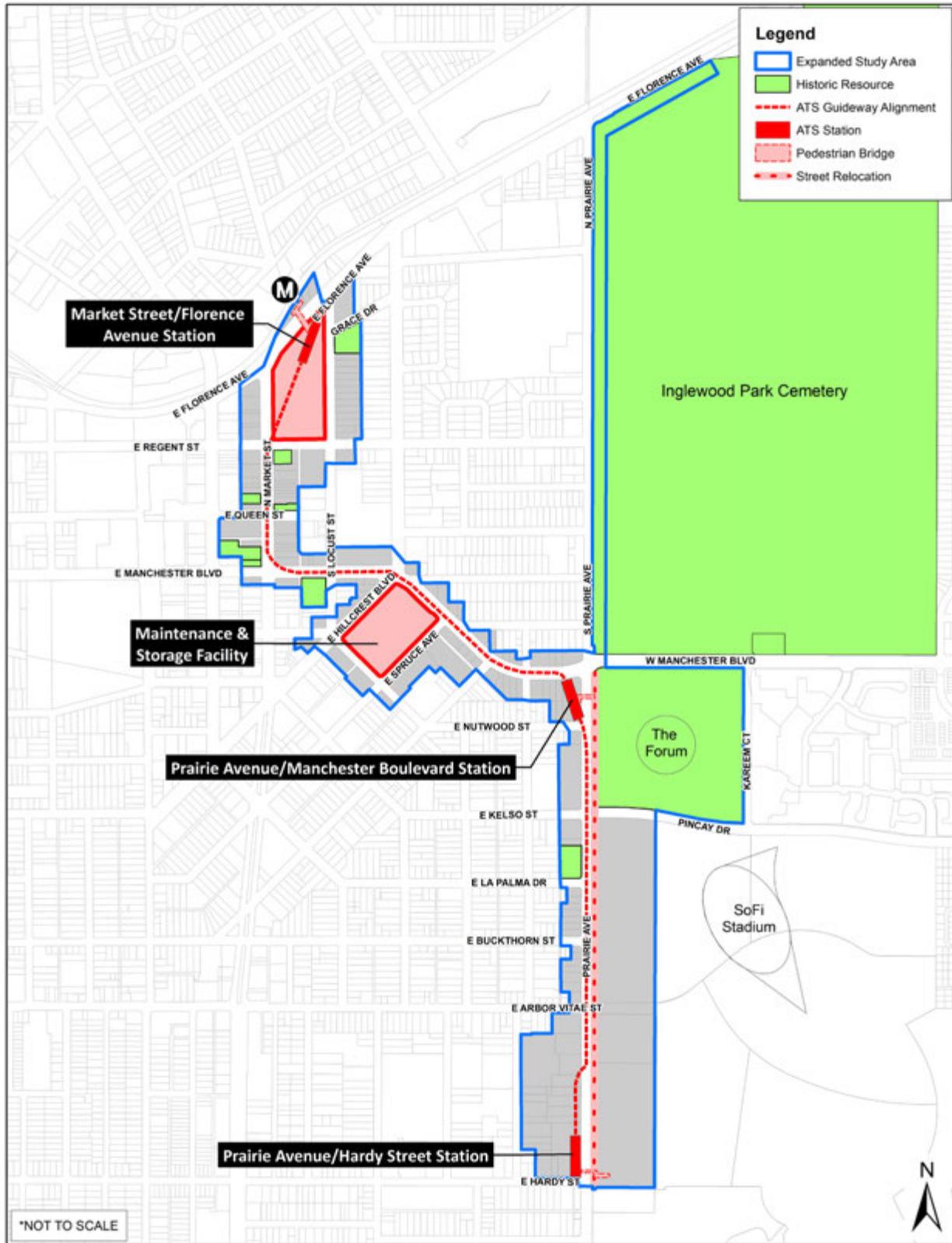
<sup>111</sup> The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

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Figure 4. MAP OF HISTORICAL RESOURCES



# Inglewood Transit Connector (Revised Project)

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## 7.0 POTENTIAL IMPACTS

### 7.1 Conceptual Project Design

This section analyzes a conceptual project design to demonstrate how the revised Project might be realized (“Conceptual Project Design”). The Conceptual Project Design conforms to the Project Design Features stipulated as part of the Project. The Conceptual Project Design is presented here to demonstrate one possible design outcome of the Project.

The Conceptual Project Design includes the following:

- ATS guideway heights that vary 27 feet to a maximum to approximately 53 feet from grade to the bottom of the guideway.
- ATS guideway heights along Market Street that range from approximately 42 feet above grade at Regent Street to approximately 53 feet above grade at the Fox Theater.
- ATS guideway widths ranging from approximately 32 feet wide at closed spaces, approximately 42 feet wide at crossovers (not at stations), and approximately 74 feet at crossovers adjacent to stations.
- ATS guideway situated on one side of the right-of-way in between stations and generally supported by single columns, then gradually transitioning to opposite sides of the right-of-way on approach to center-platform stations supported by straddle bents with columns on both sides of the street.
- Guideway supports measuring between 6 feet and 8 feet in diameter for round columns.
- Eccentric columns (along Prairie) supporting a dual guideway that are oblong in diameter, measuring approximately 7 feet by 12 feet (with the longer dimension perpendicular to the guideway).
- Most center median supports on Market Street and Manchester Boulevard will be round columns measuring 8 feet in diameter.
- Other columns placed in the center median are oblong and measure no larger than 6 feet by 9 feet in diameter

*[For plan and section drawings of the Conceptual Project Design, see Appendix D.]*

## 7.2 Framework for Analysis

*Guidelines for Implementation of CEQA* are codified at Title 14 California Code of Regulations section 15000 et seq. The *CEQA Guidelines* state that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”<sup>112</sup> A “substantial adverse change in the significance of a historical resource” means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.<sup>113</sup>

The CEQA Guidelines go on to state that “[t]he significance of a historical resource is materially impaired when a project...[d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources... local register of historical resources... or its identification in a historical resources survey.”<sup>114</sup>

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historical resource, and if so, (2) a determination of whether the proposed project will result in a substantial adverse change in the significance of the historical resource.

## 7.3 Analysis of Direct Impacts

The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed. This section analyzes the potential for the Project to have a direct impact on any historical resources under CEQA. A direct impact is distinguished herein as a physical change to a historical resource which is caused by and immediately related to the project. An example would be demolition, alteration or damage to a historical resource caused by the project.

As described above, much of the Project will be constructed within the public right-of-way, including the elevated ATS guideway set on single or dual support columns. Other Project components will be constructed on parcels immediately adjacent to the public right-of-way. These include the three stations; the pedestrian bridges over Florence Avenue and Prairie Avenue; vertical circulation elements for stations; the MSF (the Vons marketplace currently located on the proposed MSF site would be relocated to the northwest corner of the parcel); and the relocation of traffic lanes on Prairie Avenue.

<sup>112</sup> *CEQA Guidelines*, Section 15064.5(b).

<sup>113</sup> *Ibid.*, Section 15064.5(b)(1).

<sup>114</sup> *Ibid.*, Section 15064.5(b)(2).

This report has identified one (1) historical resource within the Project Area that could be directly impacted by the Project. Potential impacts to this resource is described below.

### 3900 W. Manchester Boulevard (The Forum)

The Forum property is located within the Project Area, situated along the east side of the ATS alignment as it travels north/south along Prairie Avenue. The Project will construct an elevated ATS guideway largely supported by columns located on the west side of Prairie Avenue within the public right-of-way. A few straddle bent columns may be necessary long this section of the alignment near the corner of Manchester Boulevard and Prairie Avenue. Traffic lanes on Prairie Avenue will be relocated to the east to accommodate the anticipated ATS columns on the west side of the street and maintain a sufficient sidewalk width. This lane relocation along Prairie Avenue will result in an encroachment into the Forum property along its western boundary. Straddle bent support columns may land on the east side of the ATS guideway in what is now the Forum parking lot. A pedestrian bridge will be constructed from the Manchester Boulevard/Prairie Avenue Station, with vertical circulation elements (stairs, escalators, elevators) landing on the east side of Prairie in the current Forum parking lot.

The Project will not physically alter the Forum building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will alter a portion of the Forum's surface parking lot, which is defined in the National Register nomination as one of the Forum's character-defining features. The Project will encroach into the Forum parking lot along its western edge between Manchester Boulevard and Pincay Drive no more than 30 feet to accommodate the relocation of traffic lanes along Prairie Avenue. This encroachment will alter the original dimensions of the property. Despite this alteration, the parking lot will retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding the Forum building on all sides.

Additionally, the Project vertical circulation elements for the station pedestrian bridge, will land on what is currently the Forum property. These elements would be constructed within the public right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. They would be situated along the property's western edge, and thus there will remain a substantial physical distance between the new construction and the Forum building itself (more than 300 feet). Thus, the Project will not alter the relationship between the Forum building and its immediate surroundings in any meaningful way.

The motorist's view of the Forum building from Prairie Avenue looking east and pedestrian views from the west sidewalk will be intermittently obstructed by straddle-bent support columns supporting the ATS guideway and the vertical circulation elements of the pedestrian bridge. However, pedestrian views from the new sidewalk on

the east side of Prairie Avenue will remain largely unobstructed with only minimal impairment. Views of the Forum building looking south from Manchester Boulevard and north from Pinckney Drive will also remain unobstructed. Overall, the new construction will not block or obscure important views of the Forum building, as there will remain multiple vantage points from which the building can be observed without obstruction. The Forum property will retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. Important features of the Forum's setting are limited mainly to the property itself, the most important of which is the expansive surface parking area surrounding the building on all sides. Although the Project will encroach on the Forum property along the eastern edge of the parking lot, the important aspects of the Forum's historical setting will remain intact.

Because the Project will not physically alter the Forum building; will not block or obscure important views of the Forum building; and will only alter a small portion of the Forum parking lot; the revised Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Forum will continue to convey its historic significance as a 1960s New Formalist-style arena in Inglewood. Therefore, direct and indirect impacts to the Forum as a result of the revised Project will be less than significant.

#### **7.4 Analysis of Indirect Impacts**

This section analyzes the potential for the Project to have an indirect impact on any historical resources under CEQA. As discussed above, the significance of a historical resource is materially impaired, and constitutes a substantial adverse change in the significance of that historical resource, if the project would materially alter in an adverse manner those physical characteristics of the resource or its immediate surroundings that convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. The significance of a historical resource may be materially impaired through project impacts both direct and indirect. Thus, the potential for this Project to impact a historical resource, either directly or indirectly, is analyzed.

An indirect impact is distinguished herein as is a physical change which is not immediately related to the project, but which is caused indirectly by the project. An example would be new construction that diminishes the ability of a historical resource to convey its significance by blocking or obscuring character-defining features after the project has been completed.

An Expanded Study Area has been defined to encompass what is expected to be the maximum extent within which Project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides. In addition, where there will be substantial new construction outside of the right-of-way, parcels

immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the block where the Market Street Station would be constructed; parcels adjacent to the Manchester Boulevard/Prairie Avenue station and the Prairie Avenue/Hardy Street station; parcels adjacent to or across from the MSF site; and sites where the pedestrian bridges will land. The Project has the potential to indirectly impact historical resources within the Expanded Study Area.

This report has identified seven (7) historical resources within the Expanded Study Area that could be indirectly impacted by the Project. Potential impacts to each of these resources are described below.

#### 158-170 N. Market Street (former United Bank of California)

The former United Bank of California building is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former United Bank of California building is located on the east side of Market Street, immediately adjacent to where the new ATS guideway will be located.<sup>115</sup>

The Project will not physically alter the former United Bank of California building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the building along Market Street, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. Because the United Bank of California building is slightly set back from the property line, important setting features are limited to the building parcel and the configuration of the street and sidewalk fronting the building's east-facing façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the west side of Market Street—an important vantage point from which to understand the building's overall scale, massing composition, and design. The building's secondary façade along Regent Street will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the United Bank of California building. As shown in the updated conceptual Project plans, the edge of the guideway will be approximately 38 feet from the building's façade and approximately 24 feet from the projecting canopy. The bottom of

<sup>115</sup> The drive-thru automated teller building across the street is not considered part of the bank building.

the guideway will be elevated a minimum of 40 feet above the roadway. Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the United Bank of California. The support columns will be a round shape approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized.

These elements will allow for a substantial distance between the ATS guideway and the United Bank of California building, maintaining a substantial portion of the existing open sidewalk and street area that partly defines the building's setting. The United Bank of California building measures approximately 23 feet in height; thus, the guideway will clear the top of the building by approximately 17 feet. Because the guideway will be a substantial distance away from the United Bank of California building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the west side of Market Street.

Because two columns will sit in front of or immediately adjacent to the United Bank of California building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the United Bank of California building's primary façade will be obstructed when viewed from the west side of Market Street. The north façade facing Regent Street will remain unobstructed. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the ATS guideway would be located approximately 17 feet above the top of the United Bank of California building and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the United Bank of California building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. Features of the Project -- including the height of the

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guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns – have been designed in a manner that maintains important aspects of the resource’s existing setting and ensures that it’s overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the United Bank of California building, the most important aspects of integrity are *design, workmanship, and materials*. Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location, design, materials, workmanship, feeling and association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the United Bank of California building will continue to convey its historic significance after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

#### 115 N. Market Street (former Fox Theater)

The former Fox Theater building is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former Fox Theater building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the Fox Theater building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the Fox Theater, altering its setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the Fox Theater building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building’s west and south façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building’s setting. New construction also has the potential to limit the building’s ability to convey its historic significance by substantially obscuring its primary east-facing façade when viewed from the west side of Market Street—an important vantage point from which to understand the building’s overall scale, massing, composition, and design.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Fox Theater building. The main volume of the Fox Theater building measures approximately 38 feet tall, with its vertical sign pylon—an important component of the building’s design—rising to a height of approximately 70 feet.

As shown in the conceptual Project plans, the horizontal distance from the edge of the guideway to the marquee will be approximately 17 feet; the horizontal distance from

the edge of the guideway to the building façade will be approximately 28 feet (assuming a maximum guideway width of 42 feet). Additionally, the guideway will be carried by single columns positioned in the center of Market Street, although no column will be located directly in front of or immediately adjacent to the Fox Theater. This will allow for a greater distance between the ATS guideway and the Fox Theater building, maintaining much of the existing open sidewalk and street that define the building's setting, compared to conceptual plans analyzed in the Draft EIR. The height of the guideway in front of the Fox Theater building, the stipulation that no support columns will be located in front of or adjacent to the Fox Theater, and the horizontal separation between the Fox Theater and the guideway, will ensure that the Project will not obscure important physical features of the primary façade — including the sign pylon — when viewed from the east side of Market Street.

The Project will alter the historic setting of the Fox Theater building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. The Project Design Feature includes minimum visual clearances -- including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns. The Project will be designed in a manner that maintains important aspects of the resource's existing setting and ensures that its overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Fox Theater building, the most important aspects of integrity are *design*, *workmanship*, and *materials*. Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location*, *design*, *materials*, *workmanship*, *feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the Fox Theater building will continue to convey its historic significance as a 1940s Late Moderne-style movie theater building after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

#### 100 N. Market St/307 E Queen Street (former Bank of Inglewood)

The former Bank of Inglewood building is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former Bank of Inglewood building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the former Bank of Inglewood building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical

structure in front of and within close proximity of the buildings along Market Street, altering their setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the Bank of Inglewood building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's west and south façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the west side of Market Street—an important vantage point from which to understand the building's overall scale, massing composition, and design. The building's façade along Queen Street will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of Inglewood building. According to the conceptual Project plans, the edge of the guideway will be approximately 29 feet from the façade of the Bank of Inglewood building (assuming a maximum guideway width of 42 feet). Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will likely be located in front of or immediately adjacent to the Bank of Inglewood building. The support columns will be a round shape approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center. This will allow for a substantial distance between the ATS guideway and the Bank of Inglewood building, maintaining much of the existing open sidewalk and street that define the building's setting. The Bank of Inglewood building measures approximately 33 feet in height; thus, the guideway will clear the top of the building by approximately 7 feet. Because the guideway will be a substantial distance away from the Bank of Inglewood building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the west side of Market Street.

With a single column located adjacent to the Bank of Inglewood building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the Bank of Inglewood building's primary façade will be obstructed when viewed from the west side of Market Street. The larger south façade facing Queen Street will remain unobstructed. Additionally, columns will be placed so that the important corner view of the building—which takes in the entirety of both publicly visible façades—will be maintained. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the guideway would be located at least 7 feet above the top of the Bank of Inglewood building and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project

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will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the Bank of Inglewood building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. The Project -- including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns -- will be designed in a manner that maintains important aspects of the resource's existing setting and ensures that its overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Bank of Inglewood building, the most important aspects of integrity are *design*, *workmanship*, and *materials*. Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location*, *design*, *materials*, *workmanship*, *feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the Bank of Inglewood building will continue to convey its historic significance after implementation of the revised Project and as such, the impact of the Project to the historic resource will be less than significant.

#### 129-139 S. Market Street (former J.C. Penney)

The former J.C. Penney building is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The former J.C. Penney building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the former J.C. Penney building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the buildings along Market Street, altering their setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the J.C. Penney building is built to the property line, important setting features are limited to the scale of the surrounding

development and configuration of the street and sidewalk fronting the building's east façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the east side of Market Street—an important vantage point from which to understand the building's overall scale, massing composition, and design.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the J.C. Penney building. The edge of the guideway will be approximately 21 feet to the building's projecting canopy and approximately 28 feet to the building façade at its closest point, after which the guideway pulls further away from the building as it turns the corner onto Manchester Boulevard. The bottom of the guideway will be approximately 40 feet above the roadway. Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the J.C. Penney building. The support columns will be a round shape approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center.

This will allow for distance between the ATS guideway and the J.C. Penney building, maintaining a substantial portion of the existing open sidewalk and street that define the building's setting. The J.C. Penney building measures approximately 30 feet in height; thus, the guideway will clear the top of the building by approximately 10 feet. Because the guideway will be a substantial distance away from the J.C. Penney building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the east side of Market Street. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized.

With a single column located in front of or adjacent to the J.C. Penney building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the J.C. Penney building's primary façade will be obstructed when viewed from the east side of Market Street. The portion of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the ATS guideway would be located approximately 10 feet above the top of the J.C. Penney building and the support columns carrying the guideway will only obscure a small portion of the

building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the J.C. Penney building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. Features of the Project -- including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns -- have been designed in a manner that maintains important aspects of the resource's existing setting and ensures that its overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the J.C. Penney building, the most important aspects of integrity are *design*, *workmanship*, and *materials*. Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location*, *design*, *materials*, *workmanship*, *feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the J.C. Penney building will continue to convey its historic significance as a 1950s Mid-Century Modern-style department store building after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

#### 149-155 S. Market Street/231-239 E. Manchester Boulevard (Professional Building)

The Professional Building is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The Professional Building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the Professional Building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the building along Market Street, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. Because the Professional Building is built to the property line, important setting features are limited to the building parcel and the configuration of the street and sidewalk fronting the building's east- and south-facing façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the east side of Market Street—an important vantage point from which to understand the building's overall

scale, massing composition, and design. The building's secondary façade along Manchester Boulevard will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Professional Building. The edge of the guideway will be approximately 47 feet from the building's façade at its closest point, after which the guideway pulls further away as it turns the corner onto Manchester Boulevard. The bottom of the guideway will be elevated approximately 40 feet above the roadway.

Additionally, as the guideway makes its turn at Market Street and Manchester Boulevard, the columns will be placed on the opposite (east) side of the Market Street and on Manchester Boulevard. Because no columns will sit in front of or immediately adjacent to the Professional Building, the building's primary facade will not be obscured when viewed from the east side of Market Street. The south façade facing Manchester will also remain unobstructed.

This allows for a substantial distance between the ATS guideway and the Professional Building, maintaining more of the existing open sidewalk and street area that partly defines the building's setting. The Professional Building measures approximately 32 feet in height; thus, the guideway will clear the top of the building by approximately eight feet. Because the guideway will be a substantial distance away from the Professional Building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the east side of Market Street. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized.

The Project will alter the historic setting of the Professional Building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. Features of the Project -- including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns -- have been designed in a manner that maintains important aspects of the resource's existing setting and ensures that its overall scale, massing, composition, and design will remain readily discernable.

Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location, design, materials, workmanship, feeling* and *association*—

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will remain, and therefore the historical resource will retain integrity overall. Thus, the Professional Building will continue to convey its historic significance as a 1920s Spanish Colonial Revival-style commercial building after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

#### 320-330 E. Manchester Boulevard (Bank of America)

The Bank of America building is located within the Expanded Study Area for the revised Project. As described above, the revised Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Manchester Boulevard, between Market Street and Prairie Avenue. The Bank of America building is located on the south side of Manchester Boulevard, immediately adjacent to where the new ATS guideway will be located.

The revised Project will not physically alter the Bank of America building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the revised Project will erect a substantial new physical structure in front of this resource, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. The setting of a historical resource includes features within its boundaries as well as its immediate surroundings. Because the Bank of America building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's north and east façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the north side of Manchester—a critical vantage point from which to understand the building's overall scale, massing, composition, and design.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of America building. According to the conceptual Project plans, the edge of the guideway will be approximately 30 feet from the façade of the Bank of America building (assuming a maximum guideway width of 42 feet). The bottom of the guideway would be elevated a minimum of 40 feet above the roadway.

The guideway along Manchester Boulevard would be supported by single columns in a new center median. Each column will be approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center. Thus, support columns will be located away from the Bank of America building façade with substantial space between columns, maintaining much of the existing open sidewalk and street that define the building's setting. The Bank of America building measures approximately 28 feet in height; the guideway will clear the top of the building by approximately 12 feet. Because the guideway will be a substantial distance away from the Bank of America building's

façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from directly across the street on the north side of Manchester.

With single columns located within the center of Manchester Boulevard in the vicinity of the Bank of America building, portions of the building's primary facade will be intermittently obscured depending on the position of the viewer. However, due to the anticipated dimensions and spacing of the columns, only very limited portions of the Bank of America building's primary façade will be obstructed when viewed from the north side of Manchester Boulevard. Those portions of the building's façade that will be obscured will be minor in comparison to the façade's total size, the majority of which will remain unobstructed. Because the ATS guideway would be located approximately 12 feet above the top of the Bank of America Building and the center support columns carrying the guideway will only obscure small portions of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of some views.

The revised Project will alter the historic setting of the Bank of America building by placing new construction along Manchester Boulevard. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. This Project Design Feature ensures that the Bank of America building's overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Bank of America building, the most important aspects of integrity are *design*, *workmanship*, and *materials*. Although integrity of *setting* will be altered along Manchester Boulevard, all of the other aspects of integrity—including *location*, *design*, *materials*, *workmanship*, *feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the Bank of America building will continue to convey its historic significance after implementation of the revised Project and as such, the impact of the revised Project to the historical resource will be less than significant.

#### 619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

The Lighthouse McCormick Mortuary property is located within the Expanded Study Area. As described above, the Project will construct an elevated ATS guideway set on

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support columns within the public right-of-way of Prairie Avenue between Manchester Boulevard and Hardy Street. The Lighthouse McCormick Mortuary property is located on the west side of Prairie Avenue, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the Lighthouse McCormick Mortuary property in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of the mortuary property, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings to the east. The Lighthouse McCormick Mortuary property is set back from the property line behind a front lawn. Important setting features are limited to the property itself and the configuration of the street and sidewalk fronting the building's east-facing façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from Prairie Avenue. The building's secondary façade along La Palma Drive will not be obscured by the revised Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Lighthouse McCormick Mortuary property. The bottom of the guideway will be elevated approximately 40 feet above the roadway, meaning the ATS guideway will clear the top of the mortuary building by approximately 10 feet. Additionally, the guideway will be carried by three support columns positioned on the Prairie Avenue sidewalk in front of the mortuary building.

The Project will alter the immediate surroundings of the Lighthouse McCormick Mortuary by encroaching on the existing open sidewalk and street area that partly defines the building's setting. ATS support columns will also partially obscure the mortuary building's primary façade from some vantage points on the east side of Prairie Avenue. Because three columns will sit in front of the Lighthouse McCormick Mortuary property, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the Lighthouse McCormick Mortuary property's primary façade will be obstructed when viewed from the west side of Prairie Avenue. More importantly, the mortuary's primary façade is set back from the sidewalk behind a front lawn, physically separating between the mortuary building and the new construction. Due to this separation, the mortuary building's primary façade will not be obscured from vantage points on the east side of Prairie Avenue. The south façade facing La Palma Drive will remain unobstructed. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the

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majority of which will remain visible. Because the ATS guideway would be located approximately 10 feet above the top of the Lighthouse McCormick Mortuary property and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Moreover, a Project Design Feature has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. The Project Design Feature also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the Lighthouse McCormick Mortuary property by placing new construction along Prairie Avenue including the placement of three support columns within the Prairie Avenue sidewalk in front of the Mortuary building. This alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. Features of the Project -- including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns -- have been designed in a manner that maintains important aspects of the resource's existing setting and ensures that it's overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Lighthouse McCormick Mortuary property, the most important aspects of integrity are *design*, *workmanship*, and *materials*. Although integrity of *setting* will be altered along Market Street, all of the other aspects of integrity—including *location*, *design*, *materials*, *workmanship*, *feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. Thus, the Lighthouse McCormick Mortuary property will continue to convey its historic significance after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

## 7.5 Analysis of No Impact

This report has identified two (2) historical resources within the Expanded Study Area that will not be impacted by the Project, either directly or indirectly. Potential impacts to each of these resources, or lack thereof, are described below.

### 260 N. Locust Street (Holy Faith Episcopal Church)

The Project will construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard.

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North of Regent, the ATS guideway will bear northeast off of the public right-of-way and onto the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street. This block will be acquired, and the existing one-story shopping center and restaurant buildings demolished to accommodate new construction of the elevated ATS guideway and Market Street/Florence Avenue Station. The Holy Faith Episcopal Church property is situated across Locust Street from this block.

The Project will not physically alter the Holy Faith Episcopal Church property in any way. The buildings will remain in their original locations and will retain all of their significant character-defining features. The Project will erect substantial new physical structures across the street from the Holy Faith Episcopal Church property, thereby changing its physical surroundings to the west. The setting of a historical resource includes features within its boundaries as well as its immediate surroundings. Setting features important to the Holy Faith Church property are largely located within the boundaries of the church property. These include the lawns, planted areas and pedestrian paths located within the interstitial spaces between and in front of the buildings. The immediate surroundings outside Church property boundaries – a densely developed urban area containing a wide range of building types and uses dating from various periods of development -- are less important. This is particularly true of the existing commercial block to be redeveloped by the Project which was developed over 50 years after the Church was constructed. The church property and the commercial block are not spatially related with the majority of the shopping center buildings oriented to a surface parking lot to the west.

The new construction will be separated from the Holy Faith Episcopal Church property by the width of a residential street (Locust Street). The closest support column will be more than 200 feet from the Church. With over 200 feet of separation, the new construction will not alter important setting features located on the Church property or interfere with any important visual or spatial relationships between the property and its immediate surroundings. For these reasons, the addition of new construction a substantial distance from the Church property will not substantially alter its setting. The important setting features located within the boundaries of the church property will remain unchanged by the revised Project; the areas to be redeveloped by the Project have already been substantially altered and have no important spatial or visual relationships with the church property.

Because the Project will not physically alter the Holy Faith Episcopal Church property and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. All of the aspects of integrity—including *location, design, materials, workmanship, feeling* and *association*—will remain, and therefore the historical resource will retain integrity overall. After construction of the Project, the Holy Faith Episcopal Church property will continue to

convey its historic significance as an early 20<sup>th</sup>-century Late Gothic Revival-style religious complex in Inglewood. Therefore, there will be no impact to the Holy Faith Episcopal Church property as a result of the Project.

#### 720 E. Florence Avenue (Inglewood Park Cemetery)

The Inglewood Park Cemetery property is located within the Expanded Study Area. The cemetery is situated along the ATS alignment at the northeast corner of Manchester Boulevard and Prairie Avenue. As described above, the Project will construct an elevated ATS guideway set on support columns within the public rights-of-way of Manchester Boulevard and Prairie Avenue. Traveling southbound, the ATS guideway will run along Manchester Boulevard east to Prairie Avenue, where it will make a right-hand turn to continue south on Prairie.<sup>116</sup> The Project will also construct a station at the southeast corner of Manchester and Prairie.

The Project will not physically alter the Inglewood Park Cemetery property in any way. The cemetery will remain in its original location and will retain all of its significant character-defining features. The Project will erect a new physical structure immediately adjacent to the cemetery property, thereby changing its physical surroundings to the southwest. The ATS will run along Manchester Boulevard west of the cemetery, and along Prairie Avenue south of the cemetery. Thus, the ATS will not run along the perimeter of the cemetery property at any point. At the intersection of Manchester and Prairie, the ATS will make a turn, touching the parcel at the southwest corner; the cemetery property is situated at the northeast corner. At this location, where the ATS guideway will be closest to the cemetery property, the edge of the ATS guideway will be approximately 190 feet from the cemetery wall. Thus, there will be substantial physical separation between the cemetery property and the new construction. At the intersection, support columns for the guideway will be placed on the sidewalk at the northwest, southwest, and southeast corners; no support columns will be placed at the northeast corner.

The setting of a historical resource includes features within its boundaries as well as its immediate surroundings. The cemetery property's immediate surroundings have evolved over time, as this is a densely developed urban area comprising a wide range of building types and uses dating from various periods of development. The addition of the ATS will not interfere with existing visual and/or spatial relationships between the property and its surroundings in any meaningful way. Furthermore, the most significant features of the Inglewood Park Cemetery—including the Grace Chapel (1907), Inglewood Mausoleum (1915), Mausoleum of the Golden West (1930s), and main entrance walls and gates—are clustered in the northernmost portion of the cemetery grounds or situated along Florence Avenue, whereas the Project's new construction will

<sup>116</sup> Traveling northbound, the ATS guideway will run along Prairie Avenue north to Manchester Boulevard, where it will make a left-hand turn to continue west on Manchester.

be southwest of the cemetery property. Setting features important to the cemetery are within the boundaries of the property which is surrounded by a high wall, and these will not be altered or effected by the Project. Therefore, the addition of new construction a substantial distance from the cemetery property will not substantially alter its setting and all aspects of integrity including *location, design, materials, setting, workmanship, feeling,* and *association* will remain unchanged.

Because the Project will not physically alter the Inglewood Park Cemetery property and will not alter its surroundings in any meaningful way, the Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Inglewood Park Cemetery will continue to convey its historic significance as the burial ground of persons of transcendent importance and architectural significance for the high quality of the buildings within. Therefore, there will be no impact to the Inglewood Park Cemetery property as a result of the Project.

## 7.6 Summary of Impacts

To summarize, the Project will result in both direct and indirect impacts to historical resources under CEQA. Of the ten (10) historical resources identified in the Project Area and/or Expanded Study Area, the revised Project will have a less than significant impact on eight (8) resources, and no impact on two (2) resources. Thus, there will be no significant impacts to historical resources as a result of the revised Project.

**Figure 5. SUMMARY LIST OF IMPACTS**

ADDRESS	APN	NAME	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT
260 N Locust St	4015026039	Holy Faith Episcopal Church	✓		
158-170 N Market St	4021007012	Former United Bank of California (now Broadway Federal Bank)		✓	
115 N Market St	4021008006	Former Fox Theater		✓	
100 N Market St/307 E Queen St	4021007024	Former Bank of Inglewood (now Vajra Books & Gifts)		✓	
129-139 S Market St	4021009031	Former J.C. Penney		✓	
149-155 S Market St/231-239 E Manchester Bl	4021009017	Professional Building		✓	
320-330 E Manchester Bl	4021013018	Bank of America		✓	

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ADDRESS	APN	NAME	NO IMPACT	LESS THAN SIGNIFICANT IMPACT	SIGNIFICANT IMPACT
720 E Florence Ave	4012031930	Inglewood Park Cemetery	✓		
3900 W Manchester Bl	4025001002	The Forum		✓	
619-635 S Prairie Ave	4021038027	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)		✓	

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APPENDIX A: FIELD PHOTOGRAPHS



Holy Faith Episcopal Church, 260 N. Locust Street (*Northeast view*).



Holy Faith Episcopal Church, 260 N. Locust Street (*Southeast view*).

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Holy Faith Episcopal Church and School, 260 N. Locust Street (*Southwest view*).



Holy Faith Episcopal Church and Rectory, 260 N. Locust Street (*East view*).

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Former United Bank of California, 158-170 N. Market Street (*East view*).



Former United Bank of California, 158-170 N. Market Street (*Southeast view*).

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Former Fox Theater, 115 N. Market Street (*Northwest view*).



Former Fox Theater, 115 N. Market Street (*West view*).

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Former Fox Theater, 115 N. Market Street (*Southwest view, detail*).



Former Fox Theater, 115 N. Market Street (*Southwest view*).

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Former Bank of Inglewood, 100 N. Market Street/307 E. Queen Street (*Northeast view*).



Former Bank of Inglewood, 100 N. Market Street/307 E. Queen Street (*East view, detail*).

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Former J.C. Penney, 129-139 S. Market Street, (*Southwest view*).



Former J.C. Penney, 129-139 S. Market Street (*Northwest view*).

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Professional Building, 149-155 S. Market Street/231-239 E. Manchester Boulevard  
*(Northwest view).*



Professional Building, 149-155 S. Market Street/231-239 E. Manchester Boulevard,  
*(Northeast view).*

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Professional Building, 149-155 S. Market Street/231-239 E. Manchester Boulevard  
*(Southwest view, detail).*



Bank of America, 320-330 E. Manchester Boulevard *(Southwest view).*

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Bank of America, 320-330 E. Manchester Boulevard *(South view)*.



Bank of America, 320-330 E. Manchester Boulevard *(Southeast view)*.

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Inglewood Park Cemetery, 720 E. Florence Avenue, main entrance (*Southwest view*).



Inglewood Park Cemetery, 720 E. Florence Avenue, Grace Chapel (*Southeast view*).

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Inglewood Park Cemetery, 720 E. Florence Avenue, Inglewood Mausoleum (*Northeast view*).



Inglewood Park Cemetery, 720 E. Florence Avenue, Mausoleum of the Golden West (*North view*).

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Inglewood Park Cemetery, 720 E. Florence Avenue (*West view*).



The Forum, 3900 W. Manchester Boulevard (*East view*).

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The Forum, 3900 W. Manchester Boulevard *(East view, detail).*



The Forum, 3900 W. Manchester Boulevard, with SoFi Stadium *(Southeast view).*

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The Forum, 3900 W. Manchester Boulevard *(East view)*.



Lighthouse McCormick Mortuary, 619-635 S. Prairie Avenue *(Northwest view)*.

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Lighthouse McCormick Mortuary, 619-635 S. Prairie Avenue (*West view*).



Lighthouse McCormick Mortuary, 619-635 S. Prairie Avenue (*Northwest view*).

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Market Street, looking south toward Queen Street.



Market Street, looking north from Queen Street.



Market Street, looking north from Manchester Boulevard.



Manchester Boulevard, looking east toward Market Street.

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Manchester Boulevard, looking west toward Market Street.



Manchester Boulevard, looking west from Locust Street.



Prairie Avenue, looking north from Kelso Street.



The Forum and SoFi Stadium from Inglewood Park Cemetery (Southwest view).

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**APPENDIX B: LIST OF PARCELS IN THE PROJECT AREA AND EXPANDED STUDY AREA**

The following is a complete listing of all parcels examined as part of the Project Area and Expanded Study Area for the revised Project. This includes all parcels fronting the alignment right-of-way on both sides, and all parcels where new construction is proposed. Where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction are also included.

ADDRESS	APN	DATE	NAME/ DESCRIPTION
617 E Buckthorn St	4021044009	1925	Single-family residence
300 E Florence Ave	4015027031	1967	Fiesta Martin Bar & Grill, shopping center parking lot
310 E Florence Ave	4015027030	1973	
317 E Florence Ave	4015019902	N/A	Vacant lot
319 E Florence Ave	4015019904	N/A	Vacant lot
325 E Florence Ave	4015019905	N/A	Vacant lot
327 E Florence Ave	4015019906	N/A	Vacant lot
330 E Florence Ave	4015027029	1978	
333 E Florence Ave	4015019907	N/A	Vacant lot
335 E Florence Ave	4015019908	N/A	Vacant lot
409 Grace Ave	4015021044	1986	Strip mall, parking lot
715-717 E Hardy St	4024009027	1949	2-story garden apartment complex
721 E Hardy St	4024009028	1970	1- and 2-story garden apartment complex
336 E Hillcrest Bl	4021023001	1962	5-story office building
401 E Hillcrest Bl	4021012014	1953	New Wave Property, 1-story commercial office building, parking lot
401 E Hillcrest Bl/256 S Locust St	4021012007	1946	Emerald Chateau, J.J.'s Bistro, 1-story commercial office building
421-427 E Hillcrest Bl	4021012011	1949	Kali Squeeze, 1-story commercial storefront building
431 E Hillcrest Bl	4021012010	1959	McCormick Ambulance, 1-story commercial office, parking lot
110 S La Brea Ave	4021009037	1987	5-story office building (on La Brea), rear parking lot (on Market)
130 N Locust Ave	4021006027	1970	Forum Dental Group, 1-story office building
151 N Locust Ave	4021007026	1977	Regent Towers, 7-story apartment complex
200-202 N Locust Ave/405-413 E Regent St	4015026038	1950	
204 N Locust Ave	4015026037	1933	Single-family residence
208 N Locust Ave	4015026029	1941	Single-family residence
212 N Locust Ave	4015026028	1931	Single-family residence
218 N Locust Ave	4015026027	1947	Single-family residence
220 N Locust Ave	4015026026	1941	Single-family residence
222-224 N Locust Ave	4015026025	1949	Multi-family residence
228 N Locust Ave	4015026024	1942	Single-family residence
232 N Locust Ave	4015026023	1949	
236 N Locust Ave	4015026022	1945	

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ADDRESS	APN	DATE	NAME/ DESCRIPTION
240 N Locust Ave	4015026021	1925	
244 N Locust Ave	4015026040, 4015026041, 4015026042, 4015026043, 4015026044, 4015026046, 4015026047, 4015026048, 4015026049	1960	
248 N Locust Ave	4015026019	1951	1-story office building
260 N Locust Ave	4015026039	1914	Holy Faith Episcopal Church (church, rectory and school)
302 E Manchester Bl/200-204 S Market St	4021013019	1941	Cox Menswear, 2-story commercial building
320-330 E Manchester Bl	4021013018	1948	Bank of America
335-337 E Manchester Bl	4021010023	1947	2-story professional office building
343-345 E Manchester Bl	4021010022	1942	2-story professional office building
355 E Manchester Bl	4021010021	1966	2-story professional office building
400-412 E Manchester Bl	4021012002	1962	1-story commercial storefronts
401 E Manchester Bl	4021006030	1999	McDonald's, Flip It, 3 1-story commercial buildings, parking lot
420-424 E Manchester Bl	4021012001	1949	1-story commercial storefronts
428-440 E Manchester Bl	4021012008	1953	1-story commercial storefronts
450 E Manchester Bl	4021012015	1969	Bruno's, walk-up food stand
500 E Manchester Bl	4021024015	1994	Vons supermarket, Vons gas station, parking lot
511-515 E Manchester Bl	4021025001	1938	H&R Block, Hillcrest Medical Clinic, 2-story mixed-use storefront/office building; 1-story commercial building
521-525 E Manchester Bl	4021025026	1951	1-story storefront building
529 E Manchester Bl	4021025017	1951	Mattress 4 Less, 1-story storefront building
600-604 E Manchester Bl	4021028237	2001	Auto service garage (multiple bays)
601-609 E Manchester Bl	4021027035	1962	1-story professional building
614-620 E Manchester Bl	4021028024	1964	RTJ Professional Building, 2-story professional building
652-656 E Manchester Bl	4021028025	1952	2-story storefront/office building
656-660 E Manchester Bl	4021028026	1956	1-story storefront building, parking lot
700 E Manchester Bl	4021036041	1960	Regal Cleaners, Martino's Liquor, 1-story commercial retail stores, parking lot
708 E Manchester Bl	4021036039	1965	2-story commercial office building
709 E Manchester Bl	4021027014	1906	1-story single-family residence
712 E Manchester Bl	4021036040	1950	A Bright Beginning, Inc., preschool
713 E Manchester Bl	4021027013	1926	1-story single-family residence
714-718 E Manchester Bl	4021036004	1968	Urban scholar academy, 1-story commercial building
718-732 E Manchester Bl	4021036005	1957	2-story commercial office building

## HISTORICAL RESOURCES TECHNICAL REPORT

# Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

ADDRESS	APN	DATE	NAME/ DESCRIPTION
801 E Manchester Bl	4021027038	1988	M&M Soul Food, parking lot
802 E Manchester Bl	4021036062	1970	Clean King laundromat
808 E Manchester Bl	4021036025	1953	1-story commercial office building
811 E Manchester Bl	4021027028	1977	Midas auto service building
814 E Manchester Bl	4021036026	N/A	Parking lot
815 E Manchester Bl	4021027027	N/A	Parking lot
816 E Manchester Bl	4021036027	N/A	Vacant lot
831 E Manchester Bl	4021027036	1971	Sizzler, parking lot
3900 W Manchester Bl	4025001002	1967	The Forum
501 Manchester Ter	4021005013	1962	Airport Gas
622 Manchester Dr	4021027003	1928	1-story single-family residence
100 N Market St/307 E Queen St	4021007024	1927	Vajra Books & Gifts, 2-story mixed-use commercial (former Bank of Inglewood)
101-107 N Market St/ 229-243 Queen St	4021008912	1929	2-story mixed-use commercial
110-114 N Market St	4021007020	1938	Storefronts
115 N Market St	4021008006	1949	Former Fox Theater
118-122 N Market St	4021007019	1930	I Sports Two, storefronts
121-125 N Market St	4021008913	1924	2-story commercial building
122 N Market St	4021007018	1924	Creative House, 1-story commercial storefront building
124-126 N Market St	4021007017	1920	2-story commercial storefront building
128 N Market St	4021007016	1924	Heart & Soul Grill, 2-story mixed-use commercial
129 N Market St	4021008004	1927	Middlebar on Market
132-134 N Market St	4021007015	1926	Los Angeles Bridge Unit, 1-story storefront building
133-137 N Market St	4021008003	1910	1-story commercial building, three storefronts
136-144 N Market St	4021007904	N/A	Vacant lot
139 N Market St	4021008914	N/A	Vacant lot
150-152 N Market St	4021007906	N/A	Vacant lot
157-167 N Market St	4021008001	1907	1-story commercial storefront building
158-170 N Market St	4021007012	1967	Broadway Federal Bank (former Union Bank of California)
200 N Market St	4015027051	1976	Drive-thru bank tellers
205 N Market St	4015028900	N/A	Parking lot
210 N Market St	4015027050	1976	
213 N Market St	4015028907	N/A	Vacant lot
219 N Market St	4015028906	N/A	Vacant lot
221 N Market St	4015028905	N/A	Vacant lot
222 N Market St	4015027049	1976	
223 N Market St	4015028901	N/A	Vacant lot
224 N Market St	4015027041	1969	
226 N Market St	4015027022	N/A	Shopping center parking lot
230 N Market St	4015027040	1965	
234 N Market St	4015027020	N/A	Shopping center parking lot

## HISTORICAL RESOURCES TECHNICAL REPORT

# Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

ADDRESS	APN	DATE	NAME/ DESCRIPTION
236 N Market St	4015027035	N/A	Shopping center parking lot
237 N Market St	4015028903	N/A	Vacant lot
240 N Market St	4015027038	1965	
250 N Market St	4015027033	1965	
254 N Market St	4015027032	1965	
116-126 S Market St	4021010011	1927	Magee Building, 2-story mixed-use commercial building
125 S Market St	4021009027	1938	Basket Beauty Supply, 1-story commercial storefront
128-130 S Market St	4021010012	1923	Handwritten LA, 2-story mixed-use commercial building
132 S Market St	4021010013	1925	Smoove Fashion World, 2-story mixed-use commercial building
129-139 S Market St	4021009031	1941, addition and remodel 1954	2-story commercial retail building (former J.C. Penney)
149-155 S Market St/231-239 E Manchester Bl	4021009017	1928	2-story commercial mixed-use building
150 S Market St	4021010015	1927, remodel c. 1965	World Hat & Boot Mart, 2-story mixed-use commercial building (former People's Federal Building & Loan Association)
201-207 S Market St	4021014001	1935	Fashion Express, commercial storefront
333 E Nutwood St	4021013008	1940	Anphon Medical Center, 1-story commercial professional building
338 E Nutwood St, 320 E Nutwood St, 325 E Hillcrest Bl	4021016015	1936	2-story single-family residence converted to commercial office, 1-story commercial office addition, 1- and 2-story commercial building at rear
813 E Nutwood St	4021036033	1988	3-story apartment building
817 E Nutwood St	4021036032	1964	2-story apartment building
924 S Osage Ave	4024008029	2002	Osage Senior Villas, 3-story apartment building
1000 S Osage Ave	4024009030	1958	Osage Gardens, 2-story apartment building (northern of two associated buildings)
1006 S Osage Ave	4024009031	1958	Osage Gardens, 2-story apartment building (southern of two associated buildings)
1014 S Osage Ave	4024009011	1973	Osage Gardens, 2-story apartment building
1018 S Osage Ave	4024009012	1965	2-story apartment building
1024 S Osage Ave	4024009032	1961	La Riviera, 2-story apartment building
1030 S Osage Ave	4024009021	1953	2-story apartment building (northern of two associated buildings)
1032 S Osage Ave	4024009022	1953	2-story apartment building (southern of two associated buildings)
401 S Prairie Ave	4021036049	N/A	Vacant lot
503 S Prairie Ave	4021037001	1949	2-story commercial building

## HISTORICAL RESOURCES TECHNICAL REPORT

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HISTORIC RESOURCES GROUP

ADDRESS	APN	DATE	NAME/ DESCRIPTION
517 S Prairie Ave	4021037903	c. 1950	William H. Kelso Elementary School, elementary school campus (expansion area)
600 S Prairie Ave	4025011064	N/A	Construction site
600 S Prairie Ave	4025011065	N/A	Construction site
601 S Prairie Ave	4021038025	1966	Bourbon Street Fish, converted service station
613 S Prairie Ave	4021038005	1955	
619-635 S Prairie Ave	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)
701 S Prairie Ave	4021044001	N/A	Vacant lot
703 S Prairie Ave	4021044004	c. 1925	2 1½-story single-family residences
711 S Prairie Ave	4021044005	1947	Single-family residence
713 S Prairie Ave	4021044006	1982	Single-family residence
715 S Prairie Ave	4021044007	1959	Single-family residence
723 S Prairie Ave	4021044008	1922	Single-family residence
801 S Prairie Ave	4024007001	1967	Forum Liquor
803 S Prairie Ave	4024007004	N/A	Parking lot
805 S Prairie Ave	4024007005	1947	1- and 2-story apartment building
813 S Prairie Ave	4024007006	1945	JP Termite, 1-story commercial storefront
819 S Prairie Ave	4024007007	1953	Iglesia Cristiana Hispana, 1-story commercial/industrial building
823-825 S Prairie Ave	4024007008	1948	Hollywood Park Motel
901 S Prairie Ave	4024008024	1985	Strip mall
919 S Prairie Ave	4024008020	1959	Inglewood Gardens, 2-story apartment building
923 S Prairie Ave	4024008015	1949	Inglewood Electric Supply, 2-story commercial building, 1-story commercial building, rear garage, parking lot
937 S Prairie Ave	4024009004	N/A	Vacant lot
945 S Prairie Ave	4024009005	1969	Pride Plaza, 2-story commercial retail/office building
1003 S Prairie Ave	4024009007	1957	1-story commercial office
1007 S Prairie Ave	4024009008	N/A	Vacant lot
1011 S Prairie Ave	4024009015	1954	1-story commercial office
1035 S Prairie Ave	4024009033	1971	Strip mall, Casa Rios restaurant, parking lot
300 E Queen St, 306-308 E Queen St, 100-112 S Market St	4021010010	1990	2-story mixed-use commercial building
312 E Regent St	4021007011	N/A	Vacant lot
331 E Spruce Ave	4021023011	1915	Tender Care, Inc., two single-family residences converted to a school
336 E Spruce Ave	4021029009	1922	Wilder's Preparatory Academy, 1-story single-family residence converted to a school
430-434 E Spruce Ave	4021028125-4021028172	1989	Part of a condominium complex
436-438 E Spruce Ave, 433-435 E Tamarack Ave	4021028173-4021028236	1989	Part of a condominium complex
(none)	4012031930	1905	Inglewood Park Cemetery

## HISTORICAL RESOURCES TECHNICAL REPORT

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ADDRESS	APN	DATE	NAME/ DESCRIPTION
(none)	4015018900	N/A	Metro right-of-way
(none)	4015027042	N/A	Shopping center parking lot
(none)	4015027052	N/A	Shopping center parking lot
(none)	4021010901	N/A	Parking lot
(none)	4021025025	N/A	Parking lot
(none)	4021027012	N/A	Vacant lot
(none)	4021027015	N/A	Vacant lot
(none)	4024007043	2003	Laundromat
(none)	4025011043	N/A	Construction site
(none)	4025011050	N/A	Construction site
(none)	4025011901	N/A	Construction site

HISTORICAL RESOURCES TECHNICAL REPORT

## Inglewood Transit Connector (Revised Project)

HISTORIC RESOURCES GROUP

**APPENDIX C: MARKET STREET HISTORIC DISTRICT ANALYSIS**

The following is documentation of the analysis of Market Street as a potential historic district, including a Property Data Table and a Historic District Analysis Map.

HISTORICAL RESOURCES TECHNICAL REPORT

**Inglewood Transit Connector  
(Revised Project)**

HISTORICAL RESOURCES GROUP

# Property Data Table

NO	DIR	STREET	SUF	LOCATION	APN	ALIGNMENT PARCEL	SOUTH OF ALIGNMENT	EVALUATION DATE	DATE (tax)	DATE (other)	HISTORIC NAME	CURRENT NAME	TYPE	STYLE	PERMITS	SANBORNS	ADDITIONAL RESEARCH	ALTERATIONS	FIELD PHOTOS	PREVIOUS EVALUATIONS	INTEGRITY ASSESSMENT	EVALUATION	CEQA STATUS
<b>PARCELS WITHIN THE PROJECT AREA/EXPANDED STUDY AREA</b>																							
110	S	La Brea	Ave	SW Queen & S Market	4021009037	X		1987	1987				5-story commercial office building on La Brea; rear surface parking lot on Market				Inglewood Career and Education Center/LA Urban League (2000 Main St Inglewood HR Survey).			6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Less than 50 years old; not of exceptional importance.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
302	E	Manchester	Bl	200-208 S Market St; SE Manchester & S Market	4021013019	X		1941	1933/1939 (1941?)	1941 (original permit)	Scotty's Men's Shop	Cox Menswear; Chic and Curvy; Wigs World	2-story commercial building	Streamline Moderne	Original permit 1941, stores and offices. Alteration permit 1949: remodel ste 1 in comm masonry bldg; Alteration permit 1950: remodel store interior	1950: 2s store with 3s round tower at corner, no use listed.	Built 1941 (permit). Contempo School of Beauty/ Untouchables/H&J Fashion, Cox Menswear (2000 Main St Inglewood HR Survey).	Originally, the corner cylinder was articulated with a neon sign (2000 Bricker context).		200-204: 3S-appears NR eligible, Criterion C, "because it embodies the distinctive characteristics of the Streamline Moderne style" (2000 Main St Inglewood HR Survey); 206: 6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey); 208: 6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey); 312-316: 6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Altered commercial retail building. Upper story is 1930s Streamline Moderne, ground story is 1950s Mid-Century Modern.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
100	N	Market	St	307 E Queen St; NE N Market & Queen	4021007024	X		1927	1940 (1927)	(No original permit)	Bank of Inglewood	Vajra Books & Gifts	2-story mixed-use commercial building at the corner	Mediterranean Revival	Permit 1922: Standard Oil filling station; Permit 1927: dwelling. NO ORIGINAL PERMIT FOR 1927 BANK OF INGLEWOOD. Bank by 1931. BoFA by 1948. SouthWest Bank by 1958. 1979: N 100 & N 200 blocks Market Street façade improvements, remodel & repair by Kahn, Kappe, Lottery, Bocato, Reiss & Brown. 1984: \$250,000 façade improvements incl signs and awnings.	1907: Presb church & dwelling 1923: gasoline 1950: bank	Built in 1927. Architect William Campbell. Per LAT article first steel-frame structure in the city. Sold to Bank of America National Trust and Savings Assoc in 1936. Became Southwest Bank in 1950. Now retail space. (2000 Main St Inglewood HR Survey). <del>Built 1924?</del>	Remodeled in 1938 and 1953.		3S-appears NR eligible, Bank of Inglewood, built 1927. Criterion C as "an excellent example of a Mediterranean Revival style bank building within the city of Inglewood" (2000 Main St Inglewood HR Survey).	Appears highly intact.	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE. (NR/CR/Local)
101	N	Market	St	101-107, 229-243 Queen St; NW N Market & Queen	4021008912	X		1929	1929	(No original permit)			2-story mixed-use commercial building at the corner (empty storefronts)	Spanish Colonial Revival	Permit 1923: real estate office. NO ORIGINAL PERMIT FOR EXISTING 1929 BLDG. Storefront remodel permits 1934, 1935, 1938, 1947, 1948, 1953, 1957; 1962: new storefront on-structural for optometrist; 1990: structural strengthening with new steel frames	1907: dwelling 1912: dwelling 1923: dwelling 1950: multiple store units (paint)	Built 1929. Main St Inglewood, Optometrist, Selwyn Jewelers, etc. (2000 Main St Inglewood HR Survey).	Earthquake damage repaired in 1933, storefront remodeled in 1947 and 1962, new steel frame in 1990. PER 2000 HISTORIC DESIGN GUIDELINES, building has lost its Churrigueresque parapet above windows and decorative transom grilles above storefronts.		457-potentially NR eligible if restored (2000 Main St Inglewood HR Survey).	Altered 1920s 2-story mixed-use corner building. Retains some historic features on the upper story.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
110	N	Market	St	110-114	4021007020	X		1938	1938/1958				1-story commercial retail storefront building (closed storefronts)		1936, 1940: storefront remodel	1923: office. 1950: store, restaurant	Generic storefront, built 1936? Built 1938. Inglewood Sports Center, Chapala Restaurant (2000 Main St Inglewood HR Survey).	Modifications to storefront in 1940.		6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1930s/1950s commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
115	N	Market	St		4021008006	X		1949	1949 (1948-1949?)	1948 (original permit)	Fox Theater (Fox West Coast Theater)	(empty)	Neighborhood movie theater	Late Moderne	Permit 1923: theater building (Granada). Lots of alt permits for Granada (also by Fox). Original permit for Fox Theater 1948: reinforced concrete theater and two stores, owner Fox West Coast Agency Corp, no architect listed. NO ALT PERMITS FOR THE FOX THEATER BLDG. 1948: Venice Investment Co, reconstruct theater building & place back into operation the Granada Theater building with 1025 seats, 2 stores, off-street parking; 1963: Fox Theater removed existing entry doors, install new aluminum jambs; 1967: owner Fox West Coast	1907: dwelling 1912: dwelling 1923: boarding house 1950: movie theater	Formerly the site of the Granada Theater (1923, demolished). Fox Theater built in 1948, designed by architect S. Charles Lee. Lee designed approx 250 theaters in the U.S. btwn 1920 and 1950, many for Fox.	New aluminum door jambs in 1963.		SCCIC 19-190143: 1S-NR listed (1/14/2013). 3S-appears NR eligible, Criterion C as a "very good example of a Late Moderne style movie theater within the city of Inglewood" (2000 Main St Inglewood HR Survey).	Upper portion is largely intact; retains distinctive theater elements, including sign pylon and marquee. Ground-story storefronts boarded up.	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE (NR listed; NR/CR/Local)
118	N	Market	St	118-122	4021007019	X		1930	1930/1939			I Sports Two	1-story commercial retail storefront building (closed storefronts)		1975: fire damage repair, partia new roof; 1990: EQ compliance, shear anchors etc, N S & E walls	1950: store	Generic storefront, built 1930? Built 1923-1930. Rondon's Appliance Store (2000 Main St Inglewood HR Survey).	Repaired after fire in 1975, earthquake reinforcement in 1990.		6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1930s commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
122	N	Market	St		4021007018	X		1924	1924/1930			Creative House	1-story commercial retail storefront building		1965: remodel front & cut opening in wall	1923: tailor 1950: paint & wallpaper		Front of building remodeled and opening cut in the wall in 1965.			Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
124	N	Market	St	124-126	4021007017	X		1920	1920/1922				2-story brick mixed-use commercial building (empty storefronts)		1975: 6x14 façade change; 1993: EQ compliance	1950: 2 storefronts	Built between 1920 and 1922. Lia's Nail Salon, Ken Moore Gallery (2000 Main St Inglewood HR Survey).	Façade change in 1975, eq retrofit 1993. Two storefronts in 1950.		5S1-eligible for local landmark listing (2000 Main St Inglewood HR Survey).	Extensively altered 1920s mixed-use building. Ground floor is extensively altered, upper-story windows replaced.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
125	N	Market	St	121-125	4021008913	X		1924	1924/1939	1923 (index card)			2-story brick mixed-use commercial building	Vernacular, Spanish roof tile	Index card 1923: real estate office. NO ORIGINAL PERMIT. Bldg owned by F.W. Woolworth in 1929. 1963: new screen façade retail store; 1991: EQ retrofit/compliance; 2003: façade improvements	1907: dwelling 1912: dwelling 1950: 2 storefronts	Built 1923. Inglewood Travel Services, etc. (2000 Main St Inglewood HR Survey). Per Inglewood long-range planning, (Site D-4) to be developed as mixed-use retail/residential, building is vacant and "in need of substantial rehabilitation."	Commercial building remodeled postwar. Screen façade added in 1963 (now removed), earthquake retrofit 1991-92, façade improvements in 2003.		5S3-worthy of consideration in local planning (2000 Main St Inglewood HR Survey).	Altered 1920s 2-story mixed-use building. Retains some historic features on the upper story. Previous evaluation occurred prior to latest façade modifications.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.
128	N	Market	St		4021007016	X		1924	1924/1928			Heart & Soul Grill	2-story mixed-use commercial building		1965: United Artists reroof marquee; 1991: EQ rehab/compliance	1950: store and restaurant	Built between 1924 and 1928.	Earthquake retrofit in 1991.		SCCIC 1990: 606-610 is not a NR resource. 5S3-worthy of consideration in local planning (2000 Main St Inglewood HR Survey). Something from 1930, 6Y, 1990 (HRI).	Extensively altered 1920s mixed-use commercial building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.

# Property Data Table

NO	DIR	STREET	SUF	LOCATION	APN	ALIGNMENT PARCEL	SOUTH OF ALIGNMENT	EVALUATION DATE	DATE (tax)	DATE (other)	HISTORIC NAME	CURRENT NAME	TYPE	STYLE	PERMITS	SANBORNS	ADDITIONAL RESEARCH	ALTERATIONS	FIELD PHOTOS	PREVIOUS EVALUATIONS	INTEGRITY ASSESSMENT	EVALUATION	CEQA STATUS	
129	N	Market	St		4021008004	X		1927	1927/1990			Middlebar on Market			1991: EQ rehab; 2000: fire damage, demo & shoring, breacing existing walls; 2000: new canopy & façade	1912: office 1923: office & tin shop 1950: dress shop	Built 1926-27. Upscale Hair and Nail Salon (2000 Main St Inglewood HR Survey).	Earthquake retrofit in 1991, fire damage repair including demolition shoring and bracing of walls and addition of new canopy and façade in 2000.		6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey). Something from 1933, 6Y, 1991 (HRI).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
134	N	Market	St	132	4021007015	X		1926	1926			Los Angeles Bridge Unit	1-story commercial retail storefront building		1991: EC compliance	1912: dwelling 1950: 2 storefronts	Built 1926. 132: Market Street Gumbo Shack (2000 Main St Inglewood HR Survey). 134: Lynton's Uniforms (2000 Main St Inglewood HR Survey).	Earthquake retrofit in 1991. Two storefronts in 1950.		SCCIC 1991: 134-136 is not a NR resource. 132 and 134: S53-worthy of consideration in local planning (2000 Main St Inglewood HR Survey). Something from 1929, 6Y, 1991 (HRI).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
135	N	Market	St	133-137	4021008003	X		1910	1910/1940				1-story commercial retail storefront building, three storefronts (all storefronts empty)		1990: seismic upgrade, N&S wall anchors; 2006: stucco on a brick wall	1907: dwelling 1912: funeral & undertaker 1923: funeral & undertaker 1950: truss roof open space	Built 1910. Fashion News (2000 Main St Inglewood HR Survey).	Remodeled as a Sav-On in 1948, earthquake retrofit and stucco wall in 1990.		6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered early-20th century commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
139	N	Market	St		4021008914	X		0	0				Vacant lot				Per Inglewood long-range planning, 205-237 (Site D-5) to be developed as mixed-use retail/residential.				Vacant commercial lot on Market St.	NC (if there was a Market St district).	NO RESOURCE.	
140	N	Market	St	136-144	4021007904	X		0	0				Vacant lot				1923: undertaker, wallpaper & drapery, cobbler 1950: movie theater	Former site of the United Artists Theater at 136-144 (1931, demolished 2000). Fox Cinema Two/United Artist Theater (2000 Main St Inglewood HR Survey). Per Inglewood long-range planning, (Sites D-6 & D-7) to be developed as mixed-use retail/residential.	Demolition in process (2000 Main St Inglewood HR Survey).		7-demolished during the survey project (2000 Main St Inglewood HR Survey).	140-150 is one large vacant lot.	NC (if there was a Market St district).	NO RESOURCE.
150	N	Market	St	150-152	4021007906	X		0	0				Vacant lot		2004: demolition		1950: restaurant and store	Two-story commercial building demolished 2004. Le Shop Beauty Extraordinaire, Los Compadres Mexican Food (2000 Main St Inglewood HR Survey). Per Inglewood long-range planning, (Sites D-6 & D-7) to be developed as mixed-use retail/residential.			6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	140-150 is one large vacant lot.	NC (if there was a Market St district).	NO RESOURCE.
157	N	Market	St	157-167, SW N Market & Regent	4021008001	X		1907	1907/1950			Creating Images, Really Raw, Women of Color (multiple storefronts)	1-story commercial retail storefront building, multiple tenants (some empty storefronts)	Mid-Century Modern	1958: B&S letter, bldg severely damaged in 1933 EQ, 2nd story condemned but not demoed, not permitted to occupy bldg until repairs complete; 1961: alter front entry with glass & aluminum door; 1976: reface bldg with wood siding, open walls in middle store for access to adj stores; 1990: EQ compliance; 1991: facade furring & stucco	1907: dwelling, office; tailor, barber & billiards, meat 1912: milling, jeweler, art painting, office, hardware, office, cobbler, barber & billiards, grocer, feed & fruit, refuse burner 1923: electric, plumbing, restaurant, cleaning, barger, office, lunch counter, grocer 1950: 5 shop fronts, furniture and upholstery, 4 storefronts	Built between 1907 and 1923. Built c. 1920. Golden Oldie Records/Really Raw (2000 Main St Inglewood HR Survey).	Originally two stories. 1933 EQ damage, upper story condemned but not demoed. Upper story demolished in 1958. Glass and aluminum front door added in 1961, storefront refaced with wood siding in 1976, earthquake retrofit in 1990, new stucco on façade in 1991.		6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered early-20th century commercial storefront building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
158	N	Market	St	170, SE N Market & Regent	4021007012	X		1967	1967	(All permits predate 1967 bank.)	United Bank of California (United California Bank)	Broadway Federal Bank	Branch bank building	Late Modern	All permits predate 1967 bank building. NO PERMITS FOR THE EXISTING 1967 BANK BUILDING. ADDL PERMIT INFO FROM FOX THEATER RESEARCH (SH): 1968: COO United California Bank, 1s, 8000sf, partial 2nd floor of 1000sf, outdoor parking for 18 cars & 14 spaces; 1979: open wall for ATM machine, add canopy and slab step walkway; 1988: second ATM added adjacent to the first; 1992: ATMs made accessible; 1998: secure vestibule added	1907: lodging house 1912: club office, restaurant, confectioner, 3 dwelling 1923: confectioner, telephone exchange, office, auto sales, 3 dwellings 1950: 6 storefronts, plating works & plating manufacturing ALL PRE-DATE OUR BANK	Built 1967. First Modern building added to historic downtown. Broadway Federal (2000 Main St Inglewood HR Survey).	Wall opened to add ATM machine and canopy and slab walkway added in 1979, second ATM added in 1988, made ADA accessible in 1992, vestibule added in 1998.		6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Distinctive 1960s bank design; appears highly intact. Bank is likely designed by Richard Dorman, significant architect. (Bank teller building across the street is Richard Dorman.)	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE. (CR/Local)	
200	N	Market	St	NE N Market & Regent	4015027051	X		1976	1976	1976 (permit)			Drive-thru bank tellers	Late Modern	Original permit 1976: drive-up banking facility for United California Bank. Architect is Richard Dorman. OTHER PERMITS FROM CITY PREDATE OUR BUILDING.	1950: pre-dates our building					Bank teller building associated with bank across the street. Designed by Richard Dorman, significant architect. Teller building does not appear significant on its own. Built nine years after the bank, located on a separate property, not long-lived.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
205	N	Market	St		4015028900	X		0	0				Surface parking lot				Per Inglewood long-range planning, 205-237 (Site D-3) to be developed as retail.		N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
213	N	Market	St		4015028907	X		0	1928				Vacant lot						N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
219	N	Market	St		4015028906	X		0	1926				Vacant lot						N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
221	N	Market	St		4015028905	X		0	0				Vacant lot						N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
223	N	Market	St		4015028901	X		0	1924/1961				Vacant lot						N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
226	N	Market	St		4015027022	X		0	1969				Part of shopping center parking lot						N/A		Part of parking lot for shopping center between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NO RESOURCE.	
234	N	Market	St		4015027020	X		0	1965				Part of shopping center parking lot						N/A		Part of parking lot for shopping center between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NO RESOURCE.	

# Property Data Table

NO	DIR	STREET	SUF	LOCATION	APN	ALIGNMENT PARCEL	SOUTH OF ALIGNMENT	EVALUATION DATE	DATE (tax)	DATE (other)	HISTORIC NAME	CURRENT NAME	TYPE	STYLE	PERMITS	SANBORNS	ADDITIONAL RESEARCH	ALTERATIONS	FIELD PHOTOS	PREVIOUS EVALUATIONS	INTEGRITY ASSESSMENT	EVALUATION	CEQA STATUS	
236	N	Market	St		4015027035	X		0	1965				Part of shopping center parking lot						N/A		Part of parking lot for shopping center between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NO RESOURCE.	
237	N	Market	St		4015028903	X		0	1956				Vacant lot						N/A		Part of vacant site between Market, Florence, La Brea and Regent.	NC (if there was a Market St district).	NO RESOURCE.	
250	N	Market	St		4015027033	X		1965	1965				Front part of lot: Part of parking lot; Rear part of lot (along Locust): part of shopping center						N/A		Part of shopping center between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
116	S	Market	St	116-126	4021010011	X		1927	1927		Magee Building		2-story mixed-use commercial building				Built 1923. Magee Building. David's Shop, Hollywood Fashion, Ingle Appliance (2000 Main St Inglewood HR Survey).			6Z-found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1920s mixed-use building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
125	S	Market	St		4021009027	X		1938	1938/1943		LeRoy's Jewelers	Basket Beauty Supply	1-story commercial retail storefront building				LeRoy's Jewelers, 1943 exterior remodel, 1955 interior remodel. "Among the more visually interesting" postwar façade remodels, metal pylon sign juts above the parapet, jewelry displayed in framed cases that cantilever beyond their built-in bases (2000 Bricker context).	Substantially altered since surveyed in 2000.		551-eligible for local landmark listing, intact mid-century façade remodel (2000 Main St Inglewood HR Survey). Something from 1930, 6Y, 1991 (HRI).	Extensively altered 1930s commercial storefront building. Previous evaluation occurred prior to latest façade modifications.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
128	S	Market	St	128-130	4021010012	X		1923	1923/1980			Handwritten LA	2-story mixed-use commercial building				Market St Professional Center/Optomety Dr. James Moses (2000 Main St Inglewood HR Survey).			6Z- found ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey). Something from 1929, 6Y, 1991 (HRI).	Extensively altered 1920s mixed-use building.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
132	S	Market	St		4021010013	X		1925	1925/1936			Smoove Fashion World	2-story mixed-use commercial building				Storefront remodel in 1959. Basket Beauty Supply and Wigs (2000 Main St Inglewood HR Survey).			551-eligible for local landmark listing (2000 Main St Inglewood HR Survey).	Altered 1920s mixed-use building. Ground story is extensively altered, upper-story windows replaced. Retains some historic features on the upper story.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
139	S	Market	St	129-139 (building goes through to La Brea)	4021009031	X		1941 (built), 1954 (remodel)	1941/1955 (1954)	(No original permit or remodel/addition permit)	J.C. Penney	Inglewood Marketplace	2-story commercial retail building	Mid-Century Modern	Alteration permit 1959: relocate office and add a/c in existing comm bldg. NO ORIGINAL OR REMODEL PERMIT? Nope!	1950: J.C. Penney Dept. Store	Built 1954, addition 1956. (??) Inglewood Marketplace (2000 Main St Inglewood HR Survey). DATES ARE WRONG.	Originally built in 1940 as one story. In 1954 it was remodeled and expanded with an upper story, deep canopy and glazed terra cotta columns (2000 Bricker context).		139: 551-eligible for local landmark listing (2000 Main St Inglewood HR Survey); 129: 553-worthy of consideration in local planning (2000 Market St Inglewood HR Survey).	Former J.C. Penney department store. Intact mid-century façade remodel.	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE. (CR/Local)	
149	S	Market	St	149-155, 231-239 E Manchester Bl, NW S Market & Manchester	4021009017	X		1928	1928/1931	(No original permit)	Professional Building	Sir Cris	2-story mixed-use commercial building at the corner	Spanish Colonial Revival	Alteration permits: 1930, 1939, 1950, 1952, 1959; Permit 1950: remodel storefront	1950: 2s commercial, multiple store units (drugs)	Built 1928. Storefront remodel in 1946. (2000 Main St Inglewood HR Survey).	Upper story is intact, ground story is altered.		457-potentially NR eligible if restored (2000 Main St Inglewood HR Survey).	Altered 1920s mixed-use building. Ground story storefronts replaced. Retains many historic features on the upper story and at secondary entrance.	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE. (CR/Local)	
150	S	Market	St	NE S Market & Manchester	4021010015	X		1927 (built) c. 1965 (remodel)	1927/1940	(Nothing received from the City)	People's Federal Building & Loan Association	World Hat and Boot Mart	2-story mixed-use commercial building at the corner	Late Modern	(Nothing received from the City)	1950: store and office	World Hat and Boot Mart (2000 Main St Inglewood HR Survey).			551-eligible for local landmark listing, "Significant for its altered appearance" (2000 Main St Inglewood HR Survey).	Intact Late Modern façade remodel.	INDIVIDUAL; DC (if there was a Market St district).	HISTORICAL RESOURCE. (CR/Local)	
201	S	Market	St	201-207; SW S Market & Manchester	4021014001	X		1935	1935/1939			Fashion Express	1-story commercial retail storefront building at the corner				Built 1935. Fashion Express (2000 Main St Inglewood HR Survey).			201-205: 6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey); 207: 6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Altered 1930s commercial storefront building. Intact 1950s corner storefront with display cases.	DC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
300	E	Queen	St	306-308 E Queen, 100-112 S Market; SE S Market & Queen	4021010010	X		1990	1922/1990				2-story mixed-use commercial building at the corner				Built 1924. Tina Beauty, Van's Sportswear, Inglewood Large, etc. (2000 Main St Inglewood HR Survey).	Existing building looks brand new (c. 2000).		6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey). 6Y, 1991 (HRI).	Less than 50 years old; not of exceptional importance.	NC (if there was a Market St district).	NOT A HISTORICAL RESOURCE.	
0				Btwn 234 and 226 N Market St	4015027042	X		0	1965				Part of shopping center parking lot						N/A		Part of shopping center parking lot between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NO RESOURCE.	
0				Btwn 200 and 226 N Market St	4015027052	X		0	1976				Part of shopping center parking lot						N/A		Part of shopping center parking lot between Market, Florence, Regent and Locust.	NC (if there was a Market St district).	NO RESOURCE.	
0				Btwn 132 and 150 S Market St	4021010901	X		0	0				Parking lot						N/A		Parking lot.	NC (if there was a Market St district).	NO RESOURCE.	
<b>PARCELS SOUTH OF THE PROJECT AREA/EXPANDED STUDY AREA</b>																								
209	S	Market	St		4021014002		X	1947	1935/1947		Kirby's Shoes	Aero Collective	1-story commercial retail storefront building					1940s/1950s storefront remodel with display cases, terrazzo entry.	N/A		6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Altered 1930s commercial storefront building. Intact 1940s storefront with display cases.	DC (if there was a Market St district).	N/A
215	S	Market	St	215-217	4021014035		X	1942	1942/1947	1926 (2000 Survey)			1-story commercial retail storefront building					Decorative upper portion, 1950s storefronts, terrazzo entry.	N/A		551-eligible for local landmark listing (2000 Main St Inglewood HR Survey).	Altered 1920s commercial building with 1940s remodel. Retains historic features on the upper portion. Lower portion has mid-century storefronts.	DC (if there was a Market St district).	N/A
220	S	Market	St		4021013013		X	1941	1941			Cambridge Uniforms	1-story commercial retail storefront building					1940s storefront appears intact.	N/A		551-eligible for local landmark listing (2000 Main St Inglewood HR Survey).	1940s commercial storefront building. Appears to retain original storefront.	DC (if there was a Market St district).	N/A
225	S	Market	St	219-231	4021014005		X	1927	1941/1946	1927 (2000 Survey)		Michael's Uniforms	1-story commercial retail storefront building					Terrazzo entry.	N/A		551-eligible for local landmark listing (2000 Main St Inglewood HR Survey).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	N/A

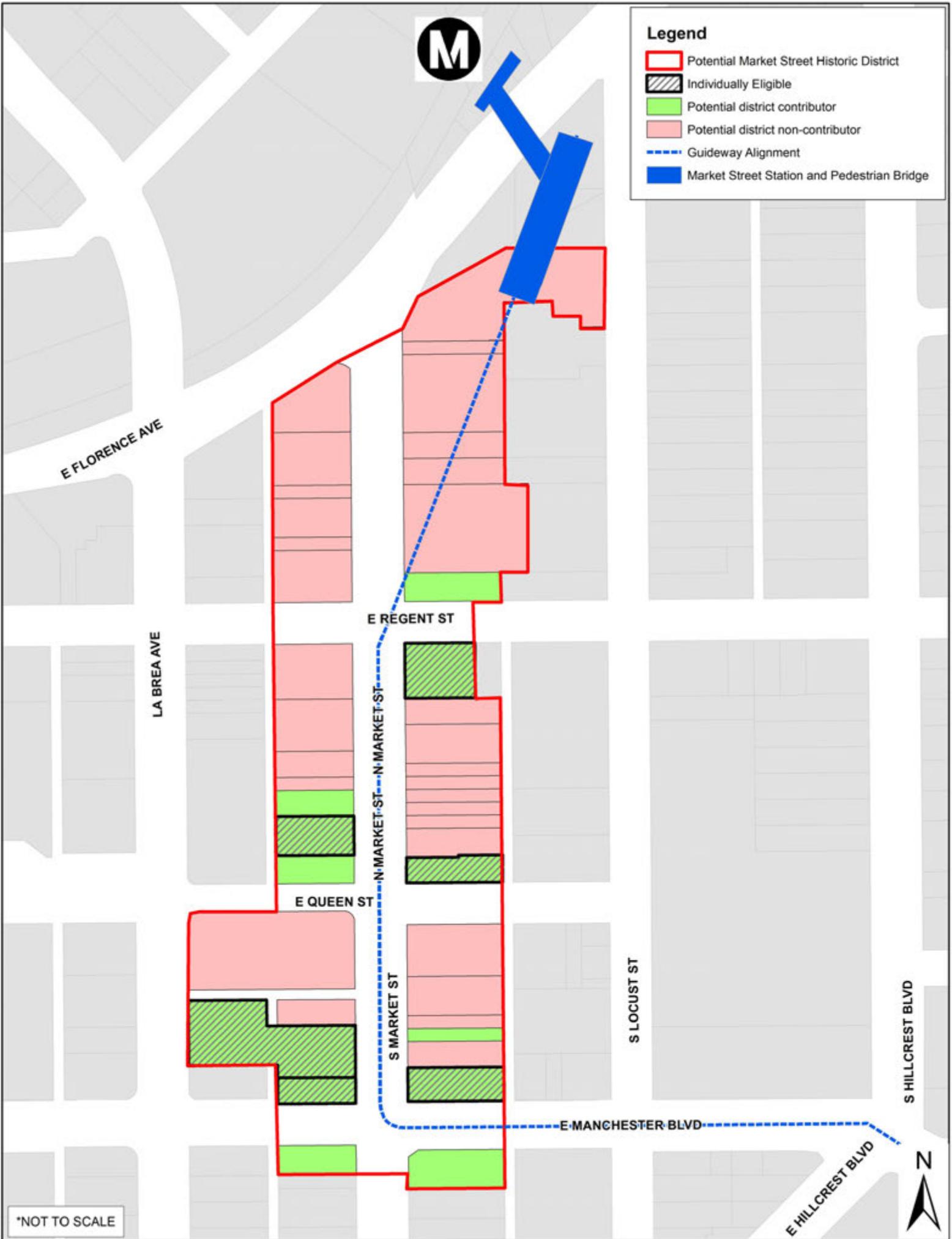
# Property Data Table

NO	DIR	STREET	SUF	LOCATION	APN	ALIGNMENT PARCEL	SOUTH OF ALIGNMENT	EVALUATION DATE	DATE (tax)	DATE (other)	HISTORIC NAME	CURRENT NAME	TYPE	STYLE	PERMITS	SANBORNS	ADDITIONAL RESEARCH	ALTERATIONS	FIELD PHOTOS	PREVIOUS EVALUATIONS	INTEGRITY ASSESSMENT	EVALUATION	CEQA STATUS
226	S	Market	St	224-228	4021013014		X	1937	1937		The Ritz Theater	The Miracle Inglewood	Neighborhood movie theater					Storefronts removed. Signage removed, new signage added.	N/A	457-may be eligible if restored (2000 Main St Inglewood HR Survey).	Upper portion is largely intact. Retains distinctive theater elements, including marquee and foyer.	DC (if there was a Market St district).	N/A
230	S	Market	St	230-234	4021013015		X	1946	1946				1-story commercial retail storefront building, two storefronts (storefronts empty)					Two 1940s/1950s storefronts. Storefronts do not match, but both may be original.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	1940s commercial storefront building. Appears to retain original storefront(s).	DC (if there was a Market St district).	N/A
233	S	Market	St	233-239	4021014006		X	1927	1927/1940	1927 (2000 Survey)	Kress Variety Store; S.M. Greene Building	Outlet Clothing	2-story mixed-use commercial building					Steel-frame building sheathed in yellow brick, Classical detailing. Storefronts replaced. Upper story windows replaced in original openings.	N/A	35-NR eligible, Kress Variety Store, built 1927, Criterion C "for its association with the chain store concept of merchandising which developed in the 1920s" (2000 Main St Inglewood HR Survey).	Former Kress variety store. Ground story storefronts replaced. Retains many historic features on the upper story, stepped parapet features the famous "Kress" logo.	DC (if there was a Market St district).	HISTORICAL RESOURCE. (NR/CR/Local)
238	S	Market	St	238-240	4021013016		X	1946	1946/1950		Roycroft	Diversified Fashions	1-story commercial retail storefront building, three storefronts					One 1950s storefront with terrazzo, two extensively altered storefronts, brick veneer added.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1940s commercial storefront building.	NC (if there was a Market St district).	N/A
241	S	Market	St		4021014007		X	1936	1936/1946	1936 (2000 Survey)	EED	Big Wave Realty	1-story commercial retail storefront building					Terrazzo entry.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1930s commercial storefront building.	NC (if there was a Market St district).	N/A
244	S	Market	St	244-268 S Market, 267 E Nutwood; NE S Market & E Nutwood	4021013017		X	1933	1933/1937	1931 (2000 Survey)		Beyond Envy Apparel, Salon of Elegance, Sunny Uniform, Bar & Grill	1-story commercial retail storefront building, four storefronts				Per 2000 Survey: 1946 permit for façade remodel.	Ground story completely altered. Upper story retains original details	N/A	252: 551-eligible for local landmark listing (2000 Main St Inglewood HR Survey); 244: 553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey); 246: 553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey); 268: 553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey).	Altered 1930s commercial storefront building. Ground story extensively altered, upper portions retain historic features.	DC (if there was a Market St district).	N/A
245	S	Market	St	243-245	4021014008		X	1922	1922/1937	1936 (2000 Survey)			1-story commercial retail storefront building					Ground story boarded up.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	N/A
253	S	Market	St	253-257 S Market, 217 E Nutwood; NW S Market & E Nutwood	4021014009		X	1942	1942				1-story mixed-use commercial at the corner, multiple storefronts, upper story at the rear					Corner unit extensively altered, some details in upper story.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1940s commercial storefront building.	NC (if there was a Market St district).	N/A
300	S	Market	St	300-304 S Market, 302-312 E Nutwood; SE S Market & E Nutwood	4021016016		X	1923	1923/1932			Prolab 1-Hr Photo, et al.	2-story mixed-use commercial building					Retains some original 1920s details, storefronts replaced at various times, alterations since then.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	N/A
301	S	Market	St	SW S Market & E Nutwood	4021015005		X	1940	1940/1942				1-story commercial retail storefront building (empty storefront)	Streamline Moderne				Intact 1940s commercial storefront building, rounded corner with angled corner entrance.	N/A	553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey).	Appears highly intact.	DC (if there was a Market St district).	N/A
306	S	Market	St	306-314	4021016017		X	1925	1925	pre-1923 (2000 Survey)	Lepper Building	Inglewood Jewelry & Loan Co.	2-story mixed-use commercial building					Ground story completely altered. Upper story retains brick, detail, window openings. Windows covered with security screens.	N/A	457-may be eligible if restored (2000 Main St Inglewood HR Survey).	Altered 1920s mixed-use building. Ground story is extensively altered, upper-story retains some historic features.	DC (if there was a Market St district).	N/A
315	S	Market	St		4021015015		X	1937	1954/1980	1937 (2000 Survey)		Church of Scientology, Inglewood	2-story commercial building					Façade extensively altered since 2007.	N/A	553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey).	Extensively altered 1930s commercial storefront building. Previous evaluation occurred prior to latest façade modifications.	NC (if there was a Market St district).	N/A
315	S	Market	St		4021015016		X	0	1954				Parking lot						N/A		Parking lot.	NC (if there was a Market St district).	N/A
315	S	Market	St	NW S Market & E Kelso	4021015017		X	0	1954				Parking lot						N/A		Parking lot.	NC (if there was a Market St district).	N/A
322	S	Market	St	316-322	4021016013		X	1922	1922/1934				1-story commercial retail storefront building, three storefronts					Original Deco details on sides, storefronts replaced in the 1950s, at least one storefront altered since then.	N/A	6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Extensively altered 1920s commercial storefront building.	NC (if there was a Market St district).	N/A
328	S	Market	St	324-330	4021016018		X	c. 1950s	1923/1939			Rusty Pot Café; Le Shoppe Extraordinaire Hair Salon	1-story commercial retail storefront building, two storefronts					Incrementally altered over time, storefronts from various periods.	N/A	553-worthy of consideration in local planning (2000 Main St Inglewood HR Survey).	Altered 1920s commercial building with mid-century storefronts. Retains some historic features on the upper portion.	DC (if there was a Market St district).	N/A
334	S	Market	St	332-344 S Market, 303-307 E Hillcrest; NE S Market & E Hillcrest	4021016007		X	1930	1930				1-story commercial retail storefront building at corner, multiple storefronts					Incrementally altered over time, storefronts from various periods.	N/A	332-344 S Market: 551-eligible for local landmark listing (2000 Main St Inglewood HR Survey); 303-307 E Hillcrest: 6Z-ineligible for NR, CR or local designation through survey evaluation (2000 Main St Inglewood HR Survey).	Altered 1930s commercial building with mid-century storefronts. Retains some historic features on the upper portion. Market St façade more intact than the Hillcrest Bl façade.	DC (if there was a Market St district).	N/A
0				SW S Market & E Kelso	4021017902		X	2004	2004			Inglewood Bus Center	Bus depot building							N/A	Less than 50 years old; not of exceptional importance.	NC (if there was a Market St district).	N/A



### Legend

- Potential Market Street Historic District
- Individually Eligible
- Potential district contributor
- Potential district non-contributor
- Guideway Alignment
- Market Street Station and Pedestrian Bridge



\*NOT TO SCALE

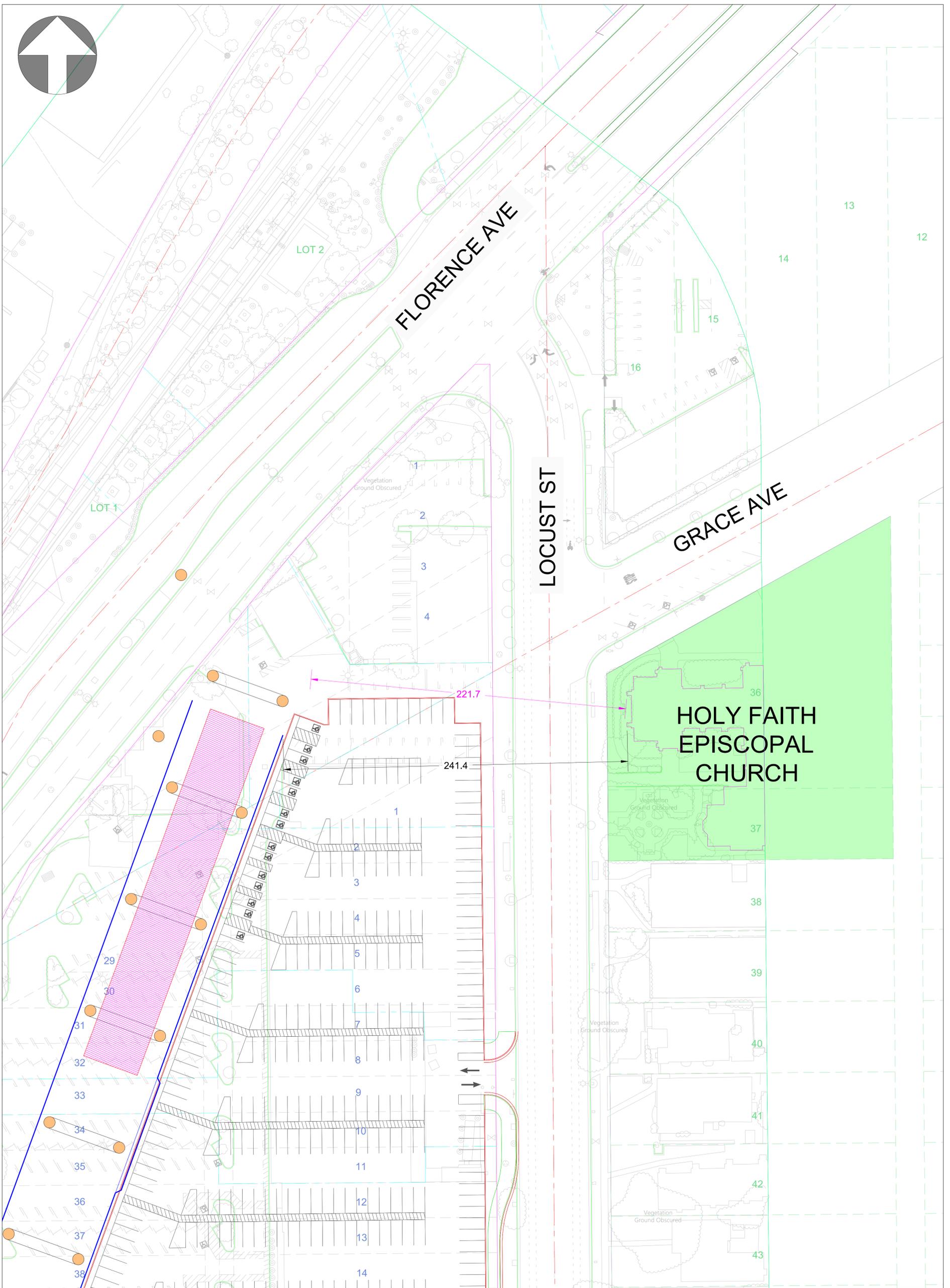
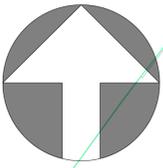
**APPENDIX D: CONCEPTUAL PROJECT DESIGN**

The following plan and sections drawings illustrate the Conceptual Project Design in relation to each of the identified historical resources.

HISTORICAL RESOURCES TECHNICAL REPORT

**Inglewood Transit Connector  
(Revised Project)**

HISTORIC RESOURCES GROUP



**SITE PLAN**

SCALE: 1" = 30'

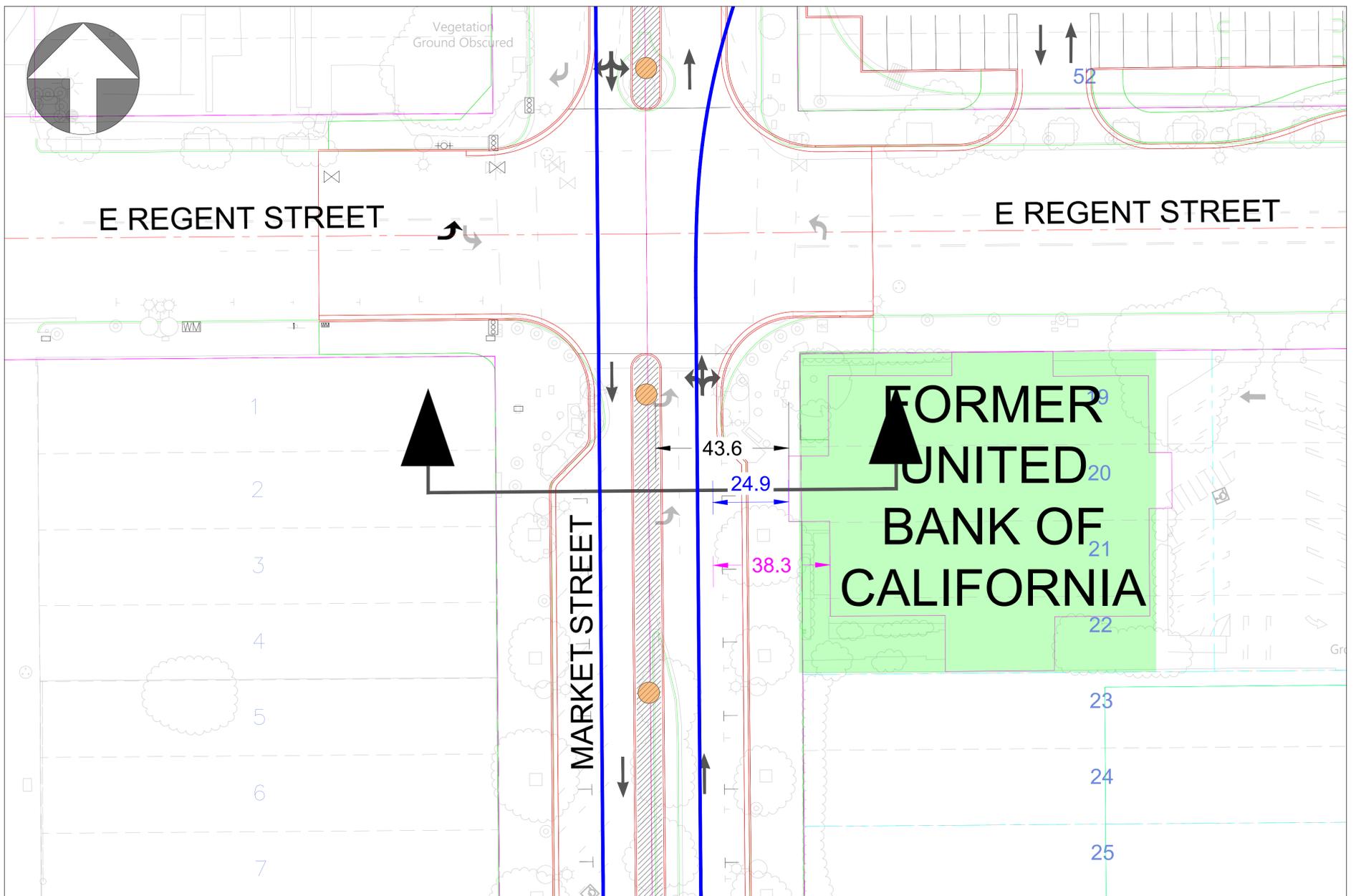
**LEGEND**

- CENTER OF GUIDEWAY TRACK
- EDGE OF GUIDEWAY

**EXHIBIT 100**

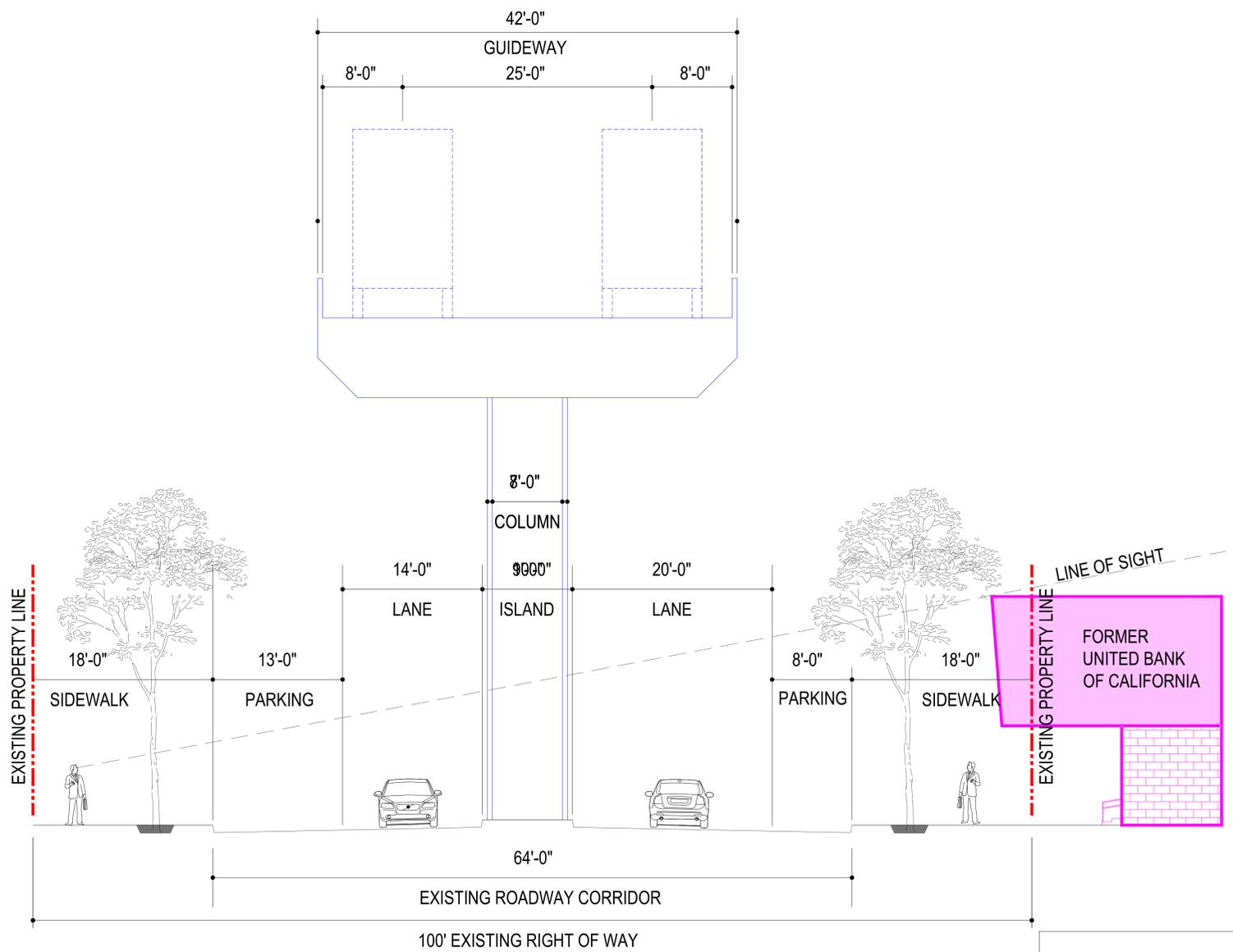


**CITY OF INGLEWOOD  
TRANSIT CONNECTOR  
HOLY FAITH EPISCOPAL  
CHURCH**



**PLAN VIEW**  
SCALE: 1" = 20'

**LEGEND**  
— CENTER OF GUIDEWAY TRACK  
— EDGE OF GUIDEWAY

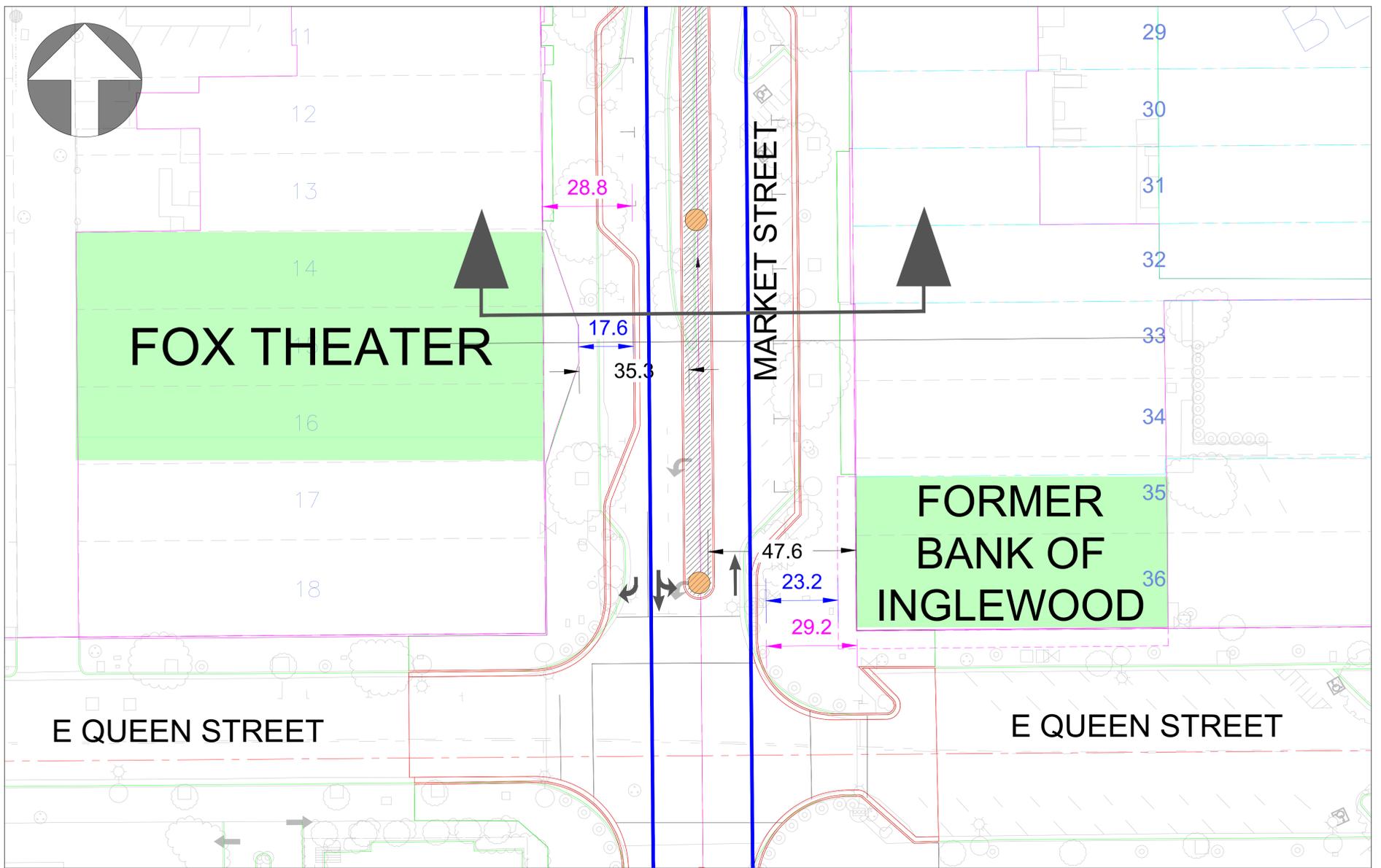


**EXHIBIT 101**

**SECTION VIEW**  
SCALE: N.T.S



**CITY OF INGLEWOOD  
 TRANSIT CONNECTOR  
 FORMER UNITED BANK OF  
 CALIFORNIA**

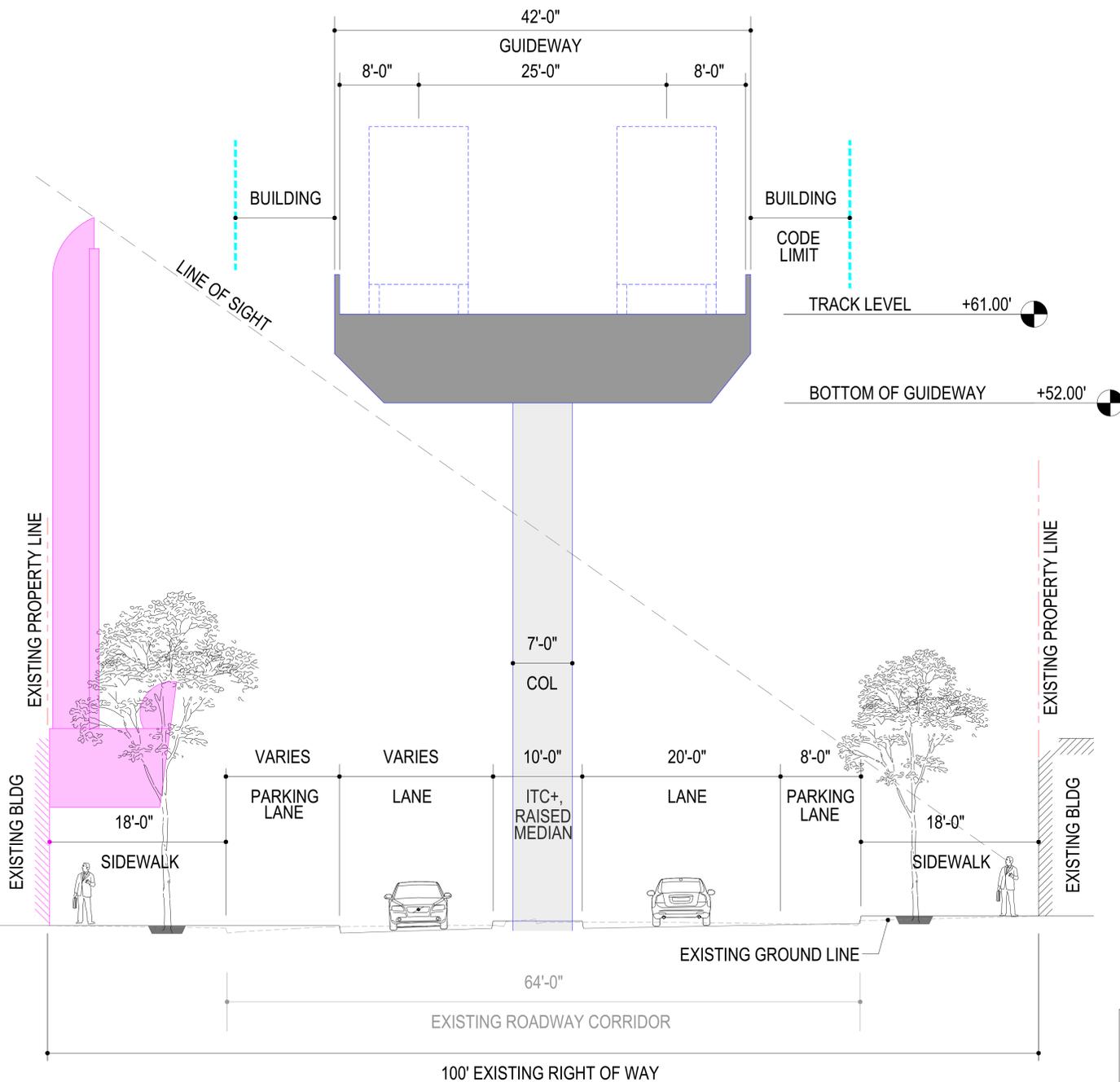


**PLAN VIEW**

SCALE: 1" = 20'

**LEGEND**

- CENTER OF GUIDEWAY TRACK
- EDGE OF GUIDEWAY



**SECTION VIEW**

SCALE: N.T.S

**EXHIBIT 102**



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR**

**FOX THEATER**

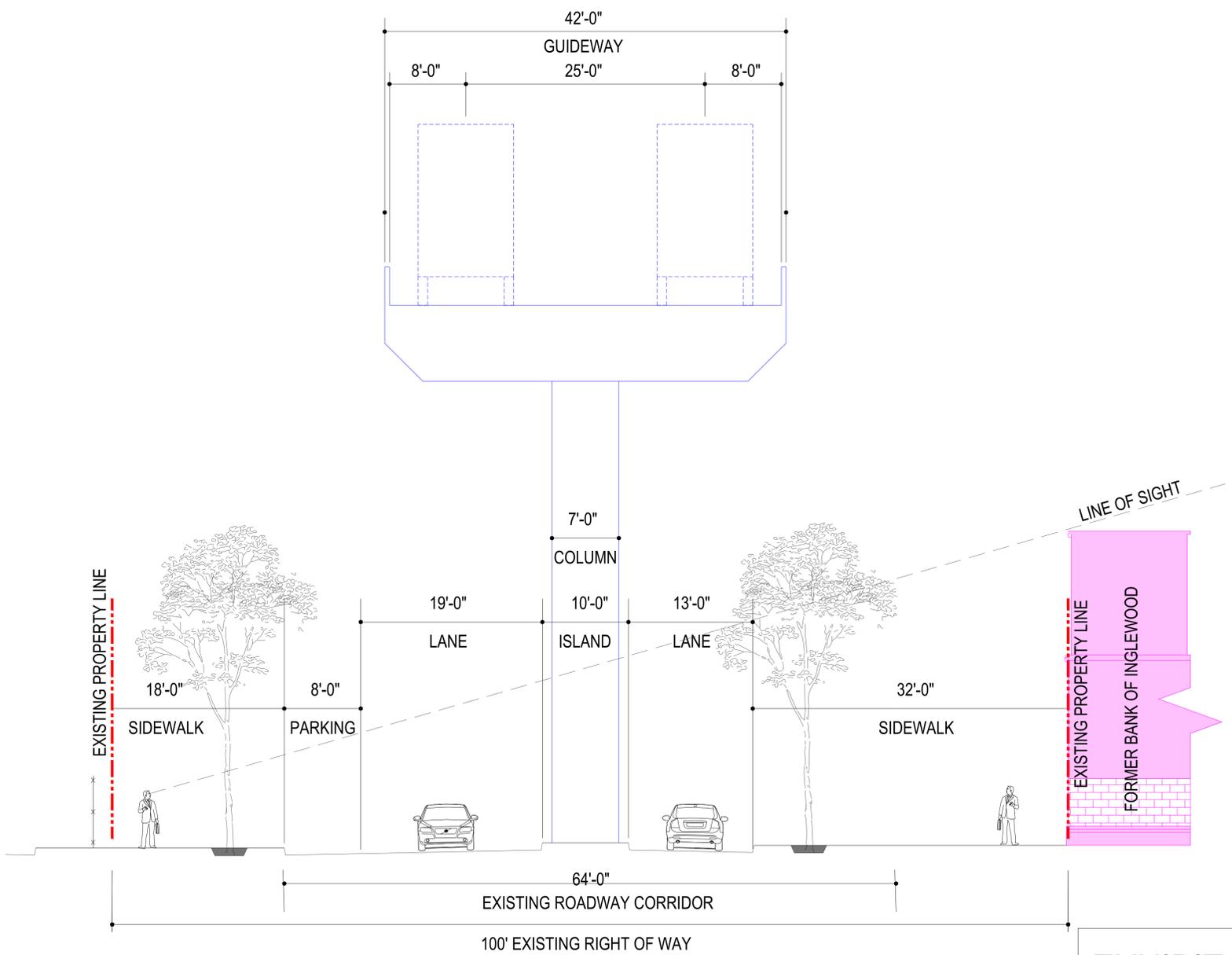
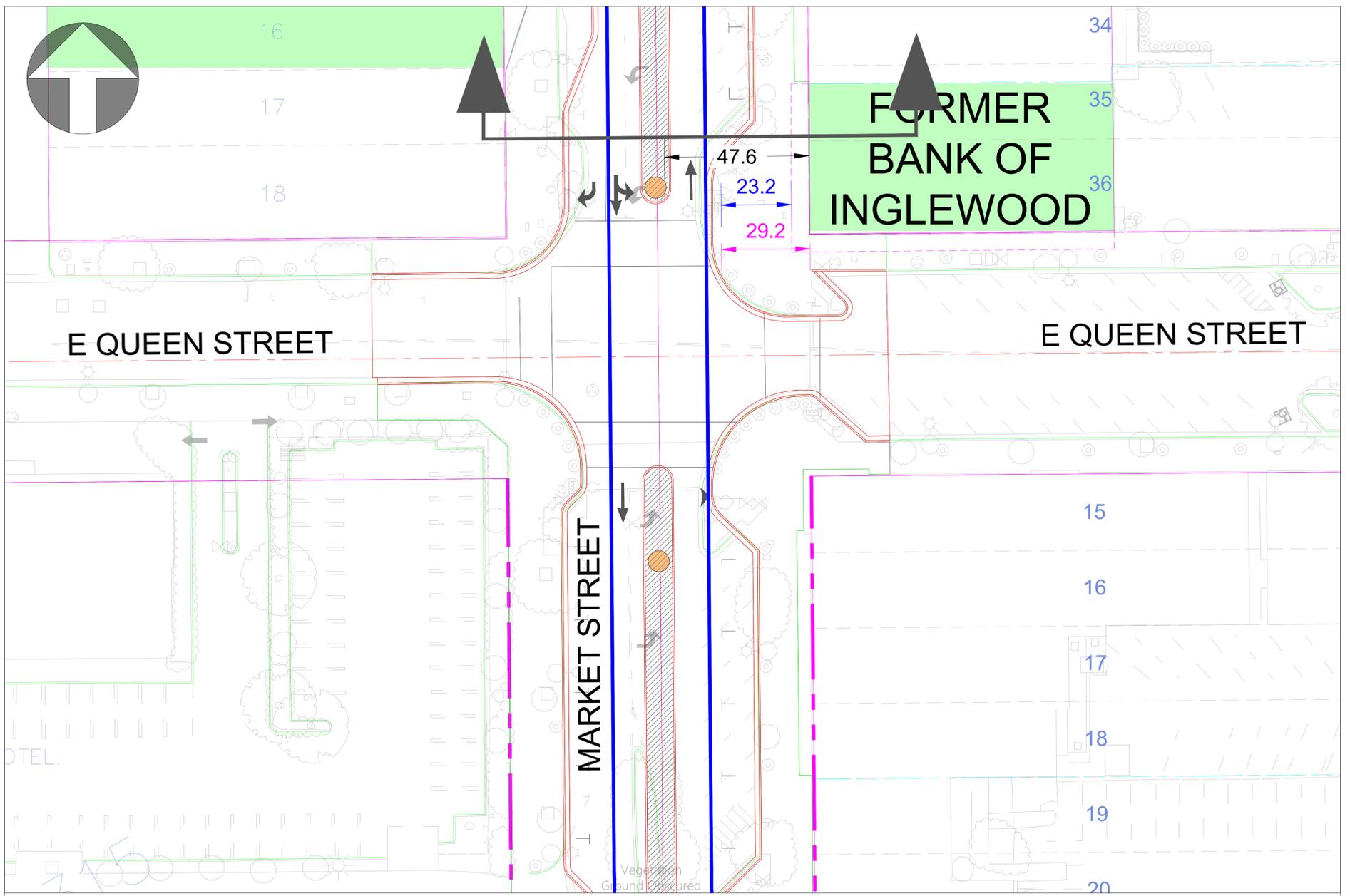
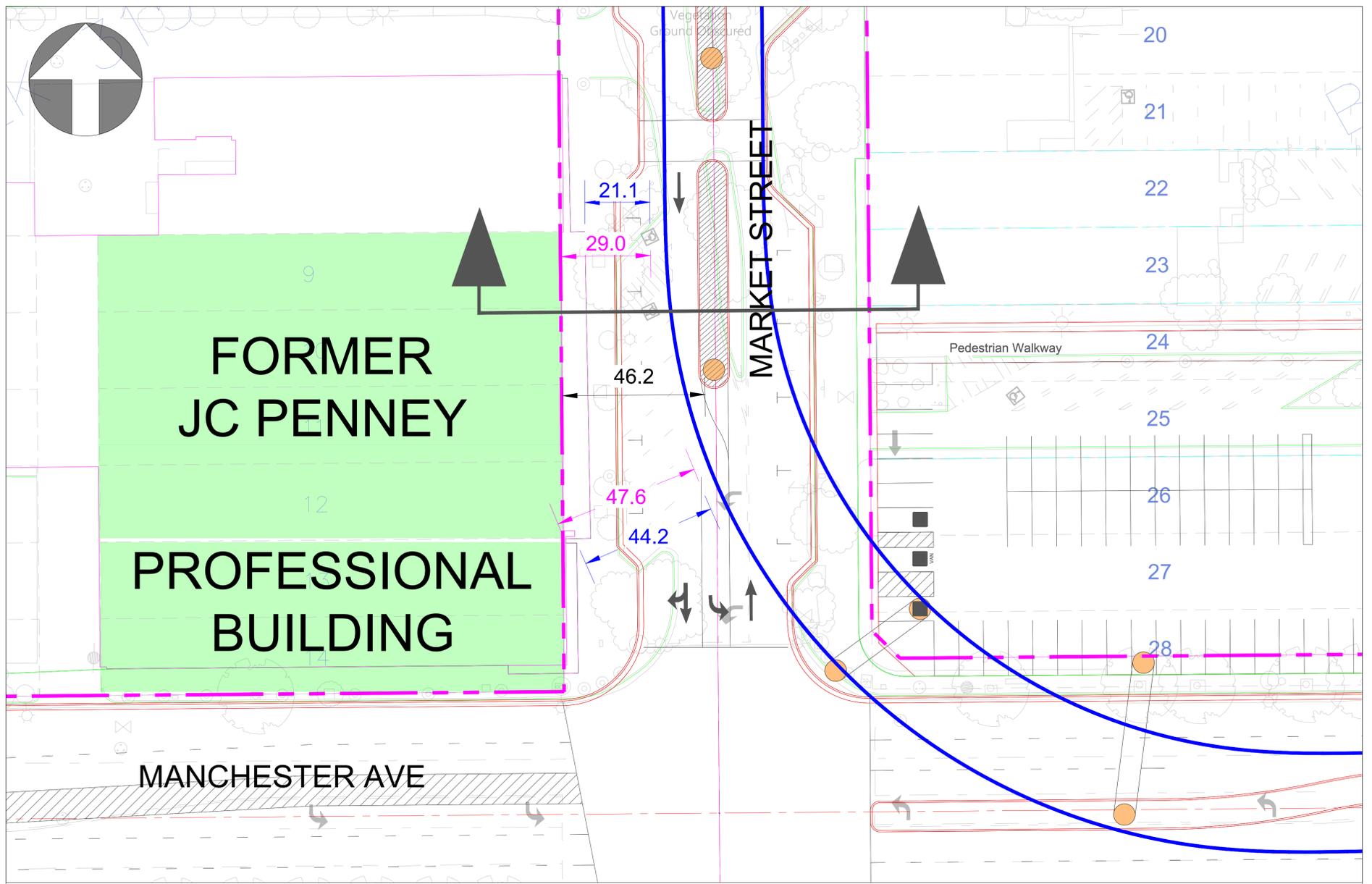


EXHIBIT 103

**SECTION VIEW**  
SCALE: N.T.S



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR  
FORMER BANK OF INGLEWOOD**

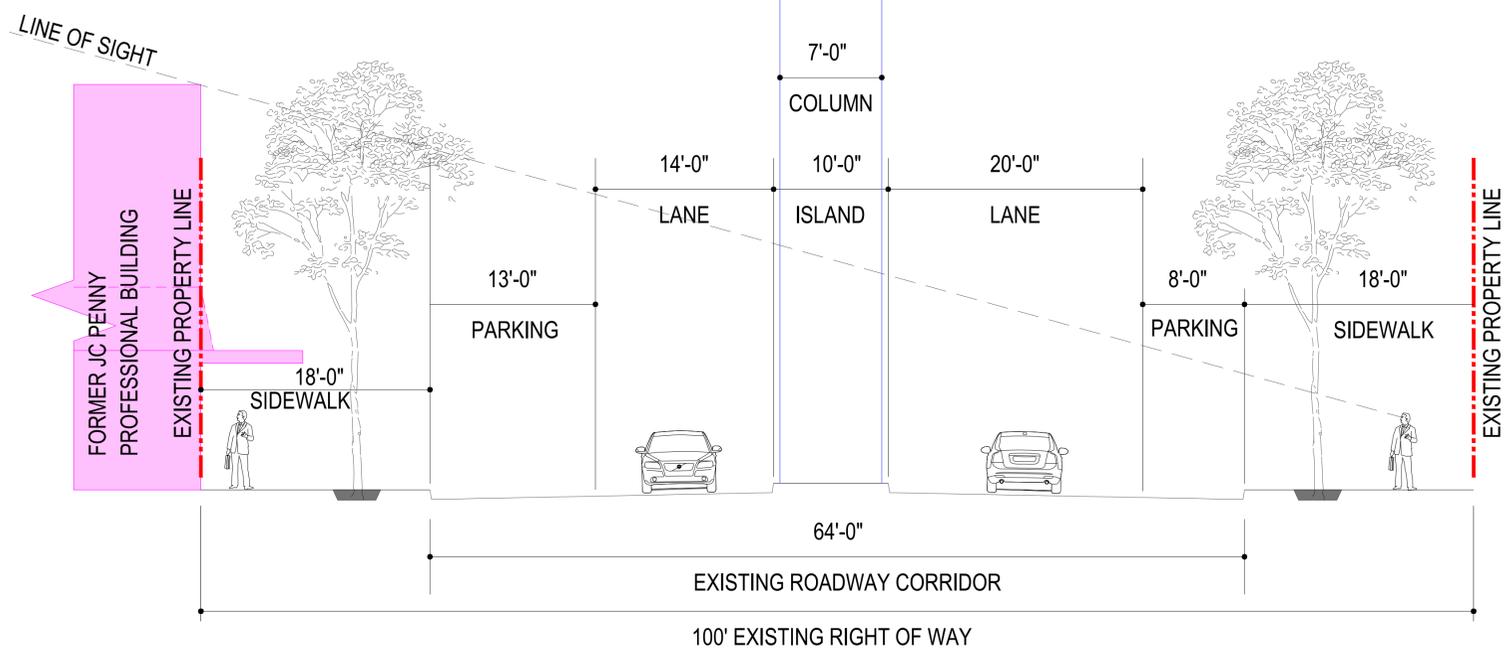
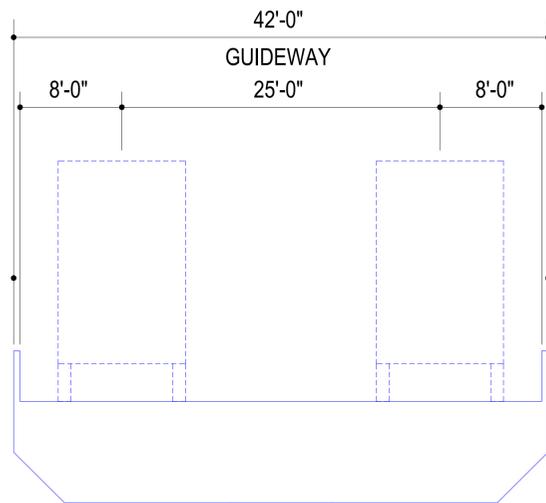


**PLAN VIEW**

SCALE: 1" = 20'

**LEGEND**

- CENTER OF GUIDEWAY TRACK
- EDGE OF GUIDEWAY



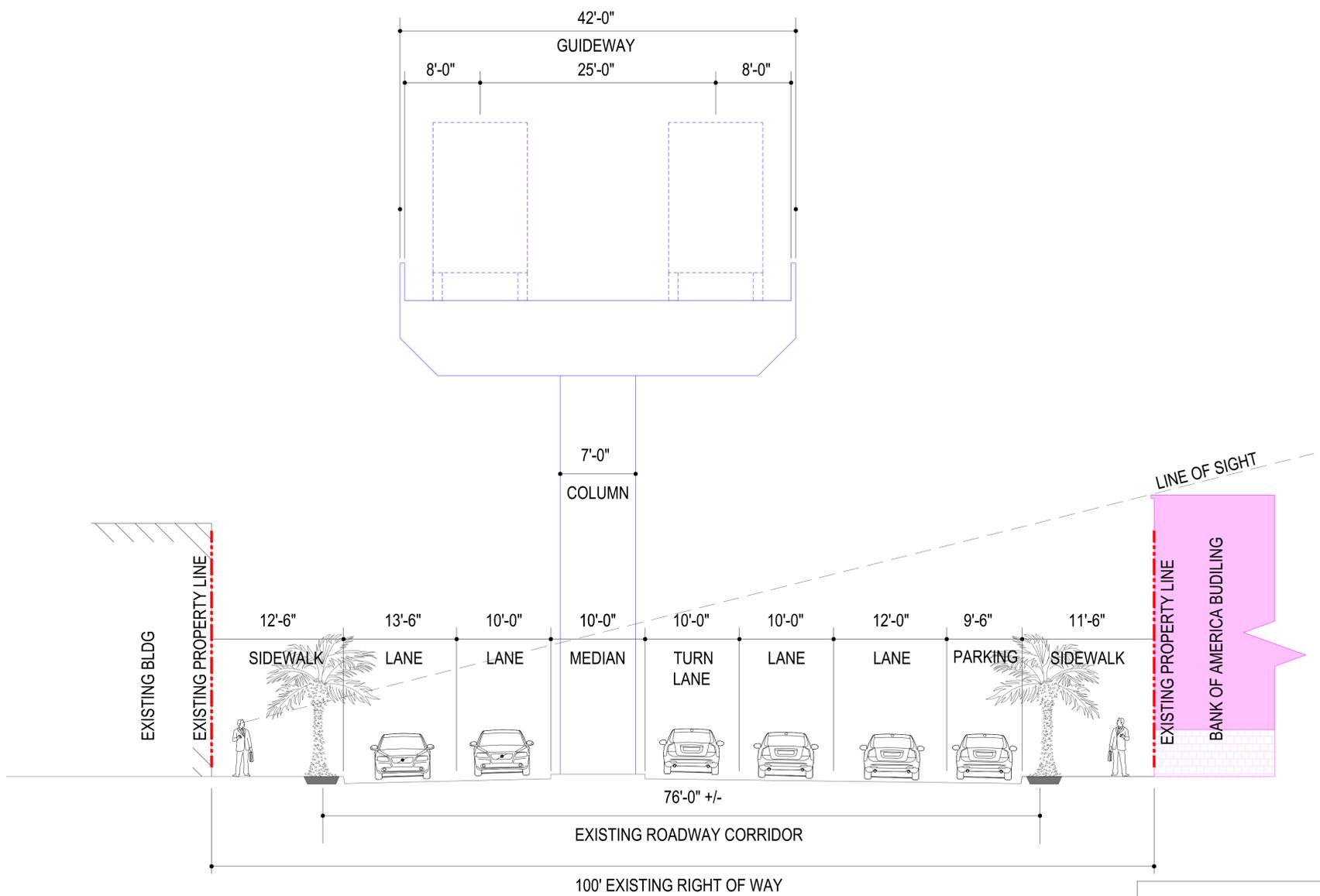
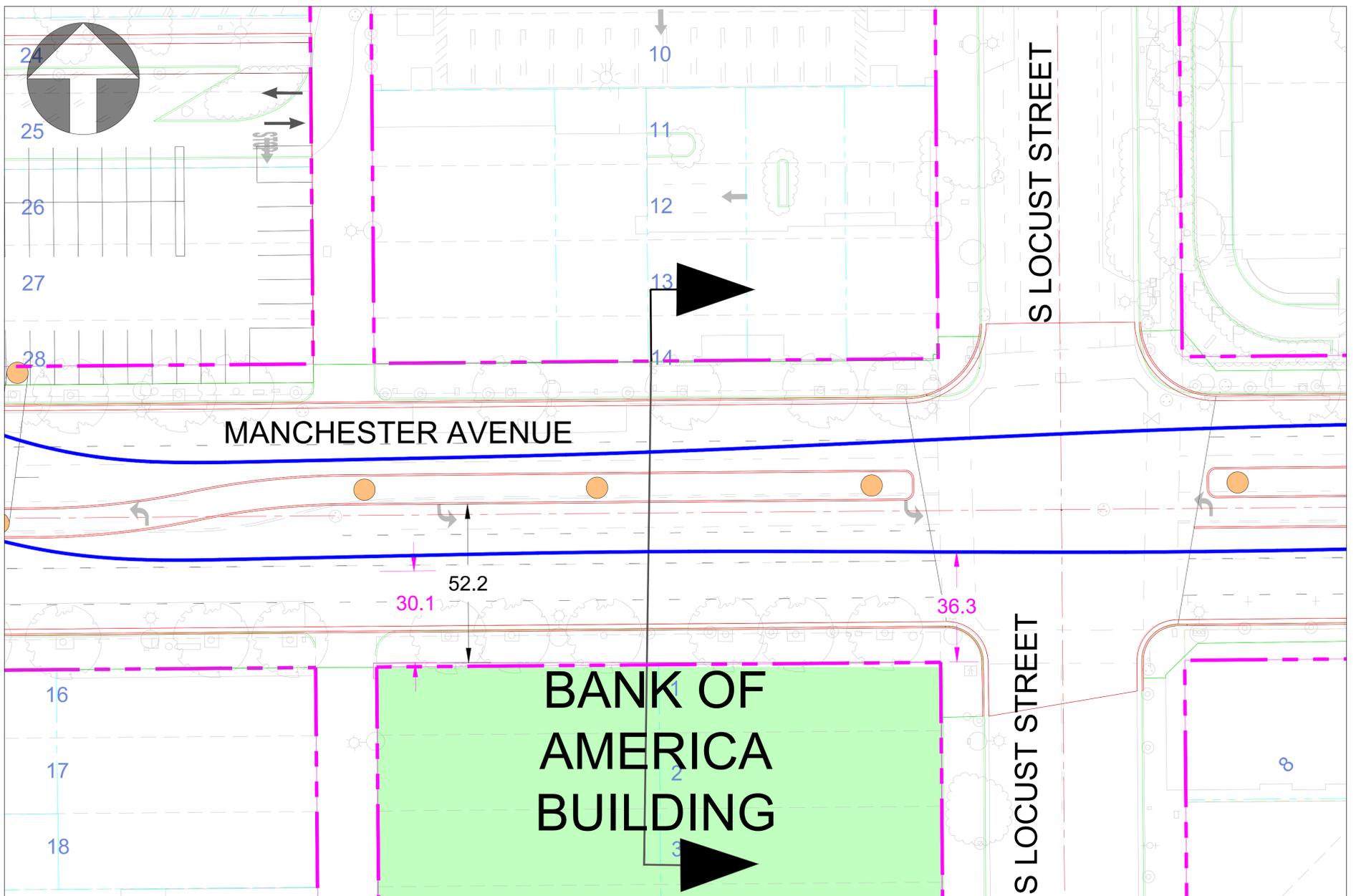
**EXHIBIT 104**

**SECTION VIEW**

SCALE: N.T.S



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR  
FORMER JC PENNEY AND  
PROFESSIONAL BUILDING**



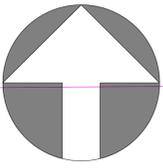
**EXHIBIT 105**

**SECTION VIEW**  
SCALE: N.T.S



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR**

**BANK OF AMERICA**



**SITE PLAN**

SCALE: 1" = 20'

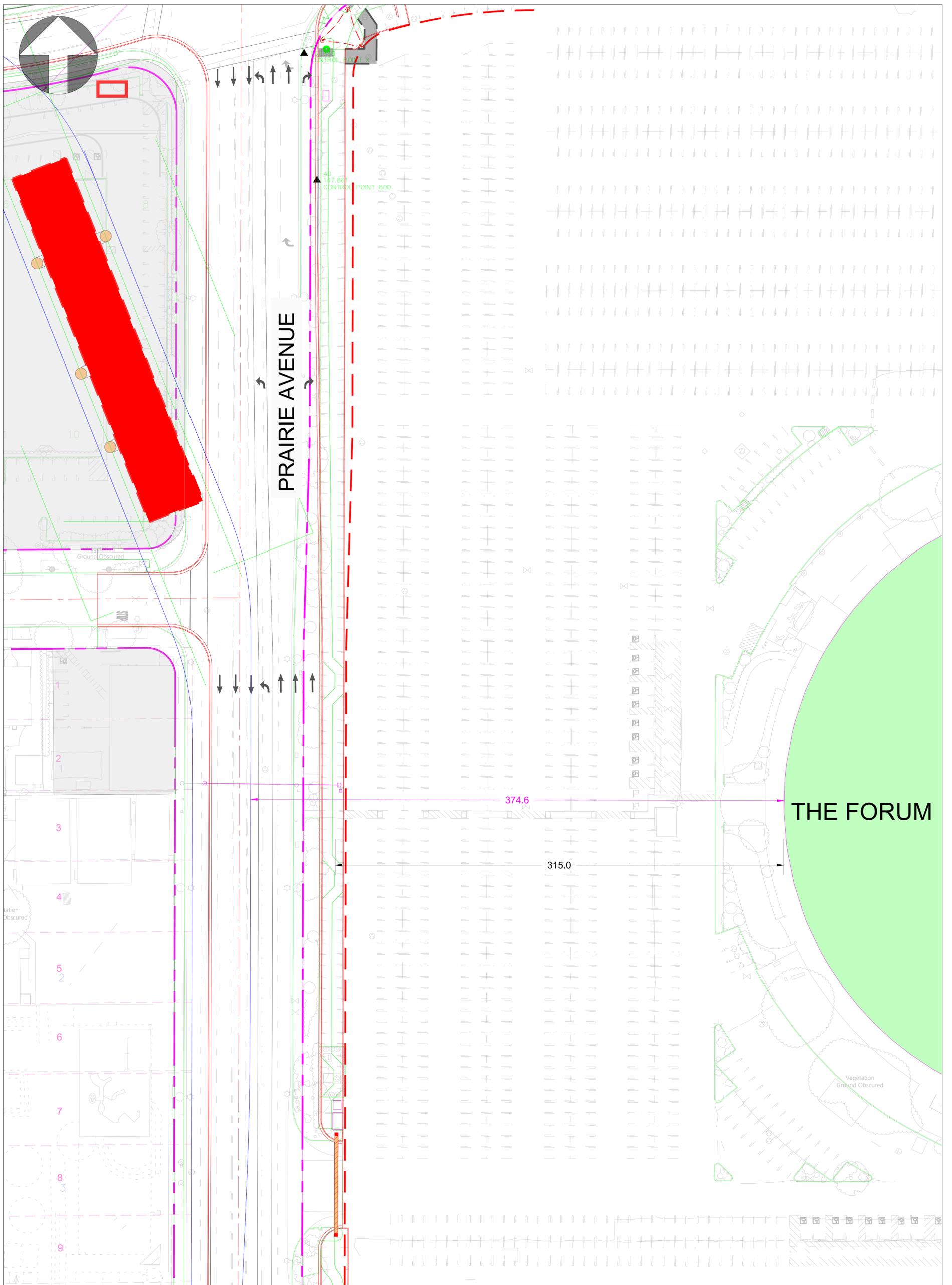
**LEGEND**

- CENTER OF GUIDEWAY TRACK
- - - EDGE OF GUIDEWAY

**EXHIBIT 106**



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR  
INGLEWOOD PARK  
CEMETERY**



**SITE PLAN**

SCALE: 1" = 30'

**LEGEND**

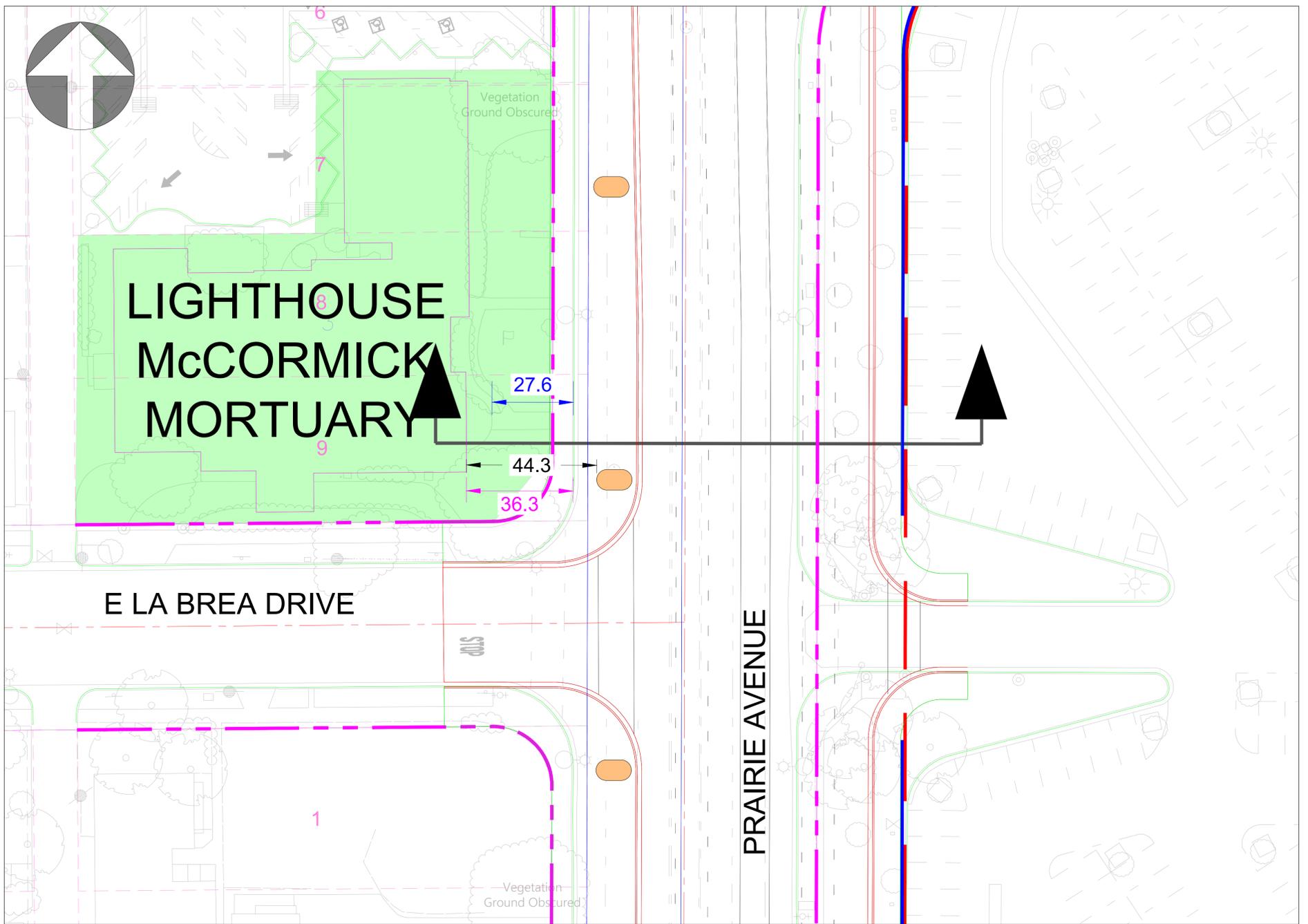
- CENTER OF GUIDEWAY TRACK
- EDGE OF GUIDEWAY

**EXHIBIT 107**



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR**

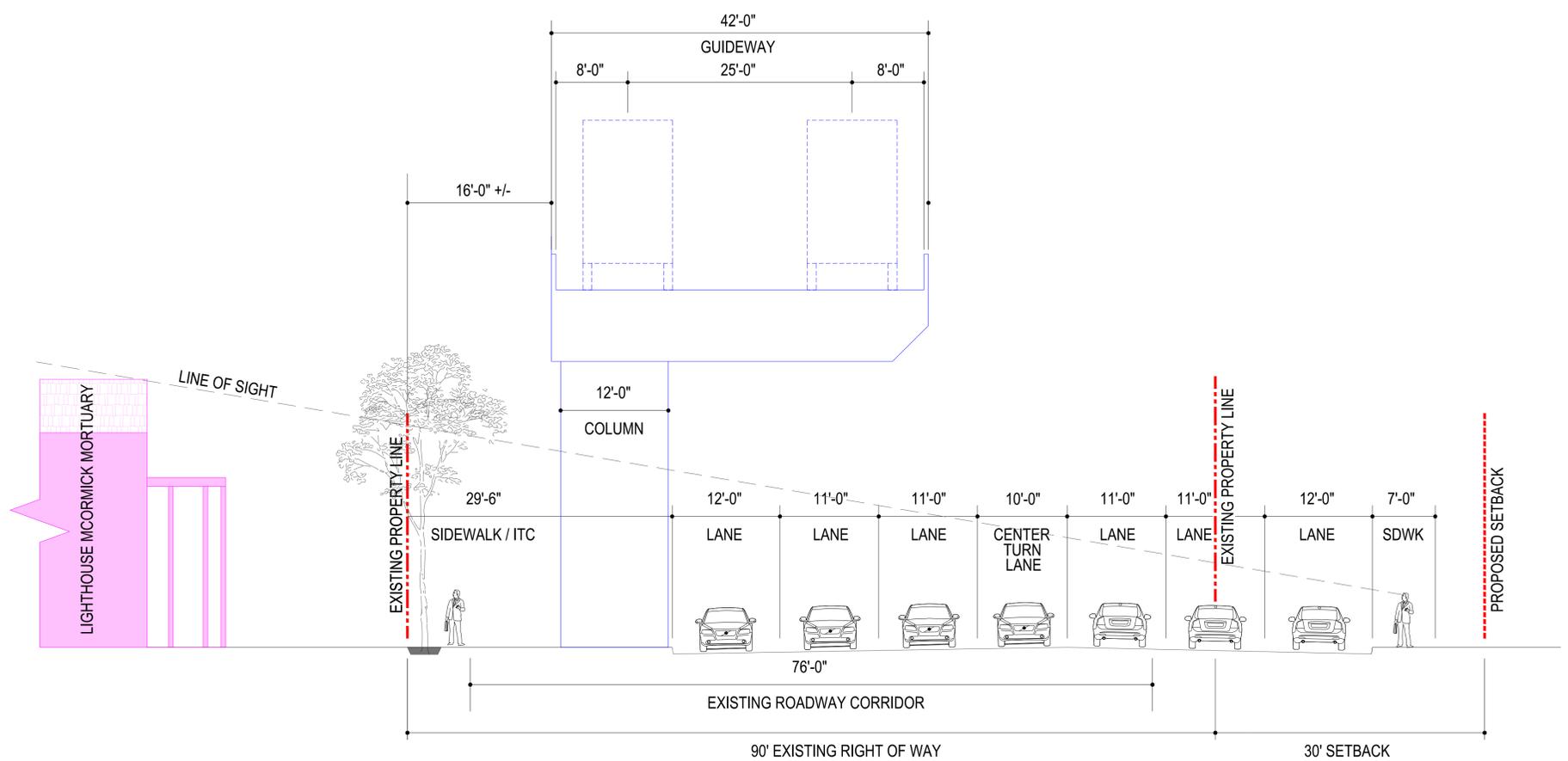
**THE FORUM**



**PLAN VIEW**

SCALE: 1" = 20'

- LEGEND**
- CENTER OF GUIDEWAY TRACK
  - EDGE OF GUIDEWAY



**SECTION VIEW**

SCALE: N.T.S

**EXHIBIT 108**



**CITY OF INGLEWOOD  
TRANSIT CONNECTOR  
LIGHTHOUSE  
MCCORMICK MORTUARY**

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# Historic Preservation Memo

# MEMORANDUM

**Date:** October 7, 2021

**To:** Louis Atwell, City of Inglewood, Assistant City Manager/Public Works Director

**Subject:** Proposed Inglewood Transit Connector Project – Peer Review

**From:** Teresa Grimes | Historic Preservation

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## INTRODUCTION

To perform a technical peer review at the request of the City of Inglewood, I have reviewed and analyzed the Historical Resource Technical Report (Report) prepared by Historic Resources Group (HRG) for the Inglewood Transit Connector (ITC) Project (Project). The HRG Report is dated October 4, 2021 and was prepared in compliance with the California Environmental Quality Act (CEQA). I previously reviewed an earlier version of the HRG Report dated November 19, 2020, which was attached to the Draft Environmental Impact Report (DEIR) for the originally proposed Project. The Los Angeles Conservancy (LAC) submitted a letter on February 8, 2021 in response to the DEIR, raising questions about the identification of historical resources and analysis of project impacts. Subsequent to the release of the DEIR, the City revised the original Project to minimize the potential for impacts on historical resources and to address feedback received from a myriad of stakeholders. Thus, HRG prepared a new Report to address certain comments from LAC as well as new analysis in response to the revised Project. The purpose of this peer review is to assess the 2021 Report for methodology, accuracy, and consistency with industry standards as well as the *CEQA Guidelines* and to determine whether or not I concur with HRG's conclusions. My qualifications are attached as Exhibit A.

## ITC OVERVIEW

The proposed ITC Project would involve the development of an Automated Transit System (ATS) within the City of Inglewood. Approximately 1.6-mile long, the elevated guideway would be primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The elevated guideway would contain dual lanes to allow trains to travel continuously in each direction. Several trains would likely be operating at the same time, depending on ridership demand (see **Figure 1** below). As part of the City's partnership with Metro, the Project is proposed as an extension of the Metro regional rail system to the City's activity centers, closing the critical first/last mile transit gap in Inglewood, increasing passenger service along the Metro system by facilitating a seamless transfer of passengers between the ITC and the Metro K Line.



Figure 1: Map of ITC Project Alignment

Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. These stations are:

- The Market Street/Florence Avenue station generally located between Market Street and Locust Street providing connections to the Metro K Line and Downtown Inglewood.
- The Prairie Avenue/Manchester Boulevard station located on the southwest corner of the intersection of Prairie Avenue and Manchester Boulevard parcel providing service to the Forum and the LASED at Hollywood Park including SoFi Stadium and existing and future local businesses and residences.
- The Prairie Avenue/Hardy Street station located on the northwest corner of the intersection of Prairie Avenue and Hardy Street providing service to the LASED at Hollywood Park, including SoFi Stadium, the IBEC, and other existing and future local businesses and residences.

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

Each station includes ground, mezzanine, and platform levels. From the ground level, each station includes vertical circulation elements, consisting of stairs, escalators, and elevators from grade at existing sidewalks and passenger areas adjacent to the stations to the mezzanine and platform levels of the station. Pedestrian bridges at each station provide passenger walkways to travel over streets to avoid at-grade passenger crossings. The stations would be sized to support the projected ridership demands, including the peak projected boarding and deboarding demands at the station for non-event days and major event days, as well as in worst-case scenarios in the unexpected event of emergency conditions and/or system failure.

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

The Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF would be located on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center and a bank branch, is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are

proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

The MSF would be designed in accordance with the ITC Design Standards and Guidelines (Design Guidelines) which address the massing, façade, materials, colors, roof, and lighting for this facility, how the MSF would engage with the pedestrian and vehicular circulation around it, and sustainability features.

The Project also includes two power distribution system (PDS) substations. These PDS substations would provide the necessary power for the Project including traction power, auxiliary power, and housekeeping power for the stations and related infrastructure. One of the PDS substations would be located on the MSF site. The Southern California Edison service connection for the system would be provided to the PDS substation on the MSF site. The second PDS substation would be located on the Prairie Avenue/Hardy Street station site.

Additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as construction staging areas. After construction, these sites would be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up 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 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station site.

## **PROJECT AREA AND EXPANDED STUDY AREA**

The first step in the preparation of a Historical Resource Technical Report is defining the geographic area within which a project may directly or indirectly cause alterations to the character of historical resources. The *CEQA Guidelines* do not provide direction for determining a study area; however, the Advisory Council on Historic Preservation (ACHP)<sup>1</sup> provides guidance for determining an Area of Potential Effect (APE) for federal undertakings subject to Section 106 of the National Historic Preservation Act. In determining an APE three factors are considered: the existing setting of the project; the scale and nature of the project; and the impacts the project could have on historical resources, if such resources exist.

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<sup>1</sup> The Advisory Council on Historic Preservation is an independent federal agency charged with promoting the preservation of the nation's historical resources.

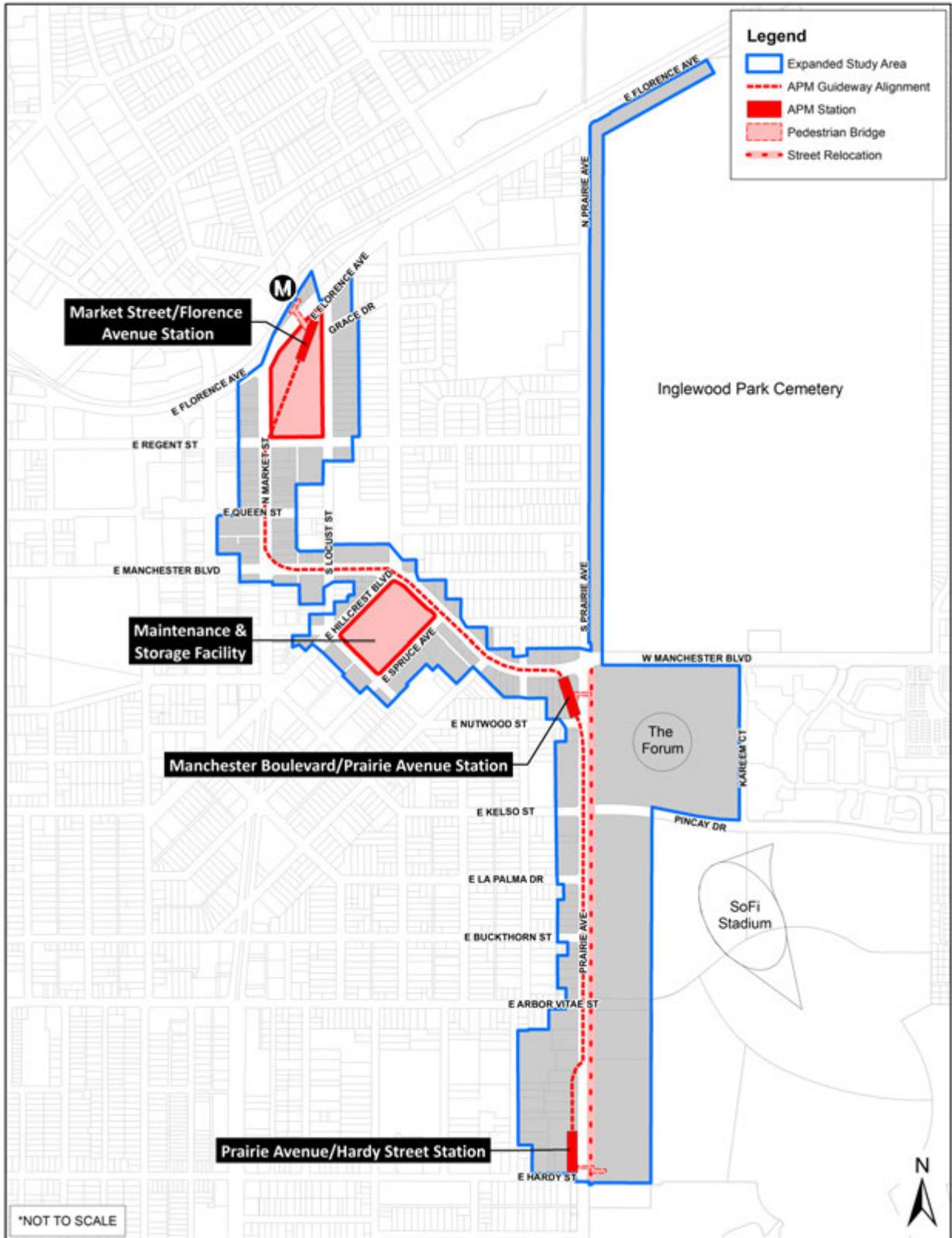


Figure 2: Map of Project Area and Expanded Study Area prepared by HRG

HRG included the Project Area as well as an Expanded Study Area in the scope of their Report (see **Figure 2** above). The existing setting of the Project is an urban landscape. The alignment right-of-way is mostly flanked by commercial and institutional land uses with buildings constructed in various periods and styles, generally ranging from one (15 feet) to six (75 feet) stories in height. Additionally, the existing setting includes large-scale athletic and entertainment arenas. Thus, the existing setting is not one of consistency but rather diversity.

The scale and nature of the Project is reflected in the Conceptual Project Design. The Conceptual Project Design conforms to the Project Design Features stipulated as part of the Project. The Conceptual Project Design includes the following:

- ATS guideway heights that vary 27 feet to a maximum to approximately 53 feet from grade to the bottom of the guideway.
- ATS guideway heights along Market Street that range from approximately 42 feet above grade at Regent Street to approximately 53 feet above grade at the Fox Theater.
- ATS guideway widths ranging from approximately 32 feet wide at closed spaces, approximately 42 feet wide at crossovers (not at stations), and approximately 74 feet at crossovers adjacent to stations.
- ATS guideway situated on one side of the right-of-way in between stations and generally supported by single columns, then gradually transitioning to opposite sides of the right-of-way on approach to center-platform stations supported by straddle bents with columns on both sides of the street.
- Guideway supports measuring between 6 feet and 8 feet in diameter for round columns.
- Eccentric columns (along Prairie) supporting a dual guideway that are oblong in diameter, measuring approximately 7 feet by 12 feet (with the longer dimension perpendicular to the guideway).
- Most center median supports on Market Street and Manchester Boulevard will be round columns measuring 8 feet in diameter.
- Other columns placed in the center median are oblong and measure no larger than 6 feet by 9 feet in diameter

The Project Area is defined as all areas and parcels where new construction would occur and may involve the demolition of existing buildings or alteration of existing structures and sites. The Expanded Study Area is defined as the maximum extent within which Project impacts could occur. It includes all parcels fronting the ATS alignment right-of-way on both sides as well as parcels adjacent to new construction outside the alignment right-of-way. Although the ITC Project is not yet federal undertaking at this time, the delineation of the Expanded Study Area uses the guidance from the ACHP, which is consistent with industry standards. I concur with the delineation of the Expanded Study Area, which is clearly articulated, reasoned, and illustrated in the HRG Report.

## REGULATORY FRAMEWORK

### CEQA Definition of Historical Resources

CEQA defines a historical resource as a property listed or determined to be eligible for listing in the California Register of Historical Resources (California Register).<sup>2</sup> Historical resources may include buildings, structures, objects, sites, and historic districts. The California Register automatically includes properties listed in and formally determined eligible for listing in the National Register of Historic Places (National Register) as well as some California State Landmarks and Points of Historical Interest. A property designated under a local preservation ordinance or identified as eligible in a historic resource survey is presumed to be a historical resource unless a preponderance of evidence demonstrates that the property is not architecturally, historically, or culturally significant.<sup>3</sup> A lead agency has the discretion to treat a property as a historical resource if it meets statutory requirements and substantial evidence supports the conclusion. The City of Inglewood does not have a historic preservation ordinance and does not maintain a local designation program. The National and California Register programs are discussed below.

### National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."<sup>4</sup>

#### *Criteria*

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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<sup>2</sup> Public Resources Code § 21084.1

<sup>3</sup> Public Resources Code § 5024.1 and Title 14 California Code of Regulations § 4850 & § 15064.5 (a) (2).

<sup>4</sup> Title 36 Code of Federal Regulations Part 60.2.

D. Have yielded, or may be likely to yield, information important in prehistory or history.<sup>5</sup>

### *Context*

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns or trends in history by which a specific...property or site is understood and its meaning...is made clear.”<sup>6</sup> A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

### *Integrity*

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”<sup>7</sup> Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

### *Historic Districts*

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district “derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.”<sup>8</sup>

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.<sup>9</sup> A district’s significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;

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<sup>5</sup> Title 36 Code of Federal Regulations Part 60.4.

<sup>6</sup> Patrick Andrus and Rebecca Shrimpton, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: U.S. Department of the Interior, 1997), 7.

<sup>7</sup> *National Register Bulletin #15*, 44.

<sup>8</sup> *Ibid*, 46.

<sup>9</sup> Title 36 Code of Federal Regulations Part 60.3 (d).

- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.<sup>10</sup>

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.<sup>11</sup>

### *Criteria Considerations*

Certain types of properties are not usually eligible for listing in the National Register. These include religious properties and cemeteries, which were evaluated as potential historical resources in the HRG Report. In addition to being significant under one of the four criteria listed above, these properties must meet a special requirement called a criteria consideration in order to be eligible for listing in the National Register. There are seven criteria considerations. Criteria Consideration A states “A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.”<sup>12</sup> Criteria Consideration D states “A cemetery is eligible if it derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with events.”<sup>13</sup> These criteria considerations guard against the listing of properties based upon religious values or personal beliefs.

### **California Register of Historical Resources**

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.<sup>14</sup>

The California Register consists of properties that are listed automatically as well as those that

<sup>10</sup> Donna J. Seifert, et al, *National Register Bulletin #21: Defining Boundaries for National Register Properties Form* (Washington D.C.: U.S. Department of the Interior, 1997), 12.

<sup>11</sup> Linda McClelland, Carol D. Shull, James Charleton, et al, *National Register Bulletin #16: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of the Interior, 1997), 16.

<sup>12</sup> *National Register Bulletin #15*, 26.

<sup>13</sup> *Ibid.*, 34

<sup>14</sup> Public Resources Code § 5024.1 (a).

must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion on the California Register.<sup>15</sup>

### *Criteria and Integrity*

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.<sup>16</sup>

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. An altered property may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.<sup>17</sup>

### *SOHP Survey Methodology*

The evaluation instructions and classification system prescribed by the SOHP for recording historical resources provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a

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<sup>15</sup> Public Resources Code § 5024.1 (d).

<sup>16</sup> Public Resources Code § 5024.1 (c).

<sup>17</sup> Title 14 California Code of Regulations § 4852 (c).

letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this memorandum are as follows:

- 1S** Individual property listed in the National Register by the Keeper. Listed in the California Register.
- 3S** Appears eligible for the National Register as an individual property through survey evaluation.
- 3CS** Appears eligible for the California Register as an individual property through survey evaluation.
- 5S3** Appears eligible for local listing as an Individual property through survey evaluation.
- 6Y** Determined ineligible for National Register through Section 106 process, not evaluated for California Register or local listing.
- 6Z** Found ineligible for the National Register, California Register, or local designation through a survey evaluation.

## **IDENTIFICATION OF HISTORICAL RESOURCES**

In identifying historical resources in the Project Area and Expanded Study Area, HRG first reviewed records managed by the SOHP and studies prepared by the City of Inglewood to identify properties already listed or formally determined eligible for listing under national and state designation programs and properties previously evaluated as potential historical resources. HRG then conducted field work to identify properties that required evaluation as potential historical resources for the first time. This sequencing of tasks is consistent with industry standards. The listed and evaluated properties in the Project Area and Expanded Study Area are included at the end of this memorandum in Table 1.

### **Listed and Previously Evaluated Historical Resources**

The Built Environment Resources Directory (BERD) was consulted by HRG to determine if the Project Area and/or Expanded Study Area includes properties currently designated under national or state landmark or historic district programs or previously evaluated as potential

historical resources. The BERD is managed by the SOHP and includes properties listed and determined eligible for listing in the National Register, listed and determined eligible for listing in the California Register, designated California Registered Historical Landmarks, and designated Points of Historical Interest. The BERD also includes information on properties evaluated in historic resource surveys and properties subject to federal and state environmental laws processed through the SOHP.

I consulted the BERD to confirm the findings in the HRG Report. There are two properties in the Expanded Study Area listed in the National Register:

- 3900 W. Manchester Boulevard
- 115 N. Market Street

As previously stated, properties listed in the National Register are listed in the California Register by statute. As such, these properties are historical resources as defined by CEQA and did not require re-evaluation by HRG.

The following properties were previously evaluated as ineligible for listing in the National Register through the Section 106 process, but not evaluated for listing in the California Register:

- 206 S. Locust Street
- 401 E. Manchester Boulevard
- 605 E. Manchester Boulevard
- 128 N. Market Street
- 129 N. Market Street
- 134 N. Market Street
- 125 S. Market Street
- 128 S. Market Street
- 932 S. Prairie Avenue

Some of these properties were subsequently demolished or altered as they were determined ineligible for listing in the National Register in association with a federal undertaking. Therefore, they were not re-evaluated as potential historical resources by HRG, which is consistent with industry standards.

### **Inglewood Downtown District/Main Street Project Area Historic Design Guidelines**

The *Inglewood Downtown District/Main Street Project Area Historic Design Guidelines* were prepared in 2000. In preparing the Design Guidelines, the authors conducted a reconnaissance-level survey of the project area to ascertain the potential for a historic district and to identify buildings, structures, sites, and objects potentially eligible as individual resources. The project area for the Design Guidelines overlaps with a portion of the Project

Area and Expanded Study Area for the ITC Project. It is bounded on the north by E. Florence Avenue, on the south by E. Hillcrest Boulevard, on the east by the east side of N. and S. Locust Street, and on the west by N. and S. La Brea Avenue (see **Figure 3**).

No historic district was identified in the project area for the Design Guidelines. Ten properties overlapping with the boundary of the Project Area and Expanded Study Area were identified as potential historical resources. The following four properties were evaluated as appearing eligible for listing in the National Register:

- 302 E. Manchester Boulevard/200-204 S. Market Street
- 320-330 E. Manchester Boulevard
- 100 N. Market Street/307 E. Queen Street
- 115 N. Market Street

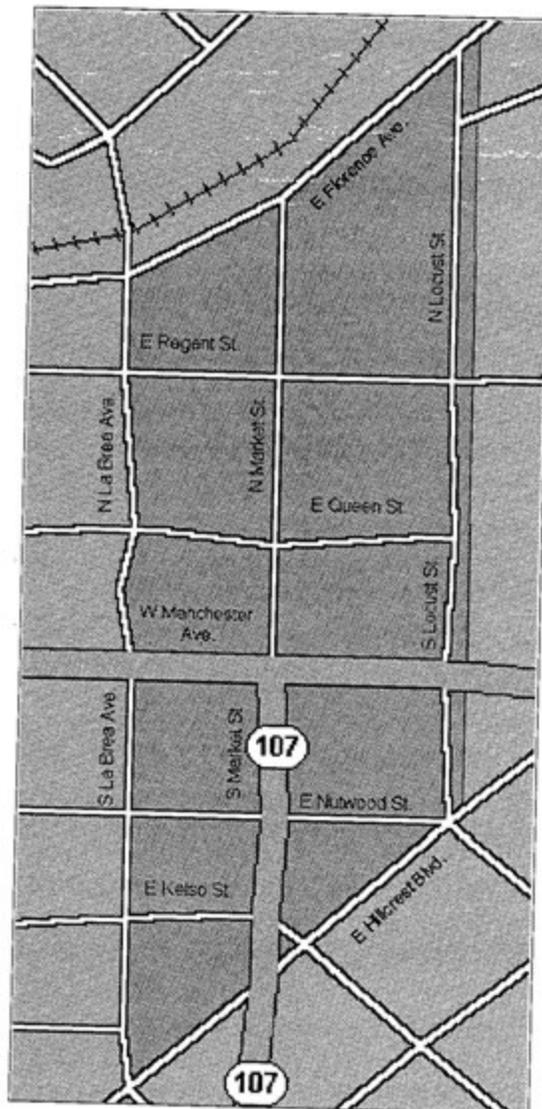


Figure 3: Map of Main Street Project Area from Design Guidelines

The California Register criteria for eligibility mirror those of the National Register. Therefore, these buildings were presumably considered eligible for listing in the California Register for the same reasons outlined in the Design Guidelines.

Although the City of Inglewood does not have an ordinance for the designation of local landmarks, the authors of the Design Guidelines nonetheless identified the following six properties as appearing eligible for local listing:

- 124-126 N. Market Street
- 125 S. Market Street
- 129-139 S. Market Street
- 132 S. Market Street
- 150 S. Market Street
- 333 E. Nutwood Street

Public Resources Code Section 21084.1 states that a property identified as eligible in a historic resource survey is presumed to be a historical resource defined by CEQA unless a preponderance of evidence demonstrates that the property is not architecturally, historically, or culturally significant. However, the survey must meet the criteria set forth in subdivision (g) of Section 5024.1 of the Public Resources Code:

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with office procedures and requirements.
3. The resource is evaluated and determined by the office to have a significance rating of Category 1 to 5 on Department of Parks and Recreation 523 Forms.
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

The HRG Report correctly explains that the survey conducted for the Design Guidelines does not meet these criteria. The survey data was not submitted to the SOHP for inclusion in the California Historic Resources Inventory System. The properties were not fully evaluated against the four National or California Register criteria for significance or seven aspects of integrity, and DPR 523 Forms were not prepared. Completed in 2000, the survey is obviously over five years of age. Therefore, the properties identified as eligible in the survey for the Design Guidelines do not qualify as presumptive historical resources. Consistent with industry standards, HRG reevaluated the properties identified in the 2000 Design Guidelines as potential historical resources. The property at 115 N. Market Street was constructed as the Fox Theater. It was not reevaluated because it was subsequently listed in the National Register.

## Properties Evaluated as Eligible Historical Resources

HRG prepared a historic context statement and conducted field work to identify properties that required evaluation as potential historical resources for the first time. The HRG Report includes a list of every parcel within the Project Area and Expanded Study Area including a date of construction and brief description. Although not explicitly stated, HRG apparently screened vacant lots, parking lots, properties less than 45 years of age, and properties substantially altered from their original construction as potential historical resources. The City of Inglewood provided building permit records to confirm the dates of construction and subsequent alterations. In my experience working on other large-scale transportation projects, this is an acceptable level of effort and consistent with industry standards. Properties with no apparent potential to meet National and/or California Register criteria for significance do not require further investigation or documentation, especially when the project does not involve their demolition or alteration. A summary of the HRG evaluations as well as my comments and recommendations are provided below.

### *720 E. Florence Avenue*

The Inglewood Park Cemetery was established in 1905 and has evolved over time. Approximately 200 acres in size, the cemetery property includes Grace Chapel constructed in 1907 and Inglewood Mausoleum constructed in 1915 among other buildings, structures, and funerary objects. The property is evaluated in the HRG Report as eligible for listing in the National and California Registers under Criterion A/1 for its association with the early institutional development of Inglewood as well as Criterion C/3 for the quality of its architecture. The HRG Report addresses Criteria Consideration D for cemeteries, which are not usually eligible for listing in the National Register. I agree with the evaluation of eligibility under Criterion A/1 for the site and Criterion C/3 for individual buildings. The site meets Criteria Consideration D because it derives its primary significance from graves of persons of transcendent importance and individual buildings are excellent examples of architectural styles. Further investigation or evaluation are not required.

### *260 N. Locust Street*

The Holy Family Episcopal Church was established in 1911 and the buildings on the campus were designed between 1914 and 1959 by the architect Philip Frohman. The property is evaluated in the HRG Report as appearing eligible for listing in the National and California Registers under Criterion A/1 for its association with the early institutional development of Inglewood as well as Criterion C/3 as an outstanding example of Late Gothic Revival architecture representing the work of a master architect. The HRG Report also addresses Criteria Consideration A for religious properties, which are not usually eligible for listing in the National Register. I agree with the evaluation of eligibility under Criterion C/3 and that the main church building meets Criteria Consideration A because it derives its primary significance from its architectural and artistic distinction. Further investigation or evaluation are not required.

*320-330 E. Manchester Boulevard*

This property is occupied by a two-story bank building constructed in 1948 for Bank of America. It was evaluated as appearing eligible for listing in the National Register in 2000. I concur with the HRG evaluation of this property as appearing eligible for listing in the California Register under Criterion 3 as a good example of the PWA Moderne style. No further investigation or evaluation is recommended.

*100 N. Market Street/307 E. Queen Street*

This property is occupied by a two-story mixed-use building constructed in 1927 for the Bank of Inglewood. It was evaluated as appearing eligible for listing in the National Register in 2000. I concur with the HRG evaluation of this property as appearing eligible for listing in the California Register under Criterion C/3 as a good example of the Mediterranean Revival style. No further investigation or evaluation is recommended.

*158-170 N. Market Street*

This property is occupied by a one-story bank building constructed in 1967 for United California Bank. It was evaluated as ineligible for listing in the National Register in 2000, principally because it was only 33 years of age at the time. I concur with the HRG evaluation of this property as appearing eligible for listing in the California Register under Criterion 3 as a good example of the Late Modern style. No further investigation or evaluation is recommended.

*129-139 S. Market Street*

This property is occupied by a department store building constructed as one story in 1941 and expanded to two stories and remodeled in 1954. It was evaluated as ineligible for listing in the National Register but appearing eligible for local listing in 2000. HRG evaluated the building as appearing eligible for listing in the California Register under Criterion 3 as a good example of the Mid-Century Modern style. I do not think the analysis supports the conclusion of architectural significance; however, I do not recommend further investigation or evaluation at this time. The DEIR conservatively treats the property as a historical resource. Furthermore, it is not proposed for demolition or alteration.

*149-155 S. Market Street/231-239 E. Manchester Boulevard*

This property is occupied by a two-story mixed-use building constructed in 1928 as the Professional Building. It was evaluated as ineligible for listing in the National Register in 2000 for lack of integrity. HRG evaluated the building as eligible for listing in the California Register under Criterion 3 as a good example of the Spanish Colonial Revival style despite the alterations. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. An altered property may still have sufficient integrity for the California Register if it

maintains the potential to yield significant scientific or historical information or specific data. This means a property ineligible under Criteria 1, 2, or 3 for lack of integrity could still be eligible under Criterion 4, which does not seem likely in this case. Since I agree this property should be treated as a historical resource in the DEIR, I do not recommend further investigation or evaluation at this time.

*619-635 S. Prairie Avenue*

This property is occupied by a two-story mortuary building constructed in 1948 for the Hardin & Flanagan Colonial Chapel & Mortuary. In 1960 the building was expanded by a two-story wing on the north. I concur with the HRG evaluation of this property as appearing eligible for listing in the California Register under Criterion 3 as a good example of the American Colonial Revival style. No further investigation or evaluation is recommended.

**Properties Evaluated as Ineligible Historical Resources**

The following properties were identified as potential historical resources in the 2000 Design Guidelines, but reevaluated by HRG as ineligible for listing in the National or California Registers. Therefore, they are not historical resources as defined by CEQA.

*302 E. Manchester Boulevard/200-204 S. Market Street*

This property is occupied by a two-story commercial building constructed in 1941. It was evaluated as appearing eligible for listing in the National Register in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register due to a lack of integrity, regardless of any significance it may or may not possess. No further investigation or evaluation is recommended.

*124-126 N. Market Street*

This property is occupied by a two-story mixed-use building constructed in 1920. It was evaluated as ineligible for listing in the National Register but appearing eligible for local listing in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register due to a lack of integrity, regardless of any significance it may or may not possess. No further investigation or evaluation is recommended.

*125 S. Market Street*

This property is occupied by a one-story commercial building constructed in 1938. It was evaluated as ineligible for listing in the National Register but appearing eligible for local listing in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register due to a lack of integrity, regardless of any significance it may or may not possess. No further investigation or evaluation is recommended.

### *132 S. Market Street*

This property is occupied by a two-story mixed-use building constructed in 1925. It was evaluated as ineligible for listing in the National and California Registers but appearing eligible for local listing in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register due to a lack of integrity, regardless of any significance it may or may not possess. No further investigation or evaluation is recommended.

### *150 S. Market Street*

This property is occupied by a two-story mixed-use building constructed in 1927 as People's Federal Building & Loan Association and remodeled in the 1960s. It was evaluated as ineligible for listing in the National Register but appearing eligible for local listing in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register. As a result of the 1960s remodel, the building is ineligible for lack of integrity, regardless of any significance it may or may not possess from its original construction or prewar history. The 1960 remodel has not achieved significance in its own right. Late Modern elements were applied to the street-facing facades; however, the design lacks the cohesion to be considered a true representative of an architectural type from the 1960s. Although this building is proposed for demolition, no further investigation or evaluation is recommended.

### *333 E. Nutwood Street*

This property is occupied by a one-story commercial building constructed in 1940. It was evaluated as ineligible for listing in the National Register but appearing eligible for local listing in 2000. I concur with the HRG evaluation of ineligibility for listing in the California Register due to a lack of integrity, regardless of any significance it may or may not possess. No further investigation or evaluation is recommended.

### *Historic District*

Commercial corridors within the Project Area and Expanded Study Area such as Market Street are often composed of buildings that lack individual distinction but are collectively significant as a whole within a historic context such as commercial development. Thus, HRG considered whether any groups of buildings within the Project Area and/or Expanded Study Area qualified as a historic district. According to the National Register, a district is a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.<sup>18</sup>

In their February 8, 2021 comment letter on the DEIR, LAC suggested an evaluation of Market Street as a potential historic district. In fact, HRG had performed such an evaluation but did not include the information in the 2020 Report. The 2020 Report stated without elaboration

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<sup>18</sup> Title 36 Code of Federal Regulations Part 60.3 (d).

that no historic districts were identified in the Project Area and/or Expanded Study Area. The 2021 Report includes their evaluation of Market Street as a potential historic district and conclusion that it is ineligible for lack of integrity regardless of any significance it may have played as the commercial center of Inglewood from the early twentieth century through the postwar period.

I reviewed HRG's evaluation and conducted my own field inspection of Market Street between Florence Avenue and Hillcrest Boulevard. I concur with the HRG evaluation of ineligibility for listing in the National and California Registers as a historic district. Within historic districts, properties are identified as contributing and noncontributing. A contributing building was present during the period of significance, relates to the significance of the district, and retains its physical integrity.<sup>19</sup> In my estimation, HRG was very generous in their methodology for extending the period of significance to the 1960s and identifying potential contributing buildings to account for storefront alterations, which are common in commercial architecture. Yet, HRG only identified 23 potential contributing buildings of the 64 properties in the area, or 36 percent contributing and 64 percent noncontributing. While the National and California Registers do not prescribe a minimum ratio for eligibility, I'm not aware of any listed historic districts with such a low ratio of contributing to noncontributing buildings. Although the area is visually united by the use, height, and scale of the existing buildings, it is lacking in a strong sense of time and place required for historic district designation. Some properties are developed with recently constructed buildings, while others are vacant lots or parking lots that create breaks in the street wall. Due to extensive alterations over time, many of the one-story buildings are unrecognizable from their original construction. As the area does not contain a sufficient concentration of potential contributing buildings to qualify as a historic district, HRG proceeded to identify individual properties for evaluation as potential historical resources.

#### *Summary of Identified Historical Resources*

I concur with HRG in that the Project Area and/or Expanded Study Area does not include any groups of buildings that qualify as historic districts. I also concur with HRG in the evaluations of individual properties as ineligible as historical resources. I did not identify any errors or omissions in HRG's identification of listed historical resources and did not identify any other properties that should have been evaluated as potential historical resources.

HRG identified ten properties as listed or eligible for listing in the National and/or California Registers. Therefore, these properties were treated as historical resources as defined by CEQA. In some cases, I agree with the evaluations of eligibility in part but not in whole. Since the evaluations of eligibility are for CEQA purposes and I agree the properties should be treated as historical resources, I do not recommend further investigation or evaluation.

Two of the ten properties (129-139 S. Market Street and 149-155 S. Market Street/231-239 E. Manchester Boulevard) were evaluated by HRG as eligible for listing in the California Register. I

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<sup>19</sup> *National Register Bulletin #16*, 16.

don't think the analysis supports this conclusion but do not recommend further investigation or evaluation. These buildings would not be demolished or altered as a result of the Project and are conservatively treated as historical resources in the DEIR. As discuss below, the indirect impacts on these properties would be less than significant.

## **ANALYSIS OF PROJECT IMPACTS**

### **Thresholds for Impacts on Historical Resources**

The *CEQA Guidelines* set forth the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5 (b), which states:

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5 (b) (1) further clarifies “substantial adverse change” as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 California Code of Regulations Section 15064.5(b)(2)(C) in turn explains that a historical resource is “materially impaired” when a project:

Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

As a property conveys its significance as a historical resource through its physical characteristics, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the integrity of the historical resource such that it would no longer be eligible for listing in the National and/or California Registers.

### **Analysis of Direct Impacts**

Direct or primary impacts are caused by a project and occur at the same time and place.<sup>20</sup> The Project has the potential to directly impact one historical resource which is located within the Project Area, the Forum at 3900 W. Manchester Boulevard. This property is

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<sup>20</sup> Title 14 California Code of Regulations § 15358 (a) (1).

discussed below because it was analyzed by HRG for direct and indirect impacts.

### **Analysis of Indirect Impacts**

CEQA also requires the analysis of indirect impacts. Indirect impacts, or secondary effects, are reasonably foreseeable and caused by a project but occur at a different time or place.<sup>21</sup> Examples of indirect impacts may include visual, auditory, and atmospheric changes to the setting of historical resources. In analyzing the potential for indirect impacts from the construction and operation of the Project on the historical resources in the Project Area and Expanded Study Area, the central question is whether the Project would cause a “material impairment” to the significance of the nearby historical resources.<sup>22</sup> Material impairment occurs where a project alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resources in the Project Area and Expanded Study Area no longer retained sufficient integrity to convey their significance as a result of the Project.

According to National Register *Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. Because the Project would not alter the physical characteristics of the historical resources in the Expanded Study Area, the only relevant aspect of integrity with respect to the impact of the Project on these historical resources is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property as well as the resource’s broader surroundings. Setting is typically considered a more important aspect of integrity for conveying historic associations than for conveying architectural significance.

As described above, there are ten historical resources in the Project Area and Expanded Study Area. As discussed above, only one historical resource, the Forum, is located within the Project Area. Because the Project Area is located outside the parcel boundaries of the other historical resources in the Expanded Study Area, the Project would not impact their integrity of immediate setting. The analysis below considers the following:

- Why is the historical resource significant?
- What are the physical characteristics of the historical resource that conveys its significance?
- Specifically, is the broad setting a character-defining feature of the historical resource?
- If so, is the broad setting intact from the historical resource’s period of significance or is the broad setting already disrupted?
- What is the view shed from the historical resource?

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<sup>21</sup> Title 14 California Code of Regulations § 15358 (a) (2).

<sup>22</sup> Public Resource Code § 21084.1; Title 14 California Code of Regulation §15064.5( b).

- How and to what degree is the broad setting diminished by the visibility of the Project from the historical resource?

A summary of the indirect impacts analysis as well as my comments are provided below.

#### *720 E. Florence Avenue*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 720 E. Florence Avenue. However, The Project would construct an elevated ATS guideway set on support columns within the public rights-of-way of Manchester Boulevard and Prairie Avenue. Traveling southbound, the ATS guideway would run along Manchester Boulevard east to Prairie Avenue, where it would make a right-hand turn to continue south on Prairie Avenue. The property is situated along the ATS alignment at the northeast corner of Manchester Boulevard and Prairie Avenue.

I concur with HRG in that the Project would have no indirect impact on the property at 720 E. Florence Avenue. The property is a cemetery that was evaluated as a historical resource for its historic associations and architectural significance. There are features within the boundary of this historical resource that contribute to its setting; however, the broad setting is not a physical characteristic that conveys the significance of the cemetery. Indeed, the cemetery is surrounded by a wall, which is intended to create a visual barrier; preserving the tranquility of the property from the broad setting. Furthermore, the ATS guideway would be approximately 190 feet away from the wall at the southwest corner of the cemetery, which is approximately 200 acres in size. Thus, there would be substantial physical separation between the historical resource and the new construction.

The Project would not affect the property's integrity of setting, location, design, materials, workmanship, feeling, and association. The cemetery would not be materially impaired by the Project because it would retain all of its significant character-defining features, continue to convey its historic associations and architectural significance, and remain eligible for listing in the National and California Registers. Therefore, I concur the Project would have no impact on the historical resource.

#### *320-330 E. Manchester Boulevard*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 320-330 E. Manchester Boulevard. However, the Project would involve the construction of an elevated ATS guideway set on support columns within the public right-of-way of Manchester Boulevard, between Market Street and Prairie Avenue. The building is located on the south side of Manchester Boulevard, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 320-330 E. Manchester Boulevard would be less than significant. The property was evaluated as a historical resource as a good example of a PWA Moderne style bank building. There are no features within the

boundary of the historical resource that contribute to its setting. The building occupies all of the property on which it was constructed except for the parking lot to the rear, which is not a character-defining feature because it is not a distinctive component of the design. The important view sheds from the building are north and east from its street-facing elevations. The features of the broad setting are limited to the scale of the surrounding development and the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Manchester Boulevard due to its size, design, and location elevated over the street. Views from the building looking east would not be affected by the Project. Views from the building looking north would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. The broad setting, however, is not a physical characteristic that conveys the architectural significance of the building.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the north facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the building would continue to convey its architectural significance that justifies its eligibility for inclusion in the California Register. Therefore, I concur the indirect impact would be less than significant.

#### *3900 W. Manchester Boulevard*

The Project would not involve any physical change to the Forum building, which is situated in the approximate center of the 29 ½-acre property at 3900 W. Manchester Boulevard. However, the Project would encroach into the Forum parking lot along its western edge between Manchester Boulevard and Pincay Drive no more than 30 feet to accommodate the relocation of traffic lanes along Prairie Avenue. The Project would also involve the construction of an elevated ATS guideway largely supported by columns located on the west side of Prairie Avenue within the public right-of-way. Straddle bent support columns may land on the east side of the ATS guideway in what is now the Forum parking lot. Additionally, a pedestrian bridge would be constructed from the Manchester Boulevard/Prairie Avenue Station, with vertical circulation elements (stairs, escalators, elevators) landing on the east side of Prairie Avenue in the current Forum parking lot.

I concur with HRG in that the direct and indirect impacts on the property at 3900 W. Manchester Boulevard would be less than significant. The property was listed in the National Register and included in the California Register as an excellent example of a postwar sports arena designed by Charles Luckman and Associates in the New Formalist style. Features within the boundary of the historical resource that contribute to its setting include the relationship between the Forum building and the on-site landscape features and parking lot.

The round building was deliberately designed as a freestanding object so it would be visible and accessible from the surrounding streets. Thus, the view shed from the building is in all directions.

The encroachment into the parking lot would alter the original dimensions of the property, but only marginally given its 29 ½ acre size. The vast majority of the parking lot would remain intact and the character would not be altered. Furthermore, the Project would not alter the visual and spatial relationship between the Forum building and the landscape features and parking lot within the boundary of the historical resource. Therefore, the direct impact on the property would be less than significant because the Forum would not be materially impaired by the Project. The building would continue to convey its significance as an excellent example of New Formalism surrounded by a sprawling parking lot, which would remain a character-defining feature.

The ATS guideway, station, and vertical circulation elements would become a dominant visual feature of this portion of Prairie Avenue due to their size, design, and location elevated over the street. However, these elements would be more than 300 feet from the Forum building. Therefore, views to and from the Forum building would not be significantly obstructed. Furthermore, the broad setting is not a physical characteristic that conveys the architectural significance of the property. The building was intentionally isolated from its surroundings. Therefore, the introduction of a new visual feature in the vicinity of the Forum would not diminish its significance. The Project would not affect the property's integrity of location, design, materials, workmanship, feeling, and association. The property would not be materially impaired by the Project because it would retain all of its significant character-defining features, continue to convey its architectural significance, and remain listed in the National and California Registers. Therefore, I concur the indirect impact would be less than significance.

#### *100 N. Market Street/307 E. Queen Street*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 100 N. Market Street/307 E. Queen Street. However, the Project would construct an elevated ATS guideway set on center support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The building is located on the east side of Market Street, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 100 N. Market Street/307 E. Queen Street would be less than significant. The property was evaluated as a historical resource as a good example of a Mediterranean Revival style bank building. There are no features within the boundary of the historical resource that contribute to its setting. The building occupies all of the property on which it was constructed. The important view sheds from the building are west and south from its street-facing elevations. The features of the broad setting include the visual relationships between the historical resource and the other

buildings at the intersection, the scale of the surrounding development, and the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Market Street due to its size, design, and location elevated over the street. Views from the building looking south would not be affected by the Project. Views from the building looking west would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. The broad setting, however, is not a physical characteristic that conveys the architectural significance of the building.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the west facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the property would continue to convey its architectural significance that justifies its eligibility for inclusion in the California Registers. Therefore, I concur the indirect impact would be less than significant.

#### *115 N. Market Street*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 115 N. Market Street. However, the Project would construct an elevated ATS guideway set on center support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 115 N. Market Street would be less than significant. The property was listed in the National Register and included in the California Register as a good example of an Art Deco style theater building. Setting is typically considered a more important aspect of integrity for conveying historic associations than for conveying architectural significance. There are no features within the boundary of the historical resource that contribute to its setting. The building occupies all of the property on which it was constructed. Typical of theater architecture, the building was designed to stand out from its surroundings and includes a vertical sign pylon that can be seen from across the street. The important view shed from the building is east from its street-facing elevation. The features of the broad setting include the visual relationships between the historical resource and the other buildings on the block, the scale of the surrounding development, and the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Market Street due to its size, design, and location elevated over the street. Views from the building looking east would not be significantly obstructed, but the ATS guideway would be a significant

change to the surroundings of the historical resource.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the east facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Although the Project may diminish the property's integrity of setting, the integrity of location, design, materials, workmanship, feeling, and association would remain unaltered. At the conclusion of the Project, the property would continue to convey its architectural significance that justifies its listing in the National and California Registers. Therefore, I concur the indirect impact would be less than significant.

#### *158-170 N. Market Street*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 158-170 N. Market Street. However, the Project would construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The building is located on the east side of Market Street, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 158-170 Market Street would be less than significant. The property was evaluated as a historical resource as a good example of a Late Modern style bank building. Features within the boundary of the historical resource that contribute to its setting include a brick retaining wall along the south property line, the narrow landscaped setbacks on the west and north, and the parking lot on the east. The important view sheds from the building are north and west from its street-facing elevations. The features of the broad setting are limited to the scale of the surrounding development and the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Market Street due to its size, design, and location elevated over the street. Views from the building looking north would not be affected by the Project. Views from the building looking west would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. The broad setting, however, is not a physical characteristic that conveys the architectural significance of the building.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the west facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the property would continue to convey its architectural

significance that justifies its eligibility for inclusion in the California Register. Therefore, I concur the indirect impact would be less than significant.

#### *129-139 S. Market Street*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 129-139 S. Market Street. However, the Project would construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 129-139 S. Market Street would be less than significant. The property was evaluated as a historical resource as a good example of a Mid-Century Modern department store building. There are no features within the boundary of the historical resource that contribute to its setting. The building occupies all of the property on which it was constructed. The important view shed from the building is looking east from its street-facing elevation. The features of the broad setting include the visual relationships between the historical resource and the other buildings on the block, the scale of the surrounding development, and the configuration of the street and sidewalk.

Views from the building looking east would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the east facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the property would continue to convey its architectural significance that justifies its eligibility for inclusion in the California Register. Therefore, I concur the indirect impact would be less than significant.

#### *149-155 S. Market Street/231-239 E. Manchester Boulevard*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 149-155 S. Market Street/231-239 E. Manchester Boulevard. However, the Project would construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. The building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 149-155 S. Market Street/231-239 E. Manchester Boulevard would be less than significant. The property was

evaluated as a historical resource as a good example of a Spanish Colonial Revival style mixed-use building. There are no features within the boundary of the historical resource that contribute to its setting. The building occupies all of the property on which it was constructed. The important view sheds from the building are east and south from the street-facing elevations. The features of the broad setting include the visual relationships between the historical resource and the other buildings at the intersection, the scale of the surrounding development, and the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Market Street due to its size, design, and location elevated over the street. Views from the building looking south would not be affected by the Project. Views from the building looking east would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. The broad setting, however, is not a physical characteristic that conveys the architectural significance of the building.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the east facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the building would continue to convey its architectural significance that justifies its eligibility for inclusion in the California Register. Therefore, I concur the indirect impact would be less than significant.

#### *260 N. Locust Street*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 260 N. Locust Street. However, the Project would construct an elevated ATS guideway set on support columns within the public right-of-way of Market Street between Regent Street and Manchester Boulevard. North of Regent Street, the ATS guideway would bear northeast off of the public right-of-way and onto the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street. This block would be acquired, and the existing one-story shopping center and restaurant buildings demolished to accommodate new construction of the elevated ATS guideway and Market Street Station. The property is situated across Locust Street from this block.

I concur with HRG in that the Project would have no indirect impact on the property at 260 N. Locust Street. The property is a complex of religious buildings that was evaluated as a historical resource for its historic associations and architectural significance. There are features within the boundary of this historical resource that contribute to its setting; however, the larger setting is changed and is not a physical characteristic that conveys the significance of the complex. The surroundings have evolved over time and consist of various building types from various period of time. Furthermore, the components of the Project

would be separated from the historical resource by a street as well as a new surface parking lot for the Market Street Station. The closest support column would be more than 200 feet from the church building. Thus, there would be substantial physical separation between the historical resource and the new construction.

The Project would not affect the property's integrity of setting, location, design, materials, workmanship, feeling, and association. The church complex would not be materially impaired by the Project because it would retain all of its significant character-defining features, continue to convey its historic associations and architectural significance, and remain eligible for listing in the National and California Registers. Therefore, I concur the Project would have no impact on the historical resource.

#### *619-635 S. Prairie Avenue*

The Project would not involve the physical demolition, destruction, relocation, or alteration of the property at 619-635 S. Prairie Avenue. However, The Project would construct an elevated ATS guideway set on support columns within the public right-of-way of Prairie Avenue between Manchester Boulevard and Hardy Street. The building is located on the west side of Prairie Avenue, immediately adjacent to where the new ATS guideway would be located.

I concur with HRG in that the indirect impact on the property at 619-635 S. Prairie Avenue would be less than significant. The property was evaluated as a historical resource as a good example of an American Colonial Revival style mortuary building. Features within the boundary of the historical resource that contribute to its setting include the landscaped setbacks on the east and south. The important view sheds from the building are east and south from its street-facing elevations. The features of the broad setting are limited to the configuration of the street and sidewalk.

The ATS guideway would become a dominant visual feature of this portion of Prairie Avenue due to its size, design, and location elevated over the street. Views from the building looking south would not be affected by the Project. Views from the building looking east would not be significantly obstructed, but the ATS guideway would be a significant change to the surroundings of the historical resource. The broad setting, however, is not a physical characteristic that conveys the architectural significance of the building.

Project Design Features have been incorporated into the Project to minimize indirect impacts on the historical resource. They pertain to the distance between the east facade and the ATS guideway, the height of the guideway relative to the height of the building, and the location and shape of support columns so the visual relationship between the property and its surroundings would be maintained. Furthermore, the Project would not affect the building's integrity of location, design, materials, workmanship, feeling, and association. At the conclusion of the Project, the property would continue to convey its architectural significance that justifies its eligibility for inclusion in the California Register. Therefore, I

concur the indirect impact would be less than significant.

## Summary

The indirect impacts analysis in the HRG Report is well organized and detailed but often conflates the thresholds for aesthetic impacts with historic impacts. Aesthetic impacts consider the experiences of people who view the landscape, which may include historical resources. Historic impacts consider whether a project will adversely affect the integrity of a historical resource. The experiences of people are not the threshold for significant impacts on historical resources according to the *CEQA Guidelines*. The historical resource - rather than people and their aesthetic experiences - is the impact receptor. Otherwise, HRG applies the proper thresholds from the *CEQA Guidelines* and discusses impacts in terms of the affect the Project will have on the integrity of the identified historical resource.

## Conclusions

I concur with HRG in that the Project would result in direct and indirect impacts on historical resources. The Project would directly and indirectly impact one historical resource within the Project Area; however, the impact would be less than significant. The Project would have a less than significant impact on seven historical resources in the Expanded Study Area. Two historical resources in the Expanded Study Area would not be impacted by the Project. As the Project would not result in any significant impacts on historical resources, mitigation is not required. Project Design Features have been incorporated into the Project to minimize impacts on the identified historical resources. The Project would not result in a substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible for listing as historical resources defined by CEQA.

Thank you for your consideration of this memorandum. I am happy to answer any questions you may have. You can reach me by e-mail at [Teresa.grimes@icloud.com](mailto:Teresa.grimes@icloud.com).

# TERESA GRIMES | Historic Preservation

Teresa.Grimes@icloud.com  
323-868-2391

Teresa Grimes has 30 years of experience in the field of historic preservation. She is widely recognized as an expert in the identification and evaluation of historical resources having successfully prepared dozens of landmark and historic district applications for a wide variety of property types. Teresa graduated from the University of California with a Master of Art degree in Architecture and has worked in the private, public, and non-profit sectors. Teresa has extensive experience in the preparation of environmental compliance documents in accordance with the California Environmental Quality Act including the identification of historical resources, analysis of direct, indirect, and cumulative impacts, and development of mitigation measures. Her many projects throughout Southern California include the Art Center College of Design Master Plan, Baldwin Hills Crenshaw Plaza, Cinerama Dome Entertainment Center, City of Hope Master Plan, Claremont Graduate University Master Plan, Claremont McKenna College Master Plan, John Anson Ford Theatres, Oakwood School Master Plan, Los Angeles County Museum of Art, Times Mirror Square, Sunset Las Palms Studios, and Sunset Bronson Studios.

### Educational Background

- M.A., Architecture, University of California, Los Angeles, 1992
- B.A., Political Science, University of California, Los Angeles, 1986

### Qualifications

- Meets the Secretary of the Interior’s Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

### Professional Activities

- Pasadena Heritage Board Member, 2008-2012
- Highland Park Heritage Trust, Board Member, 1996-1998
- West Hollywood Cultural Heritage Advisory Board, 1990-1994

### Professional Experience

- Teresa Grimes | Historic Preservation, Principal, 2020 - Present
- GPA Consulting, Principal Architectural Historian, 2009-2020
- Christopher A. Joseph & Associates, Senior Architectural Historian, 2006-2009
- Teresa Grimes | Historic Preservation, Principal, 1999-2005, 1993-1994, 1991-1992
- Historic Resources Group, Architectural Historian, 1994-1998
- Getty Conservation Institute, Research Associate, 1992-1993
- Los Angeles Conservancy, Preservation Officer, 1988-1991

**TABLE 1: PROPERTIES LISTED OR PREVIOUSLY EVALUATED AS HISTORICAL RESOURCES**

Address	Historic Name	BERD	Design Guidelines	HRG
720 E. Florence Avenue	Inglewood Park Cemetery			3S
206 S. Locust Street		6Y, HUD, 8/4/1993		
260 N. Locust Street	Holly Family Episcopal Church		4S1	3S
302 E. Manchester Boulevard aka 200-204 S. Market Street	Cox Menswear		3S	3CS
320-330 E. Manchester Boulevard	Bank of America		3S	3CS
401 E. Manchester Boulevard		6Y, HUD, 8/4/1993		
605 E. Manchester Boulevard		6Y, HUD, 11/25/1990		
3900 W. Manchester Boulevard	The Forum	1S		
100 N. Market Street aka 307 E. Queen Street	Bank of Inglewood		3S	3S
115 N. Market Street	Fox Theater	1S	3S	
124-126 N. Market Street			5S1	6Z
128 N. Market Street		6Y, HUD, 11/26/1990		
129 N. Market Street		6Y, HUD, 5/17/1991		
134 N. Market Street		6Y, HUD, 8/22/1991		
158-170 N. Market Street	United California Bank		6Z	3CS
125 S. Market Street		6Y, HUD, 6/26/1991	5S1	6Z
128 S. Market Street		6Y, HUD, 6/26/1991		
129-139 S. Market	J.C. Penny		5S1	3S

**TABLE 1: PROPERTIES LISTED OR PREVIOUSLY EVALUATED AS HISTORICAL RESOURCES**

Address	Historic Name	BERD	Design Guidelines	HRG
Street				
132 S. Market Street			5S1	6Z
149-155 S. Market Street/231 -239 E. Manchester Boulevard	Professional Building		6Z	3CS
150 S. Market Street	People's Federal Building and Loan Association		5S1	3CS
333 E. Nutwood Street			5S1	6Z
619-635 S. Prairie Avenue	Hardin & Flanagan Colonial Chapel & Mortuary			3CS
932 S. Prairie Avenue		6Y, FCC, 12/30/2008		



# Inglewood Transit Connector Project

## Historic Properties Effects Report

*prepared for*

**Federal Transit Administration**  
888 South Figueroa Street, Suite 440  
Los Angeles, California 90017  
Contact: Candice Hughes

*prepared by*

**Rincon Consultants, Inc.**  
250 East 1<sup>st</sup> Street, Suite 1400  
Los Angeles, California 90012

**August 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

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# 1 Introduction

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## 1.1 Study Background

This Cultural Resources Effects Report was prepared to present an analysis of effects of the Inglewood Transit Connector Project (Project) on historic properties in accordance with Section 106 of the National Historic Preservation Act (NHPA) (Section 106). The identification of historic properties was completed as part of the Assessment for the Inglewood Transit Connector Project (Archaeological Resources Assessment) (ICF 2022) and the Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project (Historic Property Survey Report) (ICF and Rincon Consultants 2022), which address archaeological and built environment historic properties respectively. As of the writing of this report, consultation with the State Historic Preservation Officer (SHPO) is ongoing.

The Area of Potential Effects (APE) has been delineated to consider all potential effects (physical, noise, vibration, visual) to archaeological and built environment historic properties; this includes direct effects, those that may occur concurrently with the Project, and indirect effects, which may occur following project implementation (Advisory Council on Historic Preservation [ACHP] 2019). The APE was delineated to identify archaeological resources, built environment resources, historic and cultural landscapes and all areas that could be directly or indirectly affected by the construction and operation of the Project. For historic and architectural resources, the APE includes all areas of ground disturbance as well as areas directly adjacent to both sides of the Project alignment, including the Project's stations and the Maintenance and Storage Facility (MSF), areas with permanent site improvements and areas identified for staging and temporary construction activities, as well as areas proposed for acquisition. The APE also includes those areas subject to potential construction- and operational-related atmospheric effects, including visual and/or noise/audible effect. The APE map is provided in Appendix A.

The current study encompasses the assessment of effects on historic properties under Section 106. The background research effort conducted for the study is summarized in the Archaeological Resources Assessment and the Historic Property Survey Report and included the following: a search of the California Historical Resources Information System, review of previously conducted historic survey results, archival research, and Native American and local interested party consultation. The Archaeological Resources Assessment did not identify any archaeological resources within the portions of the APE subject to ground disturbance. The Historic Property Survey Report identified four properties within the APE which are listed or determined eligible for listing in the National Register of Historic Places (NRHP) and are therefore considered historic properties for the purposes of Section 106. An assessment of effects on these four (4) historic properties is included in this report.

In accordance with guidance provided by the ACHP, for the purposes of this study potential direct effects are those that may come from the Project at the same time and place with no intervening cause and indirect effects are those that are caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019). Potential direct, indirect, and cumulative effects to identified historic properties were assessed using the standards for federal undertakings as described in Section 106 of the NHPA and its implementing regulations 36 Code of Federal Regulations (CFR), Section 800.

As a result of this study, the Project was found to have no adverse effect on the four historic properties within the APE; therefore, a Finding of No Adverse Effect has been made for the Project.

## 1.2 Disposition of Data

This report will be filed with the Federal Transit Administration (FTA), the City of Inglewood, the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, and Rincon Consultants, Inc. (Rincon).

## 2 Project Description

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The proposed Project is an Automated Transit System (ATS) that would include an approximately 1.6-mile (2.57-kilometer)-long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard and Prairie Avenue in the City of Inglewood, Los Angeles County (Figure 1 and Figure 2). The Project would be an extension of the Metro regional rail system, providing access to the City's activity centers. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The elevated guideway will contain dual lanes to allow trains to travel continuously in each direction. The proposed Project is designed to provide automated transit service to serve the largest typical event, which is a National Football League (NFL) game at SoFi Stadium. A fleet of six, 4-car trains (assuming the equivalent of generic self-propelled technologies) operating at two-minute headways would be required to serve the demand. One of the six trains would be used for "hot" standby or maintenance for the ATS system. The proposed Project has the ability to provide additional capacity through the introduction of additional trains stored at the Maintenance and Storage Facility (MSF), should this be necessary in the future to accommodate changes in demand levels, event sizes, or event schedules. The stations are sized to accommodate the maximum length trains and, for this reason, no modifications to the station configurations are required if the reserve capacity is utilized.

The City is proposing to form a Joint Powers Authority (JPA) with Metro that will select a design/build/finance/operate/maintain (DBFOM) contractor to implement the proposed Project. With the DBFOM approach, the responsibilities for designing, building, financing, operating, and maintaining the Project are combined and transferred to private sector partners. In this structure, the City or JPA will enter into an agreement with a private sector party to finalize the design, build, finance, operation, and maintenance the ATS system. The APE Map (Appendix A) and Section 5 of this report provide additional details on the location of the Project's elements and its footprint.

### 2.1 Automated Transit System (ATS)

The proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The elevated guideway would be supported by single or double column/bents (depending on the train track separations, site constraints, and the guideway location relative to potential column placements). The guideway structure would have a clearance height of approximately 16 feet 6 inches above all roadways. The dual-lane guideway would include switches to allow trains to crossover to the other track to be positioned to begin return trips at the end-of-line stations. Additionally, switches would be provided to allow a train to be guided from one track to another in the event of an emergency or mechanical failure, and to enable sectional track bypass to allow for failure management. A continuous walkway would be provided along the entire length of the guideway to provide emergency egress for evacuations and safe access for operations and maintenance personnel. The walkway is assumed to be located between the tracks, providing access into the center platform stations.

Figure 1 Regional Vicinity

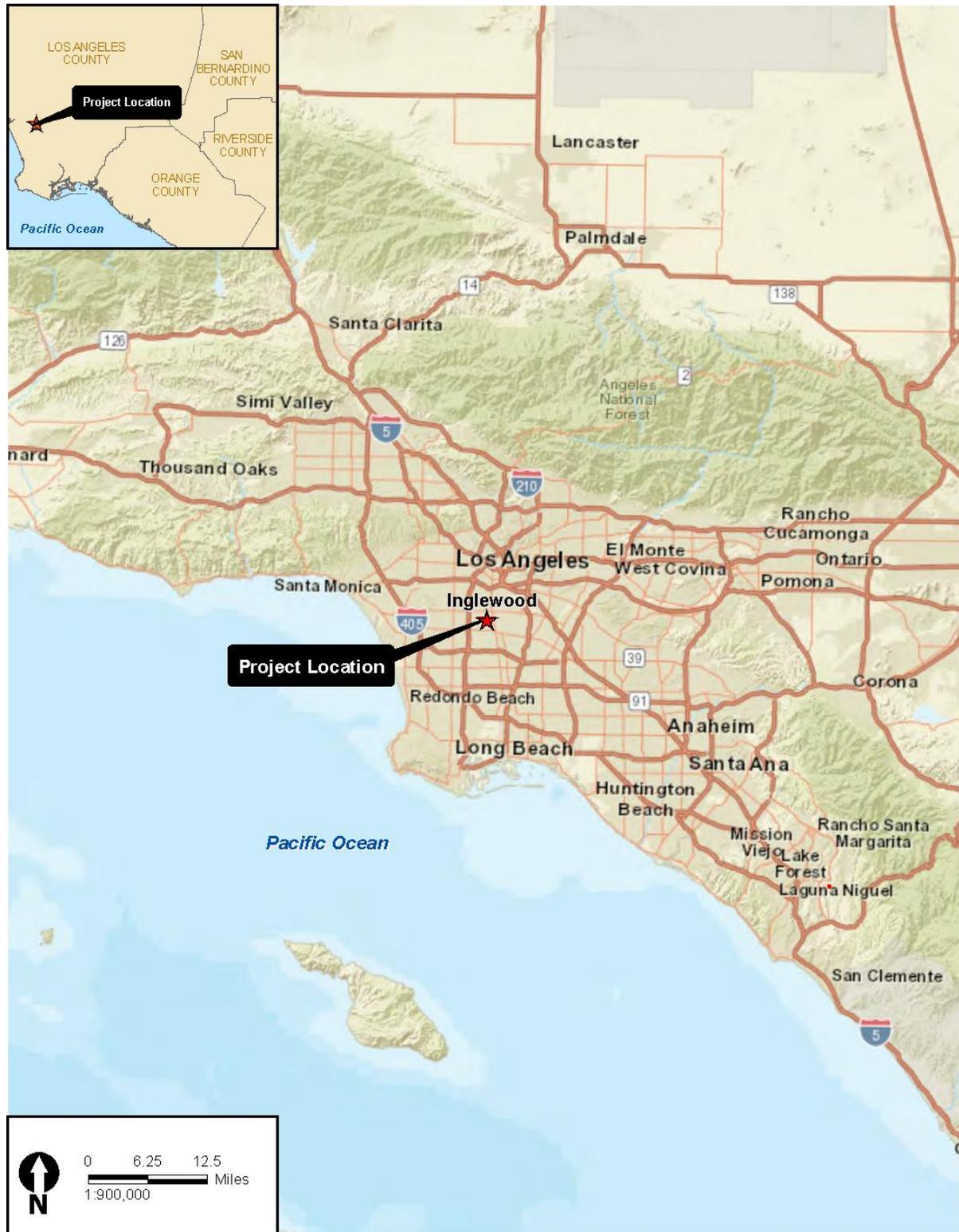
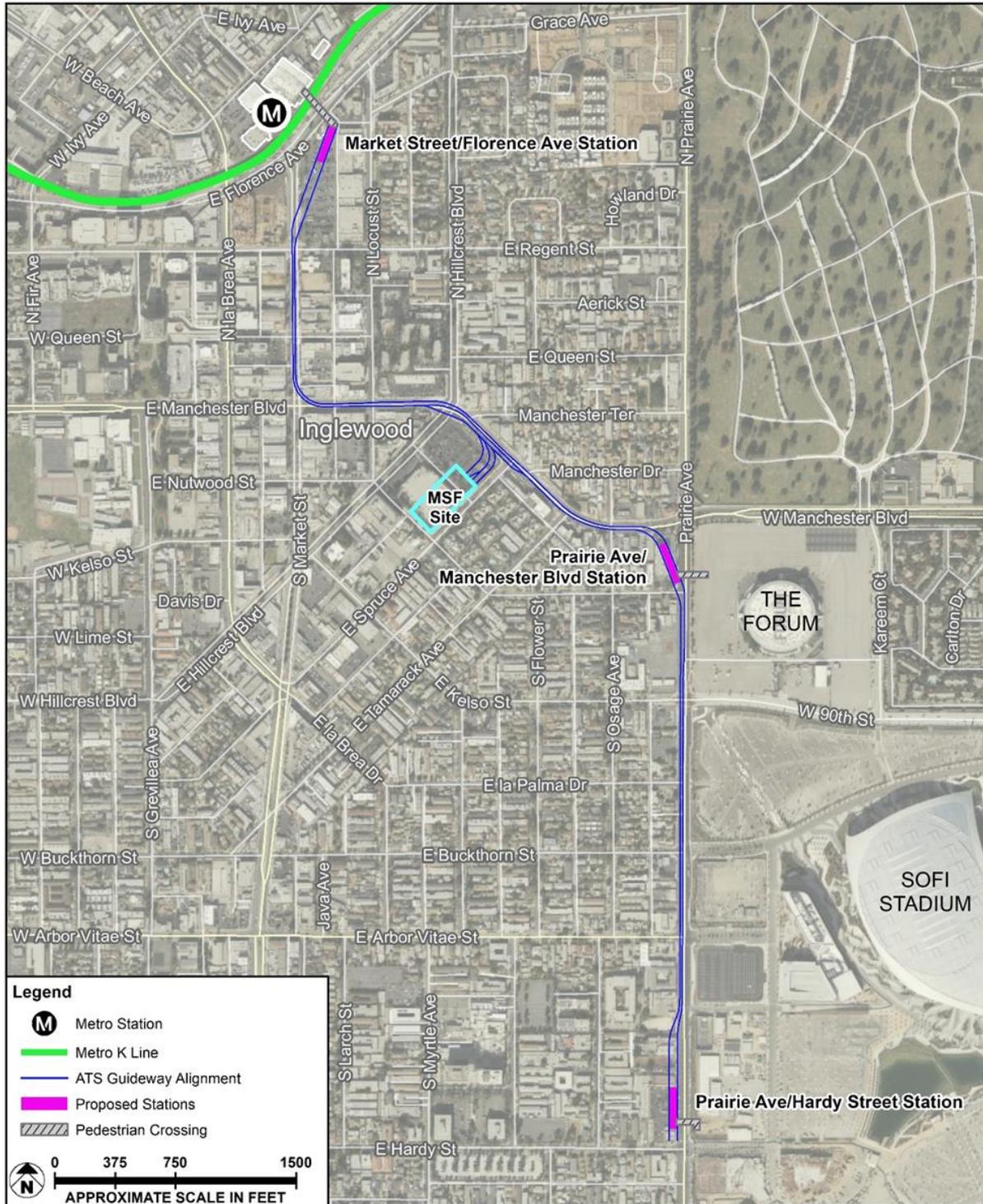


Figure 2 Local Vicinity



The guideway would vary in height from a minimum of approximately 35 feet to a maximum of approximately 60 feet measured from existing grade to the top of the guideway deck. Generally, support columns for the guideway would be single columns ranging from 6 feet to 9 feet in diameter when centered under the supported guideway to approximately 6 feet by 12 feet oblong columns when located off-center from the guideway. Columns for straddle type bents over the roadways will range from 6 feet to 8 feet in diameter. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet.

## 2.2 Stations

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the Metro K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to The Forum, existing and future local businesses and residences, the SoFi Stadium and the surrounding mixed-use development within Hollywood Park and Los Angeles Stadium and Entertainment District (LASED). The Prairie Avenue/Hardy Street Station would provide connections to existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED, and the Inglewood Basketball and Entertainment Center (IBEC), including the Intuit Dome. Each station would be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the Metro K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge would be up to approximately 55 feet in height measured from existing grade to top of the structure.

Each station would include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

## 2.3 Roadways and Infrastructure

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

A Utility Report prepared for the proposed Project evaluated potential conflicts with the proposed Project's columns and the existing utility lines along the alignment. There are several major utility lines identified within the Market Street segment of the proposed Project including water, sewer, stormwater, and electrical lines. Utility lines identified within the Manchester Boulevard segment include water, sewer, wastewater, stormwater, and gas lines. Utility lines within the Prairie Avenue segment include water, sewer, wastewater, stormwater, electrical, telecommunications and gas lines. Based upon the Utility Report, it appears that several utility lines within these segments would conflict with proposed Project columns. The location of utilities is based on a review of existing documentation and the exact locations have not been field verified. Several storm drains have also been identified along these segments that may require relocation due to column placement. In addition, Southern California Electric (SCE) has determined that the proposed Project would likely utilize a new 16 kilovolt (kV) circuit constructed in an underground duct bank from the SCE Inglewood substation near Florence Avenue and Fir Avenue to the proposed MSF site.

## 2.4 Maintenance Storage Facility

The proposed Project includes a Maintenance and Storage Facility (MSF) to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF is proposed on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. An existing commercial building containing a Vons grocery store, a fitness center, and a bank branch is located on the southern portion of this site. A gas station operated by Vons is located on the northeast portion of this site. Demolition of the existing commercial building and gas station are proposed as part of the Project. A new Vons replacement store is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

## 2.5 Power Distribution System Substations

Propulsion power, which includes the power to run the trains on the guideway and power for auxiliary and housekeeping needs, would be provided by two power distribution system (PDS) substations located along the alignment. The two PDS substations would include one located at the MSF and a second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. However, alternate options are being reviewed with SCE. The primary power supply for the Project would come from SCE via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. The SCE feed would provide a maximum power capacity of 10 million volt-amps and would be supplied via a new underground duct bank from the SCE Inglewood substation to the ITC MSF site where SCE transfer equipment is planned to be located.

Backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station in the event electrical supply is lost.

## 2.6 Public Parking

Additional public parking would be provided as part of the Project at three locations that are proposed for acquisition for use as construction staging areas. After construction, these sites will be improved as public parking lots:

- Approximately 650 parking spaces would be provided in a surface parking lot at the Market Street/Florence Avenue Station along with pick-up 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 80 parking spaces and a shuttle bus pick-up and drop-off area are proposed at the Prairie Avenue/Hardy Street Station. This lot would be used for public parking, Transportation Network Companies (TNCs), and shuttle bus pick-up and drop-off operations during events.

These parking areas will provide public parking needed in the City to support use of the ITC Project, businesses, and the City's efforts to help revitalize the retail areas along Market Street. The ITC Project is designed and intended to extend the transit service provided by the Metro K Line to the major event venues and existing and planned residential and commercial uses in the City, and these parking facilities are proposed to support transit use. On non-event days, the parking is designed to allow the City's residents to become transit riders and use the Metro Rail system, providing local convenient parking adjacent to ITC and Metro K Line. On event days, the City recognizes that many visitors may still drive to the City in search of convenient parking with proximity to commercial uses and access to a direct transportation connection to the City's major event venues. To help with overall traffic congestion and improve circulation on local streets, and to help reduce visitors parking in residential areas, the City proposes to provide parking in proximity to the ITC Project stations and downtown Market Street area. These parking areas will also provide replacement parking for public parking on streets that may be removed as part of the implementation of the ITC Project.

## 3 Regulatory Framework

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Applicable federal cultural resources regulations are summarized below.

### 3.1 National Environmental Policy Act

The National Environmental Policy Act of 1969, as amended (Public Law [P.L.] 91-190, 42 United States Code [U.S.C.] 4321- 4347, January 1, 1970, as amended by P.L. 94-52, July 3, 1975; P.L. 94-83, August 9, 1975; and P.L. 97-258 § 4(b), September 13, 1982), recognizes the continuing responsibility of the federal government to “preserve important historic, cultural, and natural aspects of our national heritage” (§ 101 [42 U.S.C. § 4321], No. 382) and requires that agencies consider the effects of their actions (federal undertakings) on all aspects of the human environment. Federal undertakings (36 CFR 800.16[y]) include projects requiring a federal permit, license, or approval and/or projects receiving federal funding.

### 3.2 National Historic Preservation Act

The National Historic Preservation Act of 1966 (as amended) (54 U.S.C. § 300101 through § 320303) is the cornerstone of the federal cultural resources preservation program, as it sets forth the policy and procedures regarding “historic properties.” It requires federal agencies to take into account the effects of their undertakings, such as construction projects, on historic properties and properties that an Indian Tribe regards as having religious and/or cultural importance (i.e., traditional cultural properties [TCPs]). Direct effects to historic properties are defined as those that come from an undertaking at the same time and place with no intervening cause. Indirect effects to historic properties are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable (ACHP 2019).

Historic properties are defined as any prehistoric or historic districts, sites, buildings, structures, or objects that are included in or eligible for inclusion in the NRHP. To be eligible for inclusion in the NRHP, properties must be significant in American (including state and local) history, architecture, archaeology, engineering, or culture, and generally must be at least 50 years old. Properties must also possess integrity of location, design, setting, materials, workmanship, feeling, or association, and meet at least one of the following criteria (36 CFR Part 60.4):

- A. Are associated with events that have made a significant contribution to the broad patterns of our history
- B. Are associated with the lives of persons significant in our past
- C. Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- D. Have yielded, or may be likely to yield, information important in prehistory or history

TCPs are properties eligible for inclusion in the NRHP based on associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community (Parker and King 1998). TCPs are typically identified through consultation with tribes or other consulting parties as part of the Section 106 process, as outlined in 36 CFR 800.2.

Section 106 of the NHPA (54 U.S.C. § 306108.) requires federal agencies to afford the Advisory Council on Historic Preservation, acting through the State Office of Historic Preservation or the Tribal Historic Preservation Office, a reasonable opportunity to comment on the effects of an undertaking. It does so through consultation, the goal of which is to identify historic properties potentially affected by the undertaking, assess the undertaking's effects on the historic properties, and seek ways to avoid or minimize (through minimization measures) any adverse effects on historic properties.

### 3.3 American Antiquities Act

The American Antiquities Act of 1906 (6 U.S.C. 431-433) establishes a penalty for disturbing or excavating any historic or prehistoric ruin or monument or object of antiquity on federal lands.

### 3.4 Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (16 U.S.C. 470aa et seq.) strengthened protection of archaeological resources on federal and tribal lands. The Archaeological Resources Protection Act also prohibits trafficking in archaeological resources from public and tribal lands and requires notification of affected Native American tribes if archaeological investigations would result in harm to or destruction of any location considered by tribes to have religious or cultural importance. When archaeological investigations are performed under contract to the installation or facility where such sites are located, these contracts serve in lieu of a permit. The implementing regulations are provided in 32 CFR Part 229.

### 3.5 The American Indian Religious Freedom Act

The American Indian Religious Freedom Act of 1978 (P.L. No. 95-341, 92 Stat. 469) requires consultation with Native American groups concerning actions on sacred sites or affecting access to sacred sites. It establishes federal policy to protect and preserve the right to free exercise of religion for American Indians, Eskimos, Aleuts, and Native Hawaiians. It allows these people to access sites, use and possess sacred objects, and to have the freedom to worship through ceremonial and traditional rites. In practical terms, the Act requires federal agencies to consider the impacts of their actions on religious sites and objects that are important to Native Americans, including Alaska Natives and Native Hawaiians, regardless of the eligibility for the NRHP.

### 3.6 Effects Criteria

As mandated by Section 106 of the NHPA, federal agencies must take into account the effects of their undertakings on historic properties, assess the effects, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties (36 CFR 800.1[a]). Effects may be direct, those that may come from the Project at the same time and place with no intervening cause; indirect, those that are caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable; or cumulative (ACHP 2019). For identified historic properties in the APE, the agency shall apply the criteria of adverse effect (36 CFR 800.5[a]). According to federal regulations, "Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" (36 CFR 800.16[i]). The criteria of adverse effect are defined as follows.

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. (36 CFR 800.5[a][1]).

According to 36 CFR 800.5[a][2], examples of an adverse effect on historic properties include, but are not limited to, the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

When the effects of the proposed undertaking do not meet the criteria of adverse effect, then a finding of no adverse effect may be proposed (36 CFR 800.5[b]). If an adverse effect is found, the agency shall act pursuant to 36 CFR 800.6 (36 CFR 800.5[d][2]) to resolve the adverse effect by developing and evaluating alternatives or modifications to the undertaking that "could avoid, minimize or mitigate adverse effects on historic properties" (36 CFR 800.6[a]).

### 3.7 Types of Effects

As stated above, Section 106 defines an effect, including both direct and indirect, as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register [of Historic Places]." In assessing effects, Section 106 states that an adverse effect occurs when "...an undertaking may alter, directly or indirectly, any of the characteristics of a historic property..."

This study considered both direct and indirect effects to historic properties. Physical impacts to historic properties primarily include their alteration or modification. In addition to physical effects, those such as noise, vibration, and visual effects were considered, as they too have the capability to adversely affect historic properties. The thresholds and methods for evaluating noise, vibration, and visual effects/impacts on historic properties are further described in the following sections.

### 3.7.1 Noise Effects

FTA has not established noise thresholds to determine the level of noise that would constitute an adverse effect to historic properties. Further, what constitutes a noise impact under NEPA may or may not be applicable or equivalent to effects on historic properties under Section 106. Under Section 106, an adverse noise effect would occur if it were to alter the characteristics of a historic property that make it eligible for the NRHP or diminish its ability to convey its historic significance (i.e., the property's integrity).

Potential noise effects of the Project were evaluated and presented in the NEPA Noise and Vibration Assessment of the Inglewood Transit Connector Project memorandum (Noise and Vibration Impact Report) (Higginson 2022). However, as noted above, an adverse effect as assessed in the Noise and Vibration Impact Report does not necessarily imply an adverse effect to a historic property for the purposes of Section 106. Therefore, in the analysis presented in this study, noise effects were considered specifically for their ability to affect the significance of historic properties within the APE. In doing so, a property's sense of quiet or solitude as necessary to convey its historic significance was considered as part of the effects.

For construction noise, construction noise levels would not exceed the standard impact criteria. During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA  $L_{eq}$ . During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA  $L_{eq}$ . Therefore, construction activities would not result in an adverse effect related to noise. In addition, the EA includes a detailed Noise Control Plan to control construction noise.

The detailed noise analysis prepared for each of the possible technologies did not identify moderate or severe impacts from transit movements along the alignment. For operational noise, the EA includes a performance standard mitigation measure to ensure that noise levels do not exceed the FTA standards. For the purposes of the analysis presented herein, noise effects would not have the potential to result in damage to historic properties and were considered not adverse. Vibration Effects

Ground-borne vibration generated by construction equipment or project operation has the potential to result in damage to historic properties. Physical damage to a historic property may alter its characteristics such that it is no longer eligible for the NRHP or that its ability to convey its historic significance is diminished. Depending on the nature and extent, physical damage to historic properties due to vibration may constitute an adverse effect under Section 106.

Similar to noise effects, potential vibration effects of the Project were evaluated and presented in the Noise and Vibration Impact Report (Higginson 2022). That study concluded that there are no locations in the APE in close proximity to a historic property where construction or operation of the Project would exceed the FTA-established thresholds for fragile buildings (FTA 2018, Higginson 2022). For construction vibration, potential levels associated with impact pile drivers would be minimized through a Construction Vibration Reduction Plan. For operational vibration, the estimated groundborne vibration levels at the locations nearest to the guideway (within 30 feet) would be approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS. Both levels are well below the criteria for potential damage, which is 90 VdB for buildings extremely susceptible to vibration damage. Therefore, no adverse effect related to land vibration would occur. For the purposes of the analysis presented herein, vibration effects would not have the potential to result in damage to historic properties and were considered not adverse.

### 3.7.2 Visual Effects

The Project has the potential to result in adverse visual effects to historic properties. Adverse visual effects under Section 106 are those that diminish a historic property's integrity, negatively affecting its ability to convey historic significance and hence compromising its eligibility for historic designation. Examples of such potential effects include the introduction of elements into the setting of a property and the alteration of the viewsheds to and from a historic property.

Determining why a property is significant and understanding what characteristics make it so are essential to assessing visual effects. For the purposes of the analysis presented in this study, the existing relationship of a historic property to its current setting and the reason for its significance and character-defining features were first identified. The setting of a historic property may or may not contribute to its significance and, therefore, the visibility of the Project from a given historic property may or may not result in an adverse effect. Visual effects were analyzed for their ability to diminish a property's integrity of setting, if in fact setting is essential in a given property's ability to convey significance.

## 4 Properties Determined Eligible

The following section presents the results of the Archaeological Resources Assessment for the Inglewood Transit Connector Project (Archaeological Resources Assessment) (ICF 2022) and the Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project (Historic Property Survey Report) (ICF and Rincon Consultants 2022); these two reports provide the basis for the effects analysis contained in Section 5. Combined, these reports consisted a search of the California Historical Resources Information System (CHRIS), Native American and local interested party Section 106 outreach, archival and background research, and archaeological and built environment surveys.

The Archaeological Resources Assessment did not identify any archaeological resources within the portions of the APE subject to ground disturbance. The Historic Property Survey Report identified four properties within the APE which are listed or determined eligible for listing in the NRHP and are therefore considered historic properties for the purposes of Section 106 of the NHPA. These four historic properties are described in further detail below. For a thorough description of survey methodology and findings refer to the Archaeological Resources Assessment (ICF 2022) and Historic Property Survey Report (ICF and Rincon Consultants 2022).

### 4.1 NRHP-Listed Properties

Two NRHP-listed properties are present in the APE. They are summarized in Table 1 and briefly described below. See Historic Property Survey Report (ICF and Rincon Consultants 2022) for NRHP Nomination Forms and DPR Update 523 Forms for these properties which include a detailed summary of the character-defining features and integrity.

**Table 1 NRHP-Listed Properties in the APE**

Name and Address	Year Built	Status Code	NRHP Criteria	Notes
Fox Theatre, Inglewood 115 N. Market Street	1949	1S	C	Theater building designed by S. Charles Lee, architect and Carl G. Moeller, designer in the Skouras style
The Forum 3900 W. Manchester Boulevard	1967	1S	C	Multi-functional venue designed by Charles Luckman & Associates in the New Formalist style

Status Code 1S – Individually listed in the NRHP by the Keeper. Listed in the CRHR.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

### 4.1.1 Fox Theatre

The Fox Theatre Inglewood is a theatre venue in Inglewood (Figure 3). It was listed on the NRHP on January 14, 2013, at the local level of significance under Criterion C; the period of significance is 1949. The Fox Theatre Inglewood represents an excellent example of work by Master Architect S. Charles Lee and Master Designer, Carl G. Moeller in the Skouras Style. The Skouras Style has minimal ornamentation but references traditional forms to strike a balance of tradition and novelty with elements of Art Deco, Streamline Moderne, Art Nouveau and Rococo. The boundaries for the Fox Theatre Inglewood include the building's parcel (APN: 4021-008-006). Character-defining features include rectangular plan; symmetrical elevation; projecting and wide, angled marquee; tower pylon rising above the marquee, complete with knife blade-like shape flanked by a stepped-down wall with smooth, low-relief Moderne-style volutes; and flat wall panels flanking the tower.

**Figure 3 Fox Theatre Inglewood, East Elevation View Facing Northwest**



Source: ICF 2022

## 4.1.2 The Forum

The Forum is a multi-functional entertainment venue located in Inglewood (Figure 4). Listed in the NRHP on September 24, 2014, at the local level of significance under Criterion C; its period of significance is 1967. The Forum’s historic property boundary includes the building footprint, plus the surface parking lot that surrounds it. The property is bound by Manchester Avenue to the north, Kareen Court to the east, Pincay Drive to the south, and S. Prairie Avenue to the west.

The Forum is significant as an excellent example of architect Charles Luckman and Associates’ work in the New Formalist style. The building’s character-defining features include concrete construction; symmetrical composition; circular plan; temple-like, three-part massing with a base or plinth that acts as exterior circulation, a tall, 80-column-and-arch arcade, and deep overhanging inverted scalloped eaves; the 80 smooth, simple columns that arch at the eaves to form the arcade; double doors set at the base-level in regular intervals to support prompt egress to and from the interior; original stairs and ramps between the parking lot and base; and central location on an open site with high visibility from adjacent streets and properties.

**Figure 4 The Forum, West Elevation, View Facing East**



Source: ICF 2022.

## 4.2 NRHP-Eligible Properties

The FTA has determined that two properties, the Holy Faith Episcopal Church, and the Inglewood Park Cemetery, are eligible for listing in the NRHP as a result of this study (Figure 2). See Appendix D of Historic Property Survey Report (ICF and Rincon Consultants 2022) for the DPR 523 Forms for these properties, which include detailed summaries of their character-defining features and integrity.

**Table 2 NRHP-Eligible Properties in the APE**

Name and Address	Year Built	Status Code	NRHP Criteria	Notes
Holy Faith Episcopal Church 260 N. Locust Street	1914; 1959; 1959	2S2	A and C	Designed by architect Philip Frohman in the Neogothic style
Inglewood Park Cemetery 720 East Florence Avenue	1905	2S2	A and C	A “landscape lawn plan”–style planned, large-scale community-oriented cemetery with constructed landscape features and containing quality examples of buildings and structures rendered in various early and mid-twentieth century architectural styles.

Status Code 2S2 – Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR.

NRHP Criterion A- Associated with events that have made a significant contribution to the broad patterns of our history.

NRHP Criterion C- Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

### 4.2.1 Holy Faith Episcopal Church of the Holy Faith

The FTA has determined the Holy Faith Episcopal Church (Church of the Holy Faith) (Figure 5) is NHRP-eligible under Criterion A, with a period of significance of 1914–1959, and Criterion C, with a period of significance of 1959. The property meets Criterion Consideration A for religious properties because it derives its significance from historic and architectural importance, not religious importance. It served the community in a variety of ways and represents growth and population changes in Inglewood throughout the first half of the twentieth century. It is significant at the local level. Holy Faith Episcopal Church is an excellent example of an early, institutional development in Inglewood that adapted with the community over time and is an excellent example of Late Gothic Revival architecture by the work of master architect Philip Frohman. The property boundary is the church’s footprint.

Character-defining features of the Late Gothic Revival building include double-cruciform plan; combination of cast stone and smooth stucco cladding, with stained glass and red clay tiles as additional materials; flat walls with engaged stepped buttresses, common for Gothic architecture; foundation with horizontal coursing; parapet along east and west rooflines and at the entrances, raised above the medium-pitched gabled roofs with no overhanging eaves; copper steeple; lancet arches used for fenestration, including pointed arched entryways, windows, and louvered vents; pairs of wooden doors with oversized iron hinges and iron bolts with either a stained glass or a wood panel tympanum above; small stained glass windows set singularly or in pairs; medium and large stained glass windows set within elaborate bar tracery found on the north and south elevations; extra-large stained glass windows set into the east and west elevation walls, including additional, elaborate bar tracery to match the patterns found on the north and south elevations, all set above a blind arcade; set of three pedimented windows on the west elevation, located below the elevation’s extra-large window; access to entrances provided by a low, wide staircase; quoins and/or drip molds to embellish fenestration; small metal sculpture located in an alcove, centered just below the gabled roofline, with a metal cross rising from the gable end; and multi-sided metal and glass light fixtures that accompany entryways.

**Figure 5 Holy Faith Episcopal Church, North and West Elevations, View Facing Southeast**



Source: ICF 2022.

## 4.2.2 Inglewood Park Cemetery

The FTA determined the Inglewood Park Cemetery (Figure 6) is NRHP-eligible under Criterion A, with a period of significance of 1906–1915, and under Criterion C, with a period of significance of 1906–1915 and 1933–1970. It meets Criterion Consideration D for cemeteries because it contains graves of persons of transcendent importance, including some of the South Bay region’s earliest settlers, a number of Civil War veterans, and many of Los Angeles’s most prominent African American residents, including singers Ray Charles, Ella Fitzgerald, and Etta James; boxer Sugar Ray Robinson; architect Paul R. Williams; and former Los Angeles Mayor Tom Bradley. It is significant at the local level. The Inglewood Park Cemetery has significant associations with the early twentieth century period of development of the City of Inglewood and is an early local example of a planned, large-scale, community-oriented cemetery; furthermore, the cemetery is an example of a “landscape lawn plan”–style cemetery with constructed landscape features and containing quality examples of buildings and structures rendered in various early and mid-twentieth century architectural styles. The property boundary is the six parcels (4012-021-900, 4012-031-018, 4012-031-027, 4012-031-929, 4012-031-930, and 4012-032-908) that comprise the cemetery.

Character-defining features include the two story Spanish Revival Administration Building (Superintendent Residence), the Romanesque-style Grace Chapel, the neo-classical Inglewood Mausoleum, the Spanish-Colonial inspired WPA Moderne Mausoleum of the Golden West, the Mediterranean Revival influenced Chapel of Chimes, the Colonial Revival Inglewood Park Cemetery Mortuary, and the Mission Revival Capistrano Garden Mausoleum; the north entrance gates and walls; the curvilinear drives in the northern part of the property; and the cemetery’s overall “landscape lawn plan.”

**Figure 6 Inglewood Cemetery, View North**



Source: ICF 2022.

## 5 Effects Analysis

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### 5.1 Archaeological Effects

No archaeological resources were identified through the cultural resources records search, research, field surveys, or tribal consultation. Based on the work completed, no archaeological resources were identified in the ground-disturbance portions of the APE; therefore, there are no effects on known archaeological resources within portions of the Project APE subject to construction-related ground disturbance.

To account for the possibility of unanticipated archaeological discoveries, recommendations are provided in Section 6 that would reduce potential adverse effects on archaeological resources inadvertently discovered during Project construction.

### 5.2 Built Environment Effects

According to Section 106, adverse effects to historic properties are determined by applying the Criteria of Adverse Effects, which are included below for reference.

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR Section 800.5).

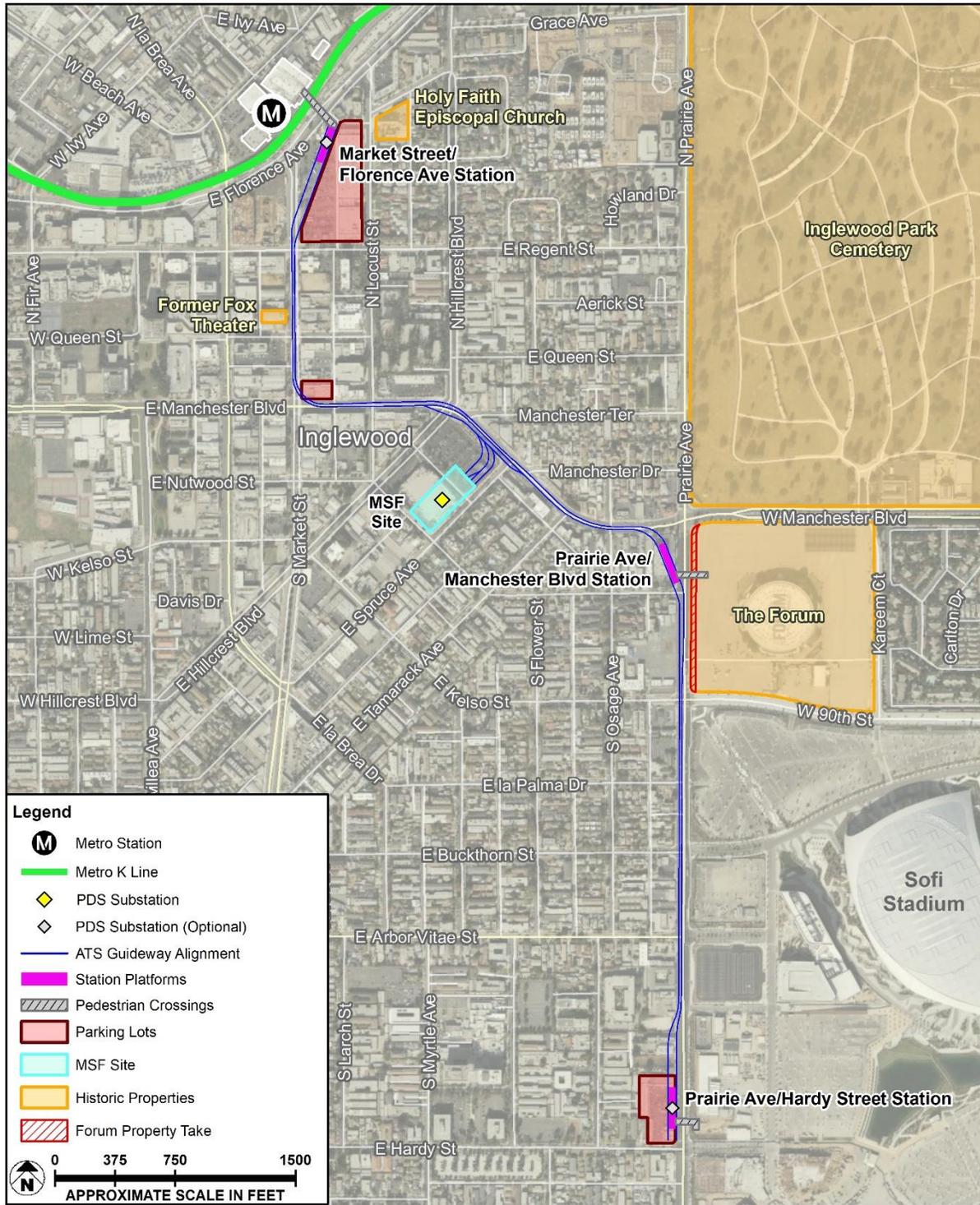
As indicated by 36 CFR Section 800.5, adverse effects to historic properties include but are not limited to the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

- (vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The undertaking currently proposed includes the construction and operation of an elevated dual track guideway system supported by column bents. Supporting features include the construction and operation of three rail stations, three permanent parking lots that will also serve as construction staging areas, elevated station pedestrian bridges, associated street improvements, a Maintenance Storage Facility (MSF) and a Power Distribution System Substation (PDSS). There are four historic properties within the APE that have the potential to be adversely affected by the proposed undertaking (Figure 7). The following section describes the Criteria of Adverse Effects as they relate to the applicable project elements with the potential to cause an adverse effect on the four historic properties within the APE. Construction and operation of the MSF and the surface parking lot at 150 S. Market Street are not within the vicinity of any historic properties and will not be analyzed further, as there is no potential for these project elements to cause a direct or indirect effect to a historic property.

**Figure 7 Project Elements and Historic Properties**



Source: Terry Hayes and Associates 2022.

## 5.2.1 Fox Theatre, 115 N. Market Street

### Map Reference No. 2

#### *Project Activities in the Vicinity of the Property*

There are no construction or operational project related elements within the boundary of the historic property. Project elements within the vicinity of the Fox Theatre property include the construction and operation of the elevated guideway and street beautification improvements along Market Street. There are no other project elements within the vicinity of the historic property that could adversely affect the Fox Theatre. The Project would be constructed in an elevated guideway that would run south down the center of Market Street within the public right-of-way for approximately 0.35-miles from East Florence Avenue before turning east onto Manchester Boulevard. The only other project elements within the vicinity of the historic property include the addition of streetscape elements, including street trees and street furniture. The Fox Theatre would face east towards the elevated guideway. The Project would introduce a new permanent visual element within the center of Market Street, the elevated guideway structure and the single column supports.

#### *Assessment of Effects*

The Criteria of Adverse Effects was applied for each proposed project activity that will occur in the vicinity of the Fox Theatre, to analyze the potential effects.

(i) Physical destruction of or damage to all or part of the property

The Project will not result in physical destruction of any part of the property.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines

The Project will not result in any alteration of the property.

(iii) Removal of the property from its historic location

The property will not be physically removed from its historic location as a result of the Project.

(iv, v) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

As summarized above, the project will construct an elevated guideway on support columns within the public right-of-way of Market Street. The Fox Theatre Inglewood is located on the west side of Market Street, adjacent to the elevated guideway. The project will not physically alter the Fox Theatre and it will remain in-situ with no changes to its physical character-defining features. The Project would introduce new permanent visual elements to the surrounding setting of the historic property consisting of the elevated guideway as well as street enhancements including trees and seating. The elevated guideway will alter the existing setting as it will pass directly in front of the Fox Theatre building, however the guideway and its supporting columns will be designed in a manner that will allow for minimally interrupted views of the historic property. Design features have been

incorporated into the project to ensure that the project does not obscure important character-defining features, including the sign pylon or spatial relationships that would cause an adverse effect to the Fox Theatre; these include the height of the guideway in front of the Fox Theater, removal of columns in front of and adjacent to the Fox Theatre and the horizontal separation between the Fox Theatre and the guideway.

The elevation and distance of the guideway from the façade of the Fox Theatre would be sufficient for the guideway to visually clear the top of the façade when viewed from Market Street (Figure 8 and Figure 9). At the Fox Theatre, and for 100 feet on either side of the Fox Theatre building, the guideway elevation would be a minimum of 52 feet from grade in order to maintain unobstructed views of the pylon sign and front façade of the building. The Fox Theatre's main volume is approximately 38 feet from grade, with its vertical sign pylon – a key character-defining feature, reaching a height of approximately 70 feet. The guideway would have a width of approximately 32 feet and would be supported by single round columns in the median of Market Street with a diameter of 8 feet, to avoid visual obstructions at street level. No columns will be placed in front of or immediately adjacent to the Fox Theatre, to allow for a greater distance between the elevated guideway and the historic property, maintaining as much open space as possible and keeping intact its visual setting. The horizontal distance from the edge of the guideway to the building façade is approximately 28 feet, and the distance from the guideway to the marquee is approximately 17 feet from the Fox Theatre property. The guideway would be constructed of exposed neutral colored concrete or similar with tapered edges to reduce perceived massing. Overall, the guideway would be simple, clean, and respectful of the surrounding environment. The incorporation of streetscape elements including street trees and street furniture would serve to improve the visual character within the Market Street Segment.

The addition of the project-related visual elements from both construction and operation of the Project would not diminish the property's most critical aspects of integrity. The Fox Theatre Inglewood derives its significance for its architecture, and its most important aspects of integrity are design, workmanship, and materials. Designed in the Skouras Style, the theatre structure features minimal ornamentation but references traditional forms with elements of Art Deco, Streamline Moderne, Art Nouveau and Rococo. Character-defining features include rectangular plan; symmetrical elevation; projecting and wide, angled marquee; tower pylon rising above the marquee, complete with knife blade-like shape flanked by a stepped-down wall with smooth, low-relief Moderne-style volutes; and flat wall panels flanking the tower. The project will impact the setting of the Market Street; however, the project design features ensure that this will be minimal and the Fox Theatre would retain its overall integrity and continue to convey its historic significance as a historic property. The scale, massing, and overall composition of the historic theater would remain readily discernable, despite setting changes resulting from the proposed Project.

The property is not subject to any temporary or permanent easements or displacement as part of the undertaking. There are no additional at-grade features in the vicinity of the historic property. Construction activities would primarily occur within the Market Street right-of-way and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. While temporary, the addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction. Construction and Operational noise and vibration levels related to the elevated guideway, and streetscape improvements would not exceed the FTA thresholds near the property (FTA 2018; Higginson 2022), thus resulting in no substantial

atmospheric or audible elements that would diminish the integrity of the historic property and its character-defining features.

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

The Project will not result in neglect or deterioration of the property.

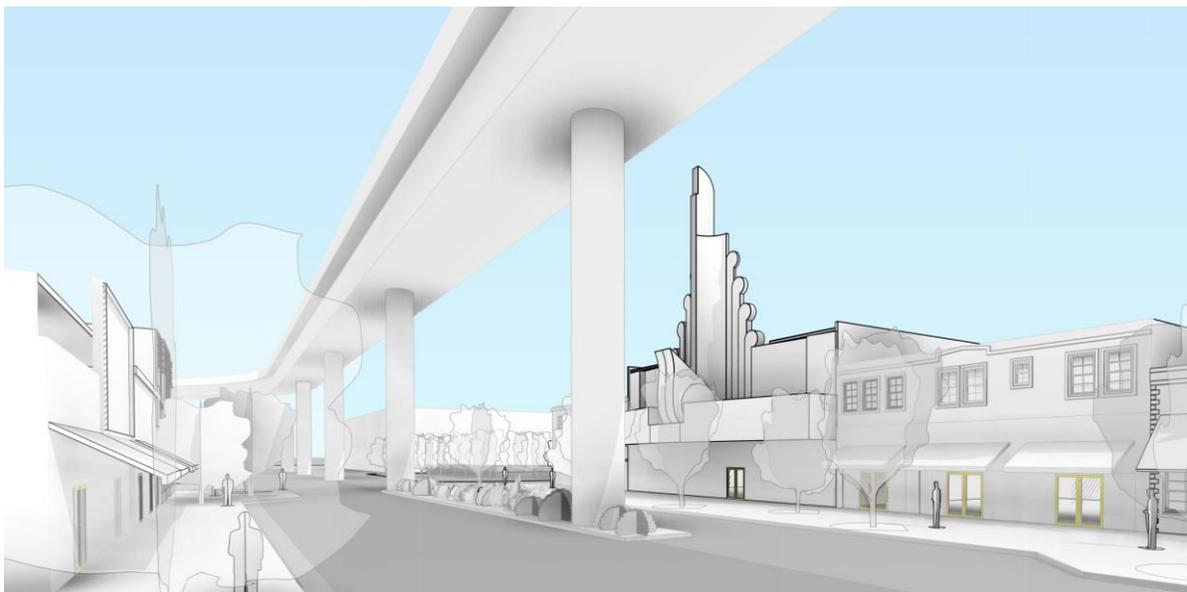
- (viii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Project will not result in the transfer, lease, or sale of Federal property.

### *Summary of Effects*

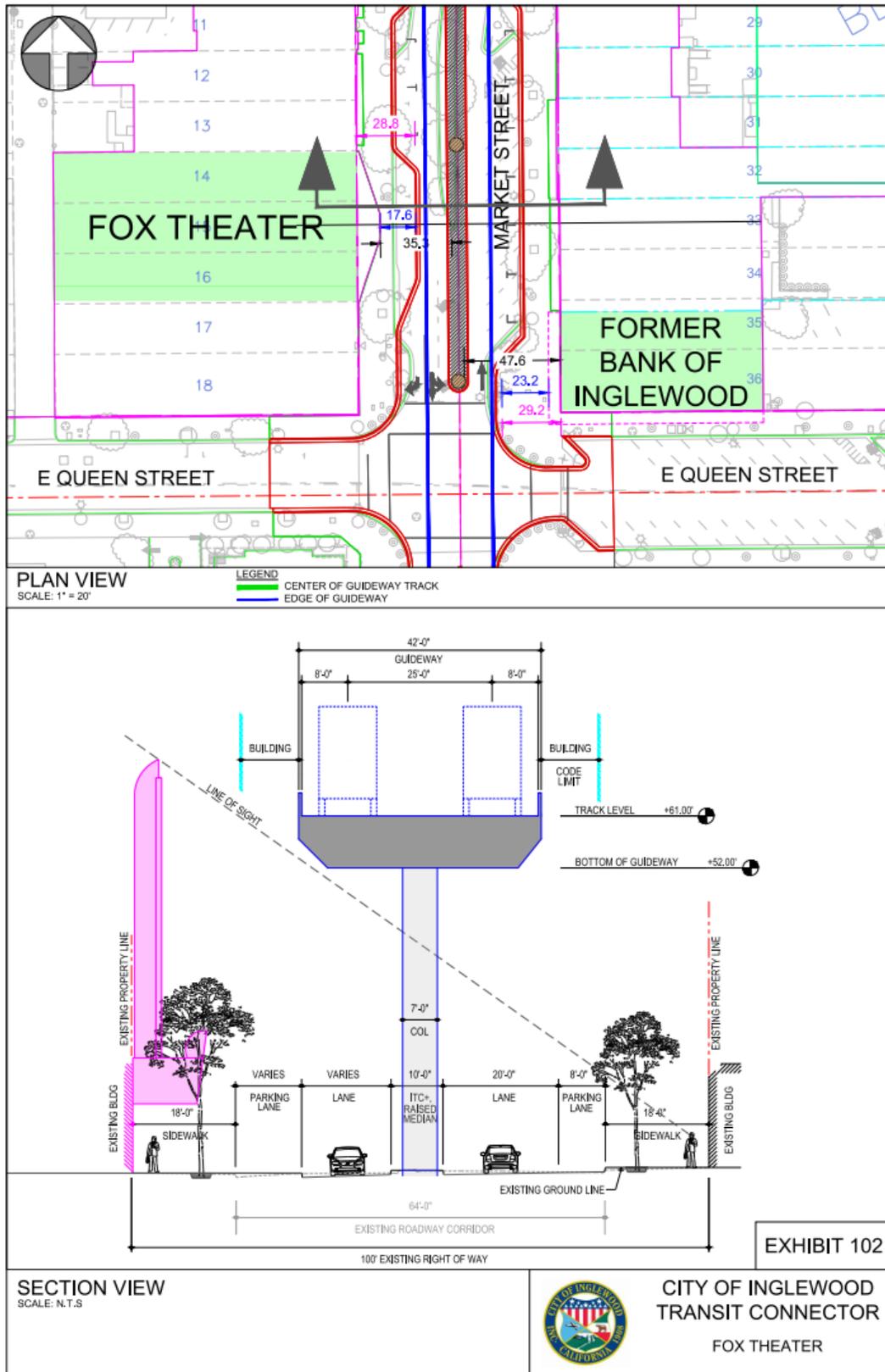
The architectural features from which the property derives its significance will not be impacted by the changes to the setting. The proposed changes would not compromise or alter any of these contributing elements or affect the Fox Theatre such that it would no longer retain its historic character. The Project would result in a Section 106 finding of no adverse effect to historic properties for the Fox Theatre.

**Figure 8 Project Rendering of Fox Theater from Market Street**



Source: City of Inglewood 2022.

**Figure 9 Plan View and Elevation Views of Project at Fox Theater**



Source: City of Inglewood 2022.

## 5.2.2 The Forum, 3900 Manchester Boulevard

### Map Reference No. 56

#### *Project Activities in the Vicinity of the Property*

The Forum is located at the center of a large parcel at the southeast corner of Manchester Boulevard and Prairie Avenue, surrounded by a large, open parking lot. The Project would be constructed in an elevated guideway that would run down the center of Manchester Boulevard within the public right-of-way for approximately 0.50-miles, between Market Street and Prairie Avenue. It will then head south at Prairie Avenue and continue for another 0.75-miles, terminating north of Century Boulevard and Hardy Street. The Project will require realignment of Prairie Avenue and traffic lanes will be relocated to the east to accommodate the elevated guideway columns and maintain sidewalks. This lane configuration will result in a sliver acquisition of approximately 30-feet of the western edge of the Forum property. Project elements within the footprint of the Forum property include a sliver acquisition of the parking lot and construction of a connecting pedestrian bridge from the Forum (within the acquisition area) which will connect to the Prairie Avenue/Manchester Boulevard Station. Within the vicinity of the Forum, project elements include the elevated guideway, the Prairie Avenue/Manchester Boulevard Station, and a Power Distribution System (PDS) located at the station. The station and PDS will be located across Prairie Avenue, to the west of the Forum. There are no other project elements within the vicinity of the historic property that could adversely affect the Forum.

#### *Assessment of Effects*

The Criteria of Adverse Effects was applied for each proposed project activity that will occur in the vicinity of the Forum, to analyze the potential effects.

- (i and ii) Physical destruction of or damage to all or part of the property; Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines

The elevated guideway will require traffic lanes along Prairie Avenue and the western sidewalk to be relocated to accommodate the elevated guideway columns. This adjustment will also require a sliver acquisition, roughly 1-acre (up to 30 feet in width) of the entire length of the Forum western edge of the parking lot that faces Prairie. This acquisition will remove the first row of parking spaces (approximately 105 spaces) at this edge of the Forum property. The acquisition is needed to support the realignment of Prairie Avenue and its western sidewalks, to accommodate the elevated guideway columns and the elevated pedestrian bridge which connects to the station located across Prairie Avenue, to the west of the Forum. The acquisition would result in a permanent change to the Forum property; however, no adverse effect would result. The current Forum property is approximately 29-acres; the acquisition will result in a loss of parking spaces and an overall reduction in size of the property itself; the 30-foot-wide sliver acquisition will constitute approximately one-acre, resulting in a less than 3.5% reduction of the total acreage of the property. The current distance from Prairie Avenue to the western edge of the Forum building is less than 280 feet. The acquisition would reduce this to less than 250-feet, a reduction of less than 11% of the distance between road and building. This reduction in size of the property will not result in an adverse effect. Despite the change in the overall dimensions of the Forum property, the parking lot

will retain its overall character as a large, open area paved parking lot which surrounds the Forum building on all elevations. The Forum's central location on an open site and high visibility from adjacent streets and properties is considered a character-defining feature of the property. The property acquisition would be limited to a minor segment of the parking lot at the perimeter of the property and would not negatively affect the property's open site character such that it would no longer read as an open site. Additionally, the project would not significantly alter any of the property's other character-defining features, which are largely tied to the historic building itself and include its circular plan, temple-like massing, column-and-arch arcades, and deep overhanging inverted scalloped eaves. Therefore, the reduction of the parking lot and addition of the bridge access would not diminish the property's integrity of location, design, materials, workmanship, feeling, and association, and the easement will not result in an adverse effect to the Forum property.

(iii) Removal of the property from its historic location

The property will not be physically removed from its historic location as a result of the Project.

(iv and v) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

The Forum is located to the southeast and east of the proposed elevated guideway where the proposed guideway would pass from Manchester Boulevard to the south on Prairie Avenue. The Project would introduce a new permanent visual element along this roadway; the Prairie Avenue right-of-way centerline is approximately 400 feet to the west of the Forum. The guideway would reach a maximum height of 60 feet and will be constructed of exposed neutral colored concrete or similar with tapered edges to reduce perceived massing. Overall, the guideway would be simple, clean, and respectful of the surrounding environment. The guideway would have a maximum width of approximately 75 feet and would be supported by up to three straddle bent columns in the median of Prairie Street. Monument signage associated with the Forum would continue to be visible from all directions.

The elevation and distance of the guideway from the Forum would be sufficient for the Forum to be visible when viewed from Prairie Avenue or Manchester Boulevard, despite some minor interruptions of views by the station, guideway, and columns, which will introduce new visual elements to the existing setting. The guideway would be visible from the Forum as it heads south on Prairie Avenue from the Prairie Avenue/Manchester Boulevard Station.

The Prairie Avenue/Manchester Boulevard Station would be situated on a property that would be acquired by the City, located at the southwest corner of Prairie Avenue and Manchester Boulevard, across the street from the Forum. The Station would be up to 80 feet in height, 75 feet in width, and would have a 200-foot-long platform. The design of the Prairie Avenue/Manchester Boulevard Station would be similar to the other stations, and will feature a sleek, horizontal station design with a distinctive, modern style to enhance the aesthetic appearance of the structures and the identity of the proposed Project. The stations would include ground, mezzanine, and platform levels. The station exteriors would be composed of exposed concrete with a light-colored canopy material. The light-colored canopies would be the dominant architectural feature providing shade and protection from inclement weather while allowing for natural ventilation and daylight. Vertical circulation elements including escalators, stairs, elevators, and associated enclosures would be constructed using transparent glass to contribute to a modern exterior while allowing unobstructed views from

all sides. Wherever possible, transparent screen walls and railings of the appropriate height would be integrated as part of the stations to enhance the appearance of the stations and integrate the structures with their surroundings. Where transparent materials cannot be used, a neutral color palette would be used to add to the modern style of the station. Surface materials used for the station would be resistant to graffiti and vandalism to prevent deterioration and unsightly views of the exteriors. The design of the station will complement the new surrounding development along Prairie Avenue to visually integrate the proposed Project with the surrounding area.

Construction and operation of the new station would provide a connection to the Forum via an elevated pedestrian bridge, which would be constructed within the 30-foot-wide acquisition area along the property's western edge. The elevated pedestrian walkway will be approximately 65 feet in height, 30 feet in width and 160 feet in length. The elevated pedestrian walkway would be designed to visually integrate with the Station; it will be situated at the mezzanine level, will be simple in design and form to deliver functionality and protect passengers from inclement weather. The exterior of the walkway, elevators and associated enclosures would be constructed with transparent material to the extent feasible to provide a contemporary and appealing aesthetic while providing as much natural daylight and unobstructed views for pedestrians. Neutral tones would be used in areas of the structures where transparent material cannot be used to further integrate the elevated passenger walkways with the surrounding stations and guideway structures. Visually unobstructive barriers would be integrated into walkway design to ensure both pedestrian and roadway safety. The PDS would be situated within the station footprint and would be approximately 30 feet wide and 100 feet long. It will reach a maximum of 20 feet in height.

The Forum property is significant for its association with master Architect Charles Luckman and Associates' and its New Formalist design. The property's character-defining features are largely tied to its architectural character which includes its symmetrical, circular concrete plan, its column and arch arcades and temple-like massing. None of these architectural features will be physically altered or significantly obstructed by the project as the building will be situated nearly 250 feet away from the nearest project elements. The property's character-defining features also include its central location on the site, surrounded by the open parking lot and visibility from its surroundings. The Project would introduce new permanent visual elements to the historic property and its vicinity, consisting of the elevated guideway, new station and PDS, grade-level streetscape elements and connecting elevated pedestrian walkway. The guideway would be visible from the Forum as it heads south on Prairie Avenue from the Prairie Avenue/Manchester Boulevard Station. Up to three straddle bent columns would also be visible from the Forum. The elevated guideway blends with the alignment of Prairie Avenue and would not present a substantial visual change given the degree of new development along Prairie Avenue and the existing event venues and associated parking facilities. The proposed station will be located on private property, across the street to the east of the Forum property and will be designed to be complimentary to the surrounding vicinity. The elevated pedestrian bridge would enter the parking lot surrounding the Forum at a location approximately 300 feet west of the building. The elevated guideway and pedestrian bridge would affect some motorist views of the Forum from Prairie Avenue and Manchester Avenue west of Prairie Avenue; however, these project features would not entirely obscure views of the Forum from these areas and the project would add new views of the Forum from the guideway and pedestrian bridge. Additionally, views of the Forum will be maintained from the north, east, and south of the Forum property, ensuring the property's visibility from multiple vantage points including the adjacent streets and properties, a character-defining feature of the property, remains intact. The Forum would therefore retain its integrity and continue to convey its historic significance as a historic property.

There are no additional at-grade features in the vicinity of the historic property. Construction activities would primarily occur within the Prairie Avenue right-of-way, and the station lot across the street on private property. The only construction activities that would occur within a small portion of the Forum parking lot are for the street and sidewalk realignment and the pedestrian bridge, approximately 250 feet west from the structure. Construction activities and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. The temporary construction activities within this acquisition area of the Forum property would not permanently alter or diminish the property's historic integrity. Construction and Operational noise and vibration levels related to the elevated guideway, pedestrian bridge and streetscape elements would not exceed the FTA thresholds near the property (FTA 2018; Higginson 2022).

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

The Project will not result in neglect or deterioration of the property.

- (i) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Project will not result in the transfer, lease, or sale of Federal property.

#### *Summary of Effects*

The Project would not alter any of the characteristics of the Forum that qualify it for listing in the NRHP and would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. The Project would result in a Section 106 finding of no adverse effect to historic properties for the Forum.

### 5.2.3 Holy Faith Episcopal Church, 260 N. Locust Street

#### **Map Reference No. 2**

##### *Project Activities in the Vicinity of the Property*

There are no construction or operational project related elements within the boundary of the historic property. The property is not subject to any temporary or permanent easements or displacement. The Project would introduce a new permanent visual element along Locust Street that includes the Market Street Florence Station and parking lot, elevated pedestrian bridge connecting across Florence Avenue to the Metro K-Line Station and the elevated guideway structure.

##### *Assessment of Effects*

The Criteria of Adverse Effects was applied for each proposed project activity that will occur in the vicinity of the Holy Faith Episcopal Church, to analyze the potential effects.

- (i) Physical destruction of or damage to all or part of the property

The Project will not result in physical destruction of any part of the property.

- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines

The Project will not result in any alteration of the property.

- (iii) Removal of the property from its historic location

The property will not be physically removed from its historic location as a result of the Project.

- (iv and v) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

The Project would have no adverse effects to the Holy Faith Episcopal Church property. The Project would not result in any physical alterations or damage to the property. The Project would introduce new permanent visual elements consisting of the Market Street Florence Station and parking lot, elevated pedestrian bridge connecting across Florence Avenue to the Metro K-Line Station and the elevated guideway structure (Figure 10).

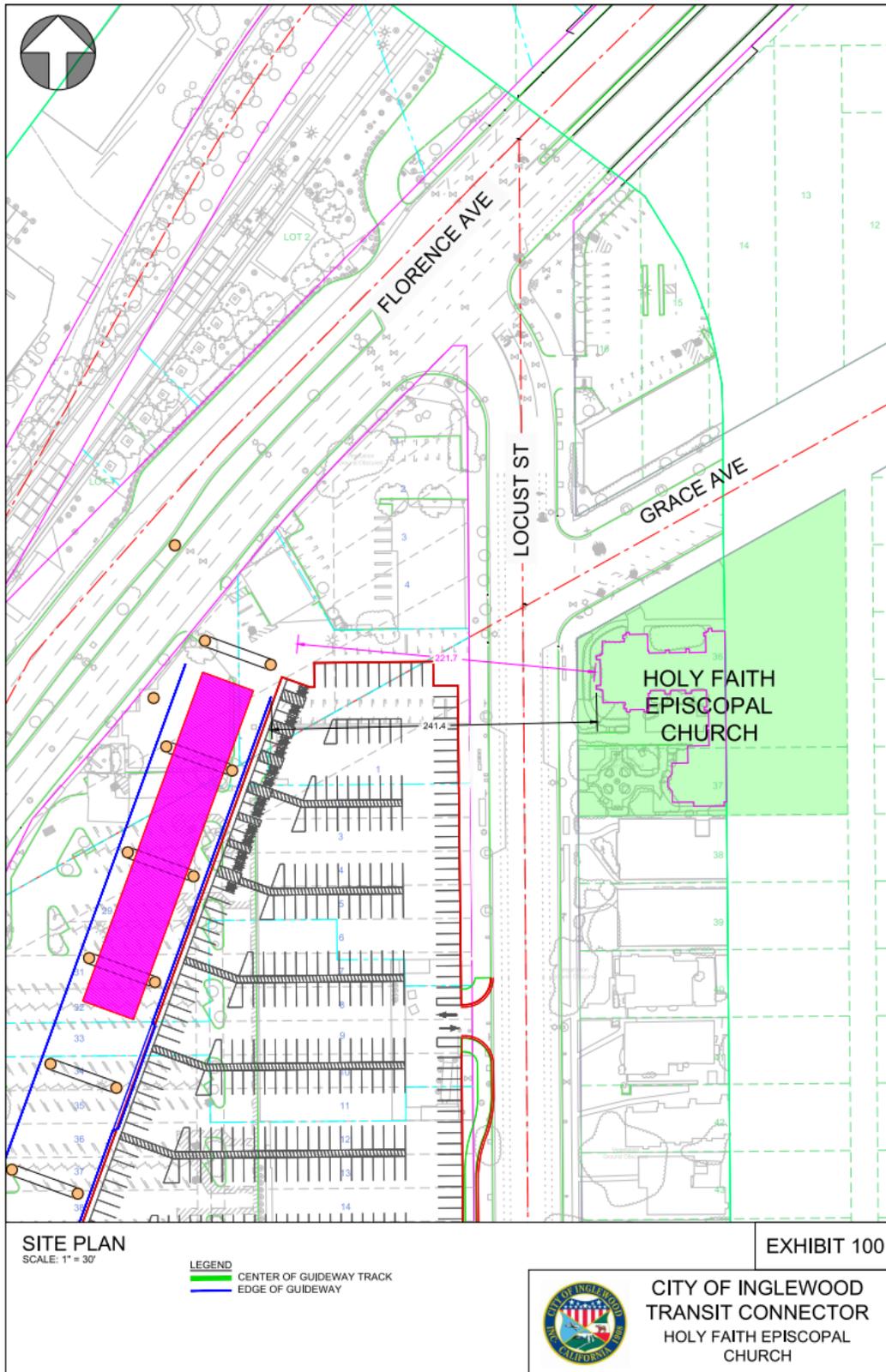
To the west of the church property, Project activities would occur within a roughly 7-acre sized area, situated between Florence Avenue to the north, Locust Street to the east, Market Street to the west and Regent Street to the south. The Project's elevated guideway, the Market Street/Florence Avenue Station and a pedestrian bridge above Florence Avenue connecting to the Metro K-Line Station would be constructed within this area. The station, elevated guideway and pedestrian bridge would be constructed to be exposed neutral colored concrete or similar, in a manner that is simple, clean, and respectful of the surrounding environment. The station would also include a surface level parking lot with 650 spaces. This parking lot/station property would also serve as a pick-up/drop-off area and staging area during project construction.

The Holy Faith Episcopal Church faces west towards the proposed Market Street/Florence Avenue Station and parking lot. The station will be three levels, including ground, mezzanine and platform and include vertical transportation elements (stairs, escalators, and elevators). It will reach a maximum of 80 feet in height from grade to the top of the platform canopy and be approximately 75 feet wide and 200 feet in length. The elevated guideway would reach a maximum height of 75 feet and would run from the Market Street/Florence Avenue Station, down the center of Market Street within the public right-of-way.

The elevated pedestrian walkway would connect travelers from the Metro K-Line Station to the elevated guideway Market Street/Florence Avenue Station. The elevated pedestrian guideway will be approximately 65 feet in height, 30 feet in width and 280 feet in length. It will connect at the mezzanine level.

The final Project would not result in a visual obstruction of the Holy Faith Episcopal Church property; all of the Project elements would be across Locust Street to the west of the Church and designed in a manner that allows for continued views of the structure along Locust Street. The proposed Project

Figure 10 Plan View of Project at the Holy Faith Episcopal Church



Source: City of Inglewood 2022.

would introduce new vertical features, however the addition of the project-related visual elements from both construction and operation would be on the opposite side of Locust Street from the historic property and therefore would not diminish the property's integrity of setting, feeling, or association, or detract from the character of the area. The scale, massing, and overall composition of the historic church would remain readily discernable, despite some change of setting resulting from the proposed Project. Holy Faith Episcopal Church would therefore continue to convey its historic significance as a historic property. Construction activities would primarily occur within the Market Street right-of-ways and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. The addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction.

The historic property is not subject to any Project-related temporary or permanent easements or displacement. Construction and operation of the Market Street Florence Station and parking lot, elevated pedestrian bridge connecting across Florence Avenue to the Metro K-Line Station and the elevated guideway structure are not anticipated to cause any noise or vibration effects to the Holy Faith Episcopal Church property. Construction and operational noise and vibration levels related to the parking lot and station would not exceed FTA thresholds (FTA 2018; Higginson 2022).

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

The Project will not result in neglect or deterioration of the property.

- (i) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Project will not result in the transfer, lease or sale of Federal property.

### *Summary of Effects*

The Project would not alter any of the characteristics of the Holy Faith Episcopal Church property that qualify it for listing in the NRHP and would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. The Project would result in a Section 106 finding of no adverse effect to historic properties for the Holy Faith Episcopal Church property.

## 5.2.4 Inglewood Park Cemetery, 720 East Florence Avenue

### **Map Reference No. 1**

#### *Project Activities in the Vicinity of the Property*

There are no construction or operational Project-related elements within the boundary of the historic Inglewood Park Cemetery property. The property is not subject to any temporary or permanent easements or displacement. The Project would introduce a new permanent visual element along Manchester Boulevard and Prairie Street: the elevated guideway that would run along the center right-of-way. The Project would be constructed in an elevated guideway that would

run down the center of Manchester Boulevard within the public right-of-way for approximately 0.50-miles, between Market Street and Prairie Avenue. It would then head south at Prairie Avenue and continue for another 0.75-miles, terminating north of Century Boulevard and Hardy Street. The Inglewood Cemetery is located at the northeast corner of Manchester Boulevard and Prairie Avenue, on a 200-acre property surrounded by a concrete wall (Figure 11).

### *Assessment of Effects*

The Criteria of Adverse Effects was applied for each proposed project activity that will occur in the vicinity of the Inglewood Park Cemetery, to analyze the potential effects.

- (i) Physical destruction of or damage to all or part of the property

The Project will not result in physical destruction of any part of the property.

- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines

The Project will not result in any alteration of the property.

- (iii) Removal of the property from its historic location

The property will not be physically removed from its historic location as a result of the Project.

- (iv and v) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance, Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

The Project would have no adverse effects to the Inglewood Park Cemetery property. The Project would not result in any physical alterations or damage to the property. The Project would introduce a new permanent visual element along this roadway, which would be visible from within the southwestern portion of the cemetery property. The guideway would reach a maximum height of 60 feet and would be constructed of exposed neutral colored concrete or similar material with tapered edges to reduce perceived massing. Overall, the guideway would be simple, clean, and respectful of the surrounding environment. The guideway would have a maximum width of approximately 75 feet and would be supported by up to three straddle bent columns in the median of Prairie Street.

The final Project will not result in a visual obstruction of the Inglewood Park Cemetery property as the Project would be limited to the area adjacent to the southwestern portion of the historic property and would be designed in a manner that allows for continued views of the property along Prairie Street. The proposed Project would introduce new vertical features to a portion of the surrounding setting of the historic property; however, the addition of the Project-related visual elements from both construction and operation would not diminish the property's integrity of setting, feeling, or association, and would not detract from the character of the area.

The cemetery's character-defining features would remain intact and not be visually impaired or impacts by the Project; these include the two story Spanish Revival Administration Building; the Romanesque-style Grace Chapel; the neo-classical Inglewood Mausoleum; the Spanish-Colonial inspired WPA Moderne Mausoleum of the Golden West; the Mediterranean Revival influenced Chapel of Chimes; the Colonial Revival Inglewood Park Cemetery Mortuary, and the Mission Revival

Capistrano Garden Mausoleum; the north entrance gates and walls; the curvilinear drives in the northern part of the property; and most importantly the property's overall "landscape lawn plan."

The scale and overall composition of the historic cemetery would remain readily discernable, despite some change of setting resulting from the proposed Project. The historic cemetery's "landscape lawn plan," as well as the large-scale community-oriented cemetery setting, would remain intact. The Inglewood Cemetery would retain its integrity and continue to convey its historic significance as a historic property.

Construction activities would primarily occur within the Manchester Boulevard and Prairie Avenue right-of-way and would temporarily introduce features (e.g., construction vehicles, equipment, security fencing, and barricades) that contrast with the visual character of the surrounding area. The addition of construction-related visual elements would not permanently alter or diminish the property's historic integrity; at the end of construction, these elements would be removed and there would be no permanent effects from construction.

The property is not subject to any temporary or permanent easements or displacement. Construction and operation of the elevated guideway structure are not anticipated to cause any noise or vibration effects to the Inglewood Cemetery property. Given the property is and has historically been located within an urbanized area, a sense of quiet is not a character-defining feature of the property; however, regardless construction and operational noise and vibration levels related to the Project would not exceed the FTA's thresholds (FTA 2018; Higginson 2022).

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

The Project will not result in neglect or deterioration of the property.

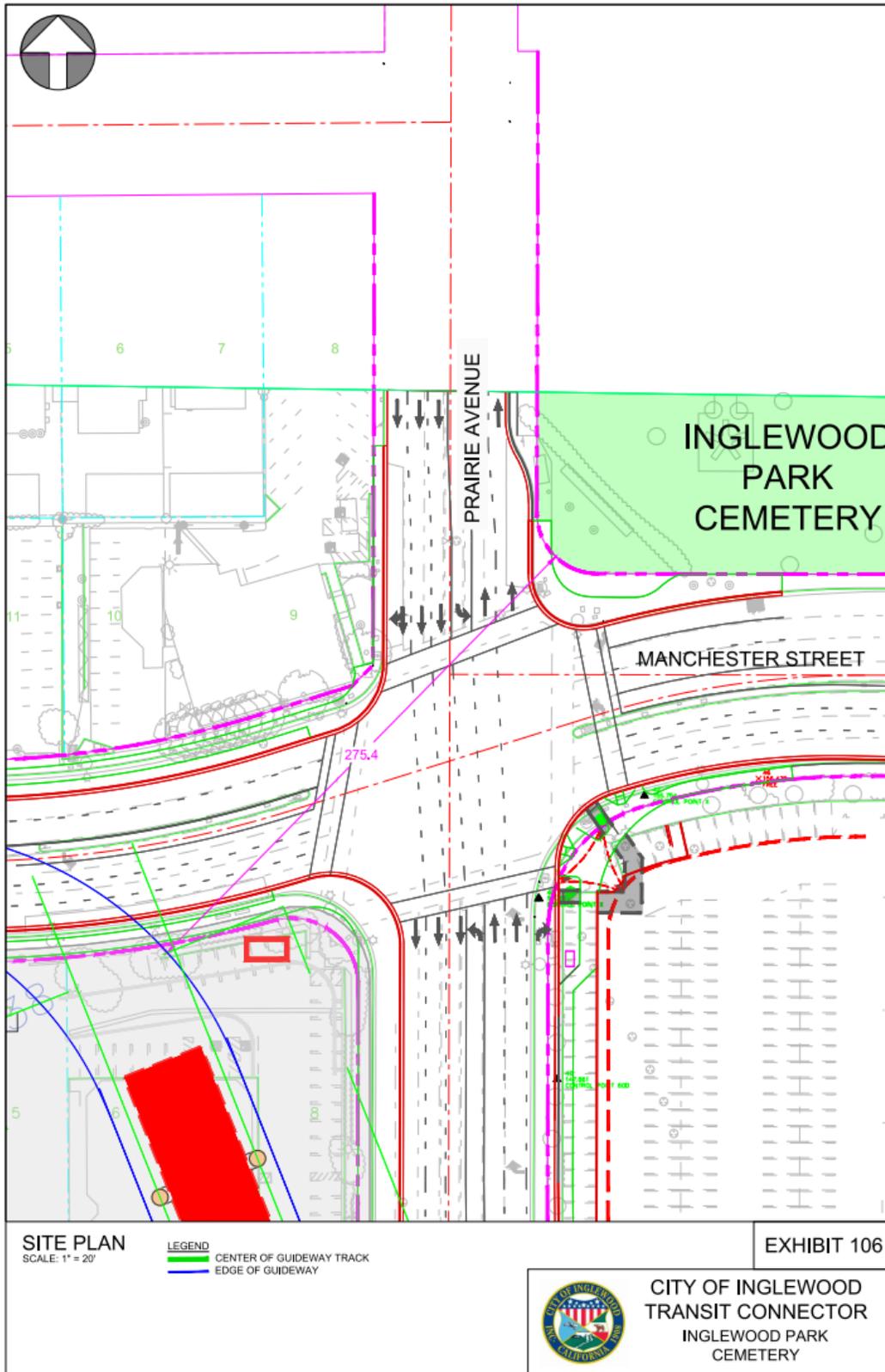
- (i) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Project will not result in the transfer, lease or sale of Federal property.

### *Summary of Effects*

The Project would not alter any of the characteristics of the Inglewood Park Cemetery property that qualify it for listing in the NRHP and would not diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, and association. The Project would result in a Section 106 finding of no adverse effect to historic properties for the Inglewood Park Cemetery property.

Figure 11 Project Activities Near Inglewood Park Cemetery



Source: City of Inglewood 2022.

## 6 Minimization Measures

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As detailed above in Section 5, the Project would have no adverse effects to historic properties with implementation of avoidance or minimization measures which lessen the impact from a potential adverse effect. The following measures would serve as best practice, to avoid potential adverse effects on archaeological resources that may be discovered during Project construction.

### **Retain a Qualified Archaeologist**

Retain a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61) to provide cultural resources services during the construction phase of the Project.

### **Prepare and Implement a Cultural Resources Monitoring and Discovery Plan**

Prior to the commencement of any ground-disturbing activities within areas requiring archaeological monitoring, the City would retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) to prepare a CRMDP for designated portions of the Project that are sensitive for archaeological resources. Procedures to follow in the event of an unanticipated discovery would apply to all applicable Project components. The CRMDP would be submitted to the City and FTA for review and approval.

The CRMDP would ensure that appropriate procedures to monitor construction and treat unanticipated discoveries are in place. The CRMDP shall include required qualifications for archaeological monitors and supervising archaeologists and should specify protocols to be followed in relation to archaeological resources. The CRMDP shall describe the roles and responsibilities of archaeological and Native American monitors, FTA personnel (as applicable), City personnel (as applicable), and construction personnel. Additionally, the CRMDP shall describe specific field procedures to be followed for archaeological monitoring, including field protocol and methods to be followed should there be an archaeological discovery. Evaluation of resources, consultation with Native American tribes and organizations, treatment of cultural remains and artifacts, curation, and reporting requirements shall also be described. The CRMDP will also delineate the requirements, procedures, and notification processes in the event human remains are encountered.

The CRMDP will delineate the area(s) that require archaeological and Native American monitoring. Mapping of the area(s) shall be made available to the City by a qualified archaeologist who meets the PQS for archaeology, which would incorporate this information into the respective construction specifications.

### **Prepare and Implement Cultural Resources Awareness Training Prior to Project Construction**

Provide cultural resources awareness training to Project construction personnel. The training would be prepared by the qualified archaeologist and would include a discussion of applicable laws and penalties under the law; samples or visual representations of artifacts that might be found in the Project vicinity; and the steps that must be taken if cultural resources are encountered during construction, including the authority of archaeological monitors, if required to be on site during the Project, to halt construction in the area of a discovery.

### **Conduct Archaeological Monitoring in Areas of Sensitivity**

For archaeologically sensitive areas of the APE that require monitoring the City shall retain a qualified archaeologist(s) who meets the Secretary of the Interior’s Professional Qualifications Standards, as promulgated in 36 CFR 61, to supervise archaeological monitoring of all proposed ground-disturbing activities for the proposed Project in the archaeologically sensitive portion(s) of the APE. Monitoring actions and procedures would be completed per the CRMDP described above.

### **Conduct Native American Monitoring in Areas of Sensitivity**

This monitoring would occur on an as-needed basis and is intended to ensure that Native American concerns are considered during the construction process. Native American monitors would be retained from tribes who have expressed an interest in the Project and have participated in discussions with FTA. If a tribe has been notified of scheduled construction work and does not respond, or if a Native American monitor is not available, work may continue without the Native American monitor. Roles and responsibilities of the Native American monitors would be detailed in the CRMDP described above. Costs associated with Native American monitoring would be borne by the City.

### **Discovery of Human Remains**

In the event of discovery of human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. The City will contact the Los Angeles County Medical Examiner’s Office. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendant. The City and FTA will work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable.

## 7 Conclusion

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The cultural resources effects analysis was completed to assess the adverse effects impacts of the Project on the archaeological and built environment historic properties in the Archaeological Resources Assessment for the Inglewood Transit Connector Project (Archaeological Resources Assessment) (ICF 2022) and the Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project (Historic Property Survey Report) (ICF and Rincon Consultants 2022). These two reports resulted in the identification of identified four historic properties in the APE.

Potential effects to the identified historic properties in the APE were assessed using the standards for federal undertakings as described in Section 106 of the NHPA and its implementing regulations, 36 CFR, Section 800. As a result of this study, the Project was found to have no adverse effect on any historic properties in the APE. Therefore, a Finding of No Adverse Effect to Historic Properties has been made for the Project.

## 8 References

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### Advisory Council on Historic Preservation (ACHP)

2019. Memorandum: Re: Recent court decision regarding the meaning of “direct” in Sections 106 and 110(f) of the National Historic Preservation Act. Accessed online at [http://shpo.nv.gov/uploads/documents/OGC\\_memo\\_to\\_ACHP\\_staff\\_re\\_meaning\\_of\\_direct\\_6-7-19.pdf](http://shpo.nv.gov/uploads/documents/OGC_memo_to_ACHP_staff_re_meaning_of_direct_6-7-19.pdf).

### Federal Transit Administration (FTA)

2018. *Transit Noise and Vibration Impact Assessment Manual*. Prepared for FTA (FTA Report No. 0123) by John A. Volpe National Transportation Systems Center. September.

### Higginson, Jonathan

- 2022 NEPA Noise and Vibration Assessment of Inglewood Transit Connector Project [memorandum]. Prepared for Sam Silverman, Terry A. Hayes Associates, Inc. January 11.

### ICF

- 2022 Archaeological Resources Assessment for the Inglewood Transit Connector Project. Prepared for Louis Atwell, City of Inglewood. May.

### ICF and Rincon Consultants, Inc.

- 2022 Historic Property Survey and Eligibility Determination Report for the Inglewood Transit Connector Project. Prepared for Candice Hughes, Federal Transit Administration. June.