

Finding of No Significant Impact

Grant Applicant: Los Angeles County Metropolitan Transportation Authority

Project: Inglewood Transit Connector Project

Location: City of Inglewood, County of Los Angeles, California

The Los Angeles County Metropolitan Transportation Authority (LACMTA) in cooperation with the Federal Transit Administration (FTA) prepared the October 2022 Environmental Assessment (EA) for the Inglewood Transit Connector Project (the “Project”) pursuant to requirements of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 et seq.), the Federal Public Transportation Law (49 USC Chapter 53), the Clean Air Act (42 USC 7401 et seq.), the Clean Water Act (33 USC 1250 et seq.), the National Historic Preservation Act (54 USC 306108 and 36 Code of Federal Regulations [CFR] 800), Section 4(f) requirements (49 USC 303 and 23 USC 138) and its implementing regulations in 23 Code of Federal Regulations [CFR] 774, the Endangered Species Act of 1973 (16 USC 1531–1544), Executive Order (EO) 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), EO 11988 (Floodplain Management), and EO 11990 (Protection of Wetlands). This Finding of No Significant Impact (FONSI) hereby incorporates the EA by reference.

Description of the Project

The LACMTA, in coordination with the City of Inglewood (City), proposes to construct the Inglewood Transit Connector Project (Project). This Finding of No Significant Impact (FONSI) hereby incorporates the EA by reference. The proposed Project 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. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the public right-of-way on privately-owned land that would be acquired as part of the proposed Project.

Automated Transit System (ATS) System Configuration and Alignment

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 ATS elevated dual-lane guideway structure will be supported by single or double column/bents. The guideway structure will have a minimum clearance height of approximately 16 feet and 6 inches above all roadways, and a maximum clearance height of approximately 53 feet measured from grade of the roadway to the bottom of the guideway structure. The elevated dual-lane guideway will include railroad switches for train crossover to the other track and positioning to begin return trips at the end-of-line stations. Additionally, the railroad switches will be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, and to enable sectional track bypass for failure management. A continuous walkway will be provided along the entire length of the guideway to provide emergency egress, safe access for operations, guideway access to maintenance personnel, and the wayside equipment. A dual-lane guideway width would vary from a minimum of approximately 30 feet to a maximum of approximately 75 feet.

Operational Characteristics

The transit technology would be a fully automated (i.e., driverless) system. The City considered four transit technologies for the proposed Project.

It is anticipated that the selection will occur in summer 2023 as part of the design build finance operate maintain (DBFOM) project delivery methodology. The potential transit technologies under consideration include:

- Self-Propelled Rubber-Tire ATS
- Monorail
- Automated Light Rail Transit
- Cable-Propelled ATS

The ATS trains would operate daily for commuters, activity center visitors and employees seven days per week for 18 hours per day, from 6:00 AM to 12:00 AM (midnight). From 12:00 AM to 6:00 AM on-guideway maintenance activity would occur, while ATS maintenance off the guideway would generally occur 24 hours per day seven days per week. As events at the venues along the proposed Project may occur past midnight, the ATS trains may occasionally operate for an extended period.

Total travel time from one end to the other of the proposed Project would be approximately six (6) minutes for a self-propelled system and 7.4 minutes for a cable-propelled system. These travel times include 40-second dwells (stops) at each station. Actual dwell time would be determined by the DBFOM contractor based on their specific vehicle design and operational parameters. The actual operational speed is dependent on the selected technology's capabilities and the contractor's operating plan.

Fleet Size

The proposed Project is designed to serve the largest typical event, which is a National Football League (NFL) game at SoFi Stadium. A fleet of six, 4-car trains 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 can provide additional capacity with additional train storage at the maintenance storage facility (MSF). The stations are sized to accommodate the maximum length trains, approximately 200 feet.

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 will provide connections to the LACMTA K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station will provide a connection to The Forum, existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/Los Angeles Stadium and Entertainment District (LASED). The Prairie Avenue/Hardy Street Station will 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 will be up to approximately 80 feet in height measured from existing grade to top of station canopy.

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

Each station will 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 will also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

Maintenance and Storage Facility (MSF)

The MSF will be used for regular and corrective maintenance of the ATS trains, operating equipment, and for storage of the vehicle fleet. The MSF use and design is not altered based on the transit technology.

The 75,000 square foot MSF is proposed on the western portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF will be elevated from ground level, approximately 75 feet in height measured from existing grade to top of the roof, with double-height clearance over the maintenance tracks, and a largely unenclosed ground level. The maintenance level for ATS train cars will be located on the second floor to match the guideway track elevation. Employee and visitor employee access to the MSF will be provided via controlled gates. Security measures include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

Parking for MSF employees, approximately 50 spaces, will be provided in a gated surface parking lot located within the site under the MSF or spur tracks. Parking for the nearby Vons store will also be provided parking under the MSF building. A power distribution system (PDS) substation will be constructed within this site, below the MSF.

The maintenance level on the second floor will accommodate up to six trains on three separate maintenance tracks and an automated train wash on a fourth track; this level will provide sufficient space for maintenance shop activities, inventory and storage. The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center and office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

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. The two PDS substations will be 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. The primary power supply would come from Southern California Edison (SCE) via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. SCE would provide a maximum power capacity of 10 million volt-amps to be supplied via a new underground duct bank from the SCE Inglewood substation to the MSF site where SCE transfer equipment is planned to be located.

In the event electrical supply is lost, 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.

Pick-Up/Drop-Off Areas and Parking Lots

Three public parking lots are proposed to accommodate anticipated parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at The Forum, SoFi Stadium at Hollywood Park/LASED and Intuit Dome at the IBEC.

A surface parking lot with approximately 650 parking spaces would be provided at the Market Street/Florence Avenue Station site. A surface parking lot with approximately 50 parking spaces would be provided at the northeast corner of Market Street and Manchester Boulevard. A surface parking lot with approximately 50 parking spaces would also be provided at the Prairie Avenue/Hardy Street Station site. Pick-up/drop-off areas will be provided along a portion of the west side of Locust Street between Florence Avenue and Regent Street, and along the north side of Regent Street between Locust Street and Market Street.

Roadway and Infrastructure

The proposed Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the geometry of the curb-to-curb roadways. The existing Market Street roadway curb-to-curb width between just Regent Street and Queen Street is approximately 64 feet with one travel lane in each direction and a central turn lane providing a left turn lane at the terminal intersections. Under existing conditions, the lane widths for both northbound and southbound roadways are 15 feet, while under the Project conditions, southbound roadway would vary from 14 to 20 feet and northbound roadway would vary from 12 to 20 feet. Between Queen Street and Manchester Boulevard, the existing and proposed Market Street roadway curb-to-curb width is also 64 feet with one travel lane in both directions and raised median/turn lanes at the intersections. Under existing conditions, the lane widths for both northbound and southbound roadways are 14 feet, while under the Project conditions, southbound roadway would be about 19 feet and northbound roadway would be about 16 feet. The curb-to-curb width within this segment is anticipated to remain at 64 feet.

The existing Manchester Boulevard curb-to-curb width between Market Street and Hillcrest Boulevard is 76 feet with two travel lanes in each direction and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 10 and 21.5 feet for the through-travel lanes and the central turn lane width is 10 feet. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would remain at 76 feet at Market Street and Locust Street and would taper to between 62 and 76 feet between Locust Street and Hillcrest Boulevard. Lane widths would be between 10 and 12 feet.

The existing Manchester Boulevard curb-to-curb width between Hillcrest Boulevard and Prairie Avenue is between 75 and 87 feet with three travel lanes in the eastbound direction, two travel lanes in the westbound direction, and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 10 and 22 feet for the through-travel lanes and the central turn lane width is between 10 and 15 feet. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would be 66 feet with lane widths between 10 and 12 feet.

The existing Prairie Avenue curb-to-curb width is between 76 and 88 feet with three travel lanes in each direction, and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 11 and 14 feet for the through-travel lanes and 10 feet for the central turn lane. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would be between 76 and 92 feet with lane widths between 11 and 14.5 feet.

Sidewalks on both sides of the various street segments would require modification to provide space for ATS support facilities (i.e., support columns, stations, MSF) and realigned roadway segments. Reconstructed or modified sidewalks would be provided by the proposed Project consistent with the requirements of the ADA along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Similar to existing conditions, crosswalks would be provided by the proposed Project at all intersections.

Alternatives Considered

The EA for the proposed Project evaluated two alternatives: the No Build Alternative, which described future transportation facilities and services in 2027 and 2045 if the Project were not built, and the Build Alternative. Under the No Build Alternative, the proposed Project would not be implemented.

The Build Alternative includes all of the components of the proposed Project described above including an approximately 1.6-mile long, elevated guideway, three stations, an MSF, two PDS substations, three public parking lots and associated pick up/drop off areas, and various roadway and infrastructure improvements (see above).

Agency Coordination and Public Review

The FTA released a formal Notice of Availability (NOA) on September 29, 2022, to provide opportunities for the public to review and provide input during a comment period beginning on October 14, 2022. An updated NOA was issued on October 19, 2022 to extend the close of the comment period from November 12, 2022 to November 14, 2022, in order to accommodate the Veterans Day holiday on November 11, 2022. Display advertisements were placed in the Los Angeles Sentinel and Spanish language newspaper, La Opinion, to disseminate the availability of the EA. In addition, all properties within 500 feet of the Project alignment as well as individuals and organizations known to have interest in the proposed Project received a copy of the NOA via direct mailing. In total, 1,450 individuals received a copy of the NOA via direct mailing and email. The EA was circulated for review and comment by the public and other interested parties, agencies, and organizations for 32 calendar days. In addition, the City created a virtual meeting room to describe the proposed Project and EA contents in lieu of a public meeting. The virtual meeting room can be viewed at <https://inglewoodtransitconnector.com/>. The website includes Spanish translations and the ability to submit comments on the EA.

Electronic versions of the EA and all documents referenced in the EA were made available at the following locations:

- <https://www.cityofinglewood.org/1016/Environmental-Documents>
- <https://envisioninglewood.org/transportation-solutions/itc/>

Hardcopy versions of the EA were available at the following locations:

- The Inglewood Public Works Department located in Inglewood City Hall at One West Manchester Boulevard.
- Inglewood Public Library located at 101 West Manchester Boulevard.
- Inglewood Senior Center located at 111 North Locust Street

The FTA and the City received 30 comment letters via post and email. Refer to Attachment A for a summary table of comments received and responses. Of the letters received, six were related to requests for information and other clarifications or provided no substantive comment, one comment asked for clarification related to the construction schedule and associated noise impacts, and the remaining 23 comments voiced general support for the proposed Project. Follow up coordination was conducted with commenting agencies and organizations as part of the City's outreach process including email replies to comments consisting of simple questions or requests for information as well as telephone calls to agencies and interested parties to provide clarifications. Agencies and interested parties contacted include LACMTA, South Coast Air Quality Management District and the Gabrielino Tongva Indians of California. Refer to Attachment C for comment letters as submitted to the City and any email correspondence between the City and commenting agencies, organizations and individuals.

Identification of the Preferred Alternative

The City Council initially approved the Market-Manchester Alignment as the Locally Preferred Alternative on December 14, 2021 as part of the California Environmental Quality Act (CEQA) process. Following preparation, approval, and adoption of the Final Environmental Impact Report (FEIR), the City approved the Project on April 14, 2022. The Build Alternative analyzed in the EA is identical to the Market-Manchester Alignment Alternative adopted as the LPA in December 2021 and approved by the City as the Project in April 2022.

Following circulation of the EA, all comments received were compiled and provided to the City Council for consideration. On November 22, 2022, during its weekly meeting, the City Council reaffirmed the Build Alternative as the Preferred Alternative in consideration of the analysis contained in the EA and public comments received on the EA.

Determinations and Findings

The City, in cooperation with the LACMTA and FTA, prepared an EA in October 2022 to evaluate the environmental impacts of the Project pursuant to requirements of NEPA, as codified in 23 CFR 771.119 and 23 USC 139. The FTA served as the federal lead agency under NEPA. The EA concluded that construction and operation of the project, with incorporated mitigation and avoidance measures, would not result in significant adverse effects to the environment. The resources with mitigated impacts include traffic and transportation, aesthetics and visual resources, air quality and greenhouse gases during construction, biological resources, cultural and paleontological resources during construction, economic and fiscal effects, hazardous waste/materials, hydrology/water quality/floodplains, noise/vibration, acquisition/displacements, safety/security, and Section 4(f) resources. Finally, the resources with no impacts include archaeological resources during operation, paleontological resources during operation, coastal zones, ecologically sensitive areas, floodplains, geology during operation, land use and planning during construction, air quality and greenhouse gases during operation, Section 6(f) resources, water quality and hydrology during operations, wetlands and navigable waterways, and wild and scenic rivers. The findings required by Federal environmental laws and Executive Orders are outlined below.

Traffic and Transportation

Construction of the proposed Project would result in periodic street and lane closures along the Project route, particularly along Market Street, Manchester Boulevard, and Prairie Avenue. Lane and/or street closures would temporarily and periodically increase congestion on the roadway network. Street parking restrictions and temporary closures would inhibit business access. Existing bus stops may need to be temporarily relocated during construction activities, which could result in service delays or require users to walk further to their bus stop or destination due to the relocation. Construction activities include removal of existing sidewalks as needed and replacement with new or temporary sidewalks. This could affect business and residential access by resulting in unsafe pedestrian and bicycle facilities. These potential adverse effects would be minimized by Mitigation Measures **TRANS-1**, **TRANS-2**, **TRANS-3**, and **TRANS-4**. Mitigation Measure **TRANS-1** would minimize potential adverse effects by requiring temporary relocation of bus stops to be coordinated with the LACMTA and other transit providers. Mitigation Measure **TRANS-1** also ensures that access to bus transit stops and bus circulation would be maintained, unless infeasible and closure is approved by the City, and coordination with the LACMTA and any other transit service providers. Mitigation Measure **TRANS-2** requires a Traffic Management Plan, which was designed to minimize traffic impacts from construction activities. Mitigation Measure **TRANS-3** would minimize potential adverse parking effects through a variety of requirements including replacing loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking.

Mitigation Measure **TRANS-4** would minimize the effects of sidewalk closures by ensuring closures are approved and permitted by the City with appropriate detour. Special attention would be given to periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues at LASED at Hollywood Park, The Forum, and the IBEC. Pedestrian access to adjacent buildings would be always maintained. If a crosswalk is removed from service, temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations would be provided, unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks would be identified and controlled by wayfinding signs approved by the City.

Regarding permanent transportation effects, the proposed Project would reduce regional VMT and provide a convenient transit connection from the LACMTA K Line to entertainment venues. There would be less congestion on a system-wide basis, particularly during the peak periods, with implementation of the proposed Project. These improvements would be a community benefit and the proposed Project would not result in an impact. The proposed Project would also include pedestrian access improvements, including mezzanine level at each station to provide connectivity to elevated passenger walkways over adjacent streets. These elevated passenger walkways would be designed to improve both passenger access and comfort between the stations and the street level, in addition to providing multimodal access to adjacent bus facilities, pick-up and drop-off areas, and other adjacent resources. The proposed Project would also upgrade the existing sidewalks to ensure consistent ADA compliance along the transit corridor. Elevated passenger walkways and upgrades to existing sidewalks would minimize passenger-vehicle interactions.

Noise and Vibration

A detailed construction noise analysis was completed based on anticipated equipment use and truck trips. Noise levels were adjusted for the anticipated construction intensity during the various construction shifts (daytime, evening, nighttime). Construction noise levels would not exceed the impact criteria established by the FTA. During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA hourly equivalent noise level (L_{eq}). The highest daytime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the daytime L_{eq} of 90 dBA for residential land uses. During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA L_{eq} . The highest nighttime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the nighttime L_{eq} of 80 dBA for residential land uses. Therefore, construction activities would not result in an adverse effect related to noise. Mitigation Measure **NV-3**, which is a Construction Noise Control Plan, would proactively minimize potential adverse effects by requiring a monitoring plan during demolition and construction activities to ensure noise levels are below the specified noise limits. A Community Affairs Liaison would be identified who would be responsible for responding within 24 hours to any local complaints about construction activities related to noise and vibration. Regarding construction-related vibration effects, a groundborne vibration analysis was completed for onsite (dozers, loaders, etc.) and on-road (water trucks, dump trucks, etc.) construction equipment. With respect to potential building damage, vibration levels were evaluated at the nearest off-site buildings to areas of disturbance, whereas the potential for human annoyance associated with construction-related vibration were evaluated at sensitive land uses. Vibration impacts are evaluated based on the maximum vibration levels generated by each type of construction equipment. The analysis shows that vibration levels associated with impact pile drivers would exceed the building damage criterion at multiple buildings located within 55 feet of activities. Implementation of Mitigation Measure **NV-4** would minimize potential adverse effects by requiring a Construction Vibration Reduction Plan to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities.

Construction vibration minimization techniques include continuous monitoring and collection of vibration data to verify vibration levels are below the warning level PPV; halting construction activities when vibration levels exceed warning level PPV to visually inspect sensitive buildings for damage; locating certain construction equipment at minimum distances from vibration-sensitive receptors; and repairing building if damage is caused by vibration movement.

Regarding permanent noise and vibration effects, the detailed noise analysis prepared for each of the possible technologies did not identify moderate or severe impacts from transit movements along the alignment. Mitigation Measure **NV-1** would avoid potential adverse effects by providing a performance standard for maximum ATS train noise levels (e.g., 76 dBA for a train traveling along the guideway at normal speed). A moderate impact was identified at the residences adjacent to the MSF regardless of the transit technology. Mitigation Measure **NV-2** would minimize the predicted adverse effects from operation of the MSF. Because the final operational details, site plan, and equipment layout at the MSF are currently unknown, Mitigation Measure **NV-2** provides performance-based requirements to reduce combined noise levels from all onsite equipment and activities to a day-night noise level of 62 dB or less, at all surrounding residential uses. To achieve this performance standard, during the architectural and engineering design, and prior to the issuance of any building permits for the MSF, the City or their contractor would retain an acoustical consultant to evaluate the design and provide written recommendations, as necessary, to reduce noise from all onsite equipment and activities. Such recommendations may include, but are not limited to, changes in site layout or equipment locations; sound power limits or specifications; rooftop parapet walls; acoustical absorption, louvers, screens, or enclosures; intake and exhaust silencers; or administrative controls (such as restricting certain activities to daytime hours).

The estimated ground borne vibration levels at buildings nearest to the guideway would be approximately 67 velocity decibels (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. Residential uses along the guideway would also be sensitive to potential annoyance from ATS operation. The maximum predicted vibration levels of approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS at the closest residences, would be below the FTA criterion of 72 VdB for annoyance.

Economic and Fiscal Effects

During the construction period, it is estimated that approximately 1,090 to 1,365 new employees would be associated with construction of the proposed Project. The number of workers would not substantially change the overall composition of the working or residential population in the area as construction workers would likely commute from other parts of the region only on weekdays and on a temporary basis as each phase of construction would only require up to approximately 210 employees. Construction activities including sidewalk, lane, and roadway closures have the potential to affect access to businesses, community facilities, and other community resources such as churches. The City would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction. Therefore, construction activities would not result in an adverse effect related to land use or zoning. Construction activities would impact 31 owners that collectively own 46 parcels. Of these owners and parcels, 19 of the owners and 22 of the parcels overlap with those impacted by permanent property acquisitions.

Regarding permanent economic and fiscal effects, it is anticipated that acquisition and displacement of business uses posed by the proposed Project would result in a loss of approximately \$300,000 property tax revenue. The proposed Project would directly generate approximately 150 full-time jobs associated with the operation and maintenance of the ATS trains.

The proposed Project would indirectly contribute to the creation of 11,516 additional jobs. This would result in the proposed Project directly and indirectly creating approximately net 11,666 full-time-equivalent jobs. Furthermore, ongoing and planned development in the City would also benefit from the implementation of the proposed Project. The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. Each business displaced as a result of the proposed Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act.

Hazardous Waste and Materials

There are several hazardous materials sites within the proposed Project right-of-way and within 500 feet of the proposed Project footprint. Regarding soils, construction activities would include excavation and grading and therefore there is potential for contaminated soils to be disturbed during these activities, especially at the MSF site as it would be constructed within a site that includes a gas station. Additionally, many of the structures planned for demolition were constructed from the 1920s through the 1980s and based on their age, these structures could contain hazardous building materials. Implementation of a Hazardous Materials Contingency Plan and Health and Safety Plan, including Mitigation Measure **HAZ-1**, would minimize potential effects by providing guidance on the decommissioning and subsequent removal as well as a Building Demolition Plan to minimize potential hazardous materials exposure. Regarding the use of hazardous materials, construction activities would involve the use of solvents, paints, oils, fuels and grease, all materials that are typically used in construction projects. Adhering to applicable regulations would address potential hazardous materials-related issues such as proper personal protective equipment, transport, handling, and disposal, among others. Although solvents, paints, oils, grease, fuel, and other materials would be used during the construction phase, these materials would not represent the use of acutely hazardous materials. Compliance with Mitigation Measure **HAZ-1** would address potential adverse conditions to construction workers and the public and ensure that contaminated media removal is consistent with existing regulations. Therefore, construction activities would not result in an adverse effect related to hazardous materials.

Regarding permanent hazardous waste and materials effects, the proposed Project would require the storage and handling of various types of hazardous materials including fuel, solvents, oil, lubricants, transmission fluid, coolants, and absorbents, dielectric fluid, transformer oil, insulating oils, sulfuric acid, and sulfur hexafluoride (to insulate and cool electrical conductors) used for the PDS substations and backup power generator materials, janitorial cleaning supplies, paints and thinners, and pesticides for landscaping. A Hazardous Materials Business Plan would be prepared for the proposed Project for facilities using and storing hazardous materials above regulatory threshold quantities. Hazardous Materials Business Plans are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. Therefore, operational activities would not result in an adverse effect related to hazardous materials.

Aesthetics and Visual Resources

Anticipated effects on visual resources during construction would be like those typical of rail projects, including the presence of heavy equipment and traffic control measures. Users in buildings or on streets and sidewalks would encounter views of the construction. Residents in adjacent homes and employees in local businesses would likely perceive construction activities as visually disruptive. Staff of businesses, and commuters would likely view construction activities as visually disruptive. Nighttime construction lighting would be temporary, and measures would be taken to limit nighttime light spillage and glare to adjacent uses. Any nighttime construction activities would require a permit from the Permits and License Committee of the City.

The proposed Project would comply with conditions identified by the City to reduce nighttime construction lighting. In addition, Mitigation Measure **VIS-6** would minimize potential adverse effects by specifying lighting requirements (e.g., light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties).

Regarding permanent aesthetic and visual resource effects, the proposed Project includes new vertical features such as proposed stations, ATS guideway, and the MSF which would be visible and noticeable to all viewers. The MSF would include decorative security walls and fences along the edges of the facility to shield view of the MSF from public view. Landscape elements, such as vines to create a green wall or screen, would be used in combination with walls and fences to ensure the proposed Project is visually compatible with adjacent uses. Residential viewers located along Manchester Boulevard have front-door views affected by the ATS guideway. The proposed ATS guideway and associated support columns would be visible from the windows and front-doors of residences that front Manchester Boulevard; however, the elevation of the proposed ATS guideway would be above the windows of these residences avoiding any substantial obstruction of views from these homes, though proposed support columns would block portions of the existing 180-degree view from these homes. Further, there are no scenic vistas or visual resources available to the homes facing Manchester Boulevard such that the guideway would obstruct views. The ATS guideway would cast shadows upon adjacent land uses including the residences situated on the north side of Manchester Boulevard. No areas would be shaded for long periods and the maximum shadow cast upon adjacent residences would occur during winter afternoons, generally from 3:00 PM to sundown. As the shadow of the guideway would not be extensive and no adjacent property would be shaded for a substantial portion of the day, the proposed Project's shadow effects on adjacent residences would not be adverse. Sources of new lighting that would affect adjacent land uses including residences along Manchester Boulevard would experience additional light trespass due to required security and safety lighting (particularly guideway lighting) to illuminate the street. Mitigation Measures **VIS-1** through **VIS-5** would minimize potential adverse effects related to aesthetic design treatments, streetscape improvements, lighting, and visual obstruction. Mitigation Measure **VIS-1** requires a Tree Removal and Replacement Plan. Mitigation Measure **VIS-2** specifies requirements for lighting design. Mitigation Measure **VIS-3** requires an arborist report related to the placement of new trees. Mitigation Measure **VIS-4** specifies requirements for signage. Mitigation Measure **VIS-5** requires that final design establish minimum distances for straddle bent columns from adjacent land uses to ensure adequate sight distances for safe vehicle and pedestrian movements. Consultation regarding potential indirect adverse visual effects to historic properties would be conducted with interested parties in accordance with Section 106 of the National Historic Preservation Act of 1966; therefore, visual impacts are not anticipated.

Other than street trees, the only visual resources are five existing historic buildings in the Market Street segment, one historic building in the Manchester Boulevard Segment, and two historic buildings in the Prairie Avenue Segment. The proposed Project would not destroy, damage, or otherwise alter any of these historic buildings. Although the proposed Project would introduce new vertical elements that can obscure views of historic buildings depending on the location and orientation of viewers, all historic resources would remain readily discernable to viewers despite some interruption of views. Mitigation Measure **CUL-1** would minimize potential visual effects to historic buildings by requiring that the Project be designed to minimize the degree of visual interruption to street-facing facades of all historic buildings in the Project Area.

Safety and Security

Construction activities would include temporary storage of equipment within the staging areas and segments of the alignment under construction. Such machinery would be fully separated from vehicular traffic by a barrier and from pedestrian traffic by a fence.

Placement of physical buffers between construction activities and users of the transportation network would increase construction safety, and nighttime security lighting would be implemented to deter potential criminal activities along the alignment. The Inglewood Police Department and the Los Angeles County Fire Department would continue to provide emergency services to residences and businesses throughout the construction period, with at least one access point open to traffic (if the residence or business has other access points that may be closed). The City would establish a Project Task Force that would provide input into the Construction Staging and Traffic Control Program, in consultation with police and fire personnel, to ensure that emergency access and response times are always maintained. Although traffic operations at intersections adjacent to construction activities may deteriorate because of the reduced capacity, the Construction Staging and Traffic Control Program identified in Mitigation Measure **TRANS-1** would minimize potential adverse effects by requiring early notification of construction activities to emergency service providers, allowing first responders to access properties via alternate routes. Regarding pedestrian safety, potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school would not be affected by the construction activities. Temporary sidewalks used during construction would meet all applicable safety standards including a minimum sidewalk width of five (5) feet. The contractor would coordinate with the Inglewood Unified School District and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with Inglewood Unified School District and the City. Accordingly, construction activities would not result in an adverse effect related to security and safety hazards.

Regarding permanent safety and security effects, the proposed Project would operate in conformance with established safety requirements including the American Society of Civil Engineers Standard 21, Automated People Mover Standards. Safety oversight of fixed guideway transit systems is required at the State government level under the Federal Transit Administration, Part 659, Rail Fixed Guideway Systems – State Safety Oversight requirements when there is a similar transit system operating within the State. The proposed Project’s safety and security programs would be subject to the requirements of the California Public Utilities Commission (CPUC) and State Safety Oversight of Fixed Guideway Transit Systems. In addition, the operation of the proposed Project would be required to adhere to all State and local safety requirements including those of the City’s fire and police departments.

The proposed Project is an elevated ATS and there is no potential for trains to conflict with vehicles or bicycles. Downtown Inglewood is a controlled street system with traffic signals and crosswalks at intersections; no bicycle lanes are located along the alignment. The proposed Project would be elevated above Market Street, Manchester Boulevard, and Prairie Avenue. Changes to lane configurations would occur at the intersections of Market Street/Regent Street, Market Street/Queen Street, and Manchester Boulevard/Prairie Avenue, however no changes to intersection traffic control are proposed at these intersections. Consequently, risks related to vehicle and bicycle safety are not anticipated to increase under the proposed Project.

Regarding pedestrian safety, the existing streetscape design, including pedestrian facilities, would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. Sidewalks on both sides of the street segments along the alignment would be provided by the proposed Project consistent with the requirements of the ADA. Each station would include an elevated pedestrian bridge connecting to land uses situated on the opposite side of the street to avoid pedestrian/motor vehicle conflicts. Similar to all above-grade facilities, the proposed Project would be designed to include barriers preventing people from accessing elevated areas that may be fall hazards. In addition, transit vehicles will be designed to prevent riders from opening doors during operations, except in emergency conditions and never while a train is in motion. Safety risks would be minimized to the greatest extent feasible similar to other elevated transit systems throughout the United States.

Emergency services would be provided by the Inglewood Police Department and the Los Angeles County Fire Department. The Project would reduce traffic volumes on streets throughout Inglewood and reduce roadway congestion thereby improving emergency access and would not impede emergency response. Regarding security, there would be few changes in the operational characteristics of the transportation right-of-way and adjacent areas because of the proposed Project. Personnel from the Inglewood Police Department would respond in the event of a security-related emergency. The MSF facilities and power distribution system substations would all be secured to prevent trespassing and tampering. In addition, security and safety lighting would also be provided as necessary in parking areas, service passages, and common areas. Therefore, operational activities would not result in an adverse effect related to security. The proposed Project would operate in highly urbanized area of downtown Inglewood and is not expected to contribute to any increase in crime.

Cumulative Impacts

There is potential for construction associated with related projects to occur during construction of the proposed Project. Depending on the nature of concurrent construction activities there is potential for temporary cumulative effects including traffic congestion, hazards, air pollutants, noise, and community disruption. Regarding air pollutants, as per the South Coast Air Quality Management District (SCAQMD) guidance, since construction of the proposed Project would not generate emissions exceeding regional mass daily thresholds, construction emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Impacts during construction would be minimized through the implementation of the Construction Commitment Program adopted by the City, which includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction to address potential construction impacts associated with the Project while also minimizing potential cumulative community disruption. Construction of the proposed Project as well as any of the cumulative projects that include ground disturbance have the potential to unearth or destroy unknown buried cultural resources. The proposed Project includes mitigation measures that require archaeological and tribal cultural resource monitoring and sensitivity training to ensure that construction does not inadvertently affect unknown cultural resources. Cumulative projects would be required to comply with all applicable federal, state, and local regulations to protect such resources. Construction noise levels would not exceed the FTA and local noise standards and implementation of proposed Project Noise Control Plan per Mitigation Measure NV-3 would ensure that no adverse noise effects from construction would occur. Similar to the proposed Project, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Although it is not anticipated that any cumulative projects would be constructed simultaneously and within 500 feet of the proposed Project, citywide construction activities could result in a cumulative construction noise impact at sensitive receptors. Implementation of the proposed Project Noise Control Plan and similar measures for cumulative projects would minimize, if not eliminate, cumulative noise effects. Regarding construction-related traffic, the proposed Project would require a Traffic Management Plan, which is designed to minimize traffic impacts from construction activities with minimum lane requirements and coordination with other developments and special events.

Long term adverse cumulative impacts associated with operation of the Project are not anticipated as the proposed Project and potential future development in the City are planned and consistent with the City's General Plan. The proposed Project would provide a transit benefit and result in long term improvements to roadway congestion and associated air emissions. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

Air Quality Conformity

The Clean Air Act and its amendments require that federal agencies and Metropolitan Planning Organizations only approve a transportation project, program, or plan, if it conforms to the approved State Implementation Plan. The Federal Transportation Conformity Rule requires that FTA projects must be found to conform before they are adopted, accepted, approved or funded. The proposed Project is included in the Southern California Association of Governments (SCAG) 2021 Federal Transportation Improvement Program (FTIP), which was adopted by SCAG on March 4, 2021. The proposed Project was included in the FTIP Amendment 21-05, which was approved by the FTA/Federal Highway Administration on January 4, 2022. The FTIP Identification Number is LA99ITC101. The proposed Project is also included in the SCAG Regional Transportation Plan Amendment Number 1, which was also approved by the federal agencies on January 4, 2022 (Identification Number is 1200T100). The proposed Project is described as “Inglewood Transit Connector Project; construction of a new approximately 1.6-mile electrically powered, elevated, fixed-guideway transit system with three transit stations in the City located along Florence Avenue, Market Street, Manchester Boulevard and Prairie Avenue.” The design, concept, and scope are consistent with the description in the FTIP. The regional conformity determination requirement is satisfied.

Regarding project-level conformity, the proposed Project is located in the South Coast Air Quality Management District and is within a nonattainment area for the federal PM_{2.5} National Ambient Air Quality Standards (NAAQS) and maintenance area for the PM₁₀ NAAQS. Therefore, pursuant to 40 CFR Part 93, project-level PM_{2.5} and PM₁₀ Interagency Consultation and/or analyses was required for conformity purposes. A quantitative hot-spot analysis is required only for a project that has been identified as a Project of Air Quality Concern (POAQC), as defined in 40 CFR 93.123(b)(1). SCAG’s Transportation Conformity Working Group determined on December 7, 2021, that the proposed Project is not considered to be a POAQC. Under the proposed Project, there would be no adverse effect related to worsening existing or contributing to new localized PM hot spots. Thus, the PM hot-spot requirement is satisfied. The proposed Project would reduce vehicle volumes on all analyzed segments. In addition, the proposed Project has no potential to generate a new carbon monoxide (CO) hot-spot or worsen an existing CO hot-spot; the CO hot-spot requirement is satisfied.

The Project would not cause or contribute to any new violation of any air quality standard in any area; increase the frequency or severity of any existing violation of any standard in any area or delay timely attainment of any standard or any required interim emission reductions or other milestones in the area. The FTA finds that the Project would have no adverse effect on air quality.

Section 106 of the National Historic Preservation Act

In accordance with Section 106 of the National Historic Preservation Act (54 USC 306108 et seq.) and its implementing regulations at 36 CFR Part 800, the FTA, in coordination with LACMTA and the City defined an area of potential effect (APE). The California State Historic Preservation Office (SHPO) concurred with the delineation of the APE on May 27, 2022. Two National Register of Historic Places (NRHP) listed properties were identified in the APE: the Fox Theatre and The Forum. In addition, two NRHP-eligible properties were identified in the Historic Property Survey Report: Holy Faith Episcopal Church and Inglewood Park Cemetery. 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. The proposed Project would not result in an adverse effect related to archaeological and tribal cultural resources.

No property listed in or determined eligible for listing in the National Register of Historic Places (NRHP) would be removed from its historic location or be subject to alterations that are inconsistent with the Secretary's Standards for the Treatment of Historic Properties. No property listed in or determined eligible for listing in the NRHP would be transferred, leased, or sold out of federal ownership or control because of the proposed Project. Although no significant visual impacts are anticipated, mitigation measures for the proposed Project would ensure that final design of the proposed Project incorporates minimum heights and distances from facades of identified historic buildings to minimize visual disruption and avoid visual obstruction of historic buildings. While no archaeological and tribal cultural resources have been identified, there is moderate potential for unknown buried cultural materials to be unearthed during construction of the proposed Project. Mitigation measures identified in the EA would ensure that construction activities would be monitored by archaeological and tribal cultural monitors under the direction of a Cultural Resources Mitigation Monitoring Plan to avoid any potential adverse effects to unknown buried cultural resources. The Cultural Resources Mitigation Monitoring Plan was provided to the consulting tribes for additional consultation on November 18, 2022. On December 8, 2022, Chairman Salas of the Gabrieleno Indians -Kizh Nation responded that they had no comments on the Cultural Resources Mitigation Monitoring Plan and that consultation was closed.

On August 11, 2022, the FTA submitted a request seeking the SHPO's 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. 800). On November 21, 2022, the SHPO responded with a request for additional information and the FTA provided a response on January 13, 2023. On February 10, 2023, the SHPO concurred with the FTA's identification of historic properties efforts and FTA's determination that the undertaking will not result in adverse effects to the built environment historic properties. However, the SHPO commented on the Cultural Resources Mitigation Discovery Plan (CRMDP) prepared for the Project and stated that concurrence with FTA's Finding of No Adverse Effect is contingent on FTA incorporation of SHPO comments into the CRMDP. FTA provided the revised CRMDP on March 1, 2023 and the SHPO provided final concurrence with FTA's Finding of No Adverse Effect on March 6, 2023.

Section 4(f) of the Department of Transportation Act

In accordance with Section 4(f) resources, codified in 49 USC 303 and its implementing regulations at 23 CFR Part 774, the Project would result in a direct use with a *de minimis* impact to the Forum, a NRHP listed historic site and Section 4(f) resource. A portion of the parking lot on The Forum property will be used and reconfigured to accommodate the proposed relocation of traffic lanes along Prairie Avenue, straddle bent support columns, and the proposed pedestrian bridge from the Manchester Boulevard/Prairie Avenue Station. Proposed encroachment into the parking lot associated with the relocated traffic lanes, straddle bent support columns, and pedestrian bridge would use a portion of no more than a 30-foot-wide of the existing property along the length of the property's western boundary, or approximately 0.7 acres of the approximately 29-acre property. No alterations or other effects to The Forum building would occur. Despite the direct use of approximately 0.7 acre of The Forum property and alterations to the parking lot, the Forum property would 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. Mitigation measures and the Design Guidelines include contextual design considerations for the placement of proposed straddle bent support columns near historic resources such as The Forum, massing considerations for proposed elevated walkways, and sidewalk/streetscape design requirements. Given that no adverse effect to The Forum property was identified, the relatively minor use of The Forum parking lot, and application of proposed Design Standards and Guidelines, the Build Alternative would involve a *de minimis* impact to The Forum.

The draft *De Minimis* Impact finding was transmitted to the SHPO, the official with jurisdiction over the Forum as a historic resource, through Section 106 consultation. Through Section 106 consultation, on March 6, 2023, the SHPO concurred with the FTA's Finding of No Adverse Effect with the condition to implement the CRMDP, including that no adverse effect to The Forum would result from the proposed Project and affirming the FTA's *De Minimis* Impact finding.

Executive Order 11988: Floodplain Management

Consistent with the National Flood Insurance Program, prior to commencing construction, the City must obtain a certification stating the proposed Project would not impact the pre-project base flood elevations, regulatory floodway elevations, regulatory floodway widths, or otherwise result in adverse impacts related to potential flood risks. Based on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM 06037C1780G), the proposed Project would not be located within a delineated 100-year floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Structures constructed as part of the proposed Project would not have the potential to redirect flows within a flood zone from a 100-year storm event. Based on this analysis, the FTA finds that the proposed Project would have no impacts to any 100-year floodplains or floodways.

Endangered Species Act

A United States Fish and Wildlife Service Information for Planning and Consultation database search was completed on February 25, 2022 and updated on July 27, 2022. A threatened and endangered species list was obtained from the United States Fish and Wildlife Service on March 23, 2022. Neither search identified critical habitat. Land cover within a 0.25-mile radius around the guideway, stations, and other support facility sites includes primarily concrete and asphalt paved streets and structures, with ornamental landscaping interspersed. The proposed Project is not located within a significant ecological area as defined in the County of Los Angeles General Plan, and the City General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present within the City. Furthermore, the proposed Project does not occur within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the FTA finds that the proposed Project would not result in an adverse effect related to endangered and/or threatened plant and animal species.

Executive Order 12898: Environmental Justice

The potential for disproportionately high and adverse human health or environmental effects on minority and low-income populations was evaluated in the EA in accordance with Executive Order 12898, U.S. Department of Transportation Order 5610.2(a) and FTA's Environmental Justice Circular 4703.1. Low-income and minority populations that are the subject of Executive Order No. 12898 on environmental justice are present in the proposed Project area. The proposed Project would result in operational effects related to aesthetics and visual quality and noise which would occur primarily within the Sports Village neighborhood of the City. These effects would be predominantly borne by the Environmental Justice (EJ) community that resides within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Effects to the other surrounding EJ communities would be reduced or minimal based on the distance from the alignment and nature of the proposed Project within the Sports Village neighborhood. Mitigation Measures **VIS-1** through **VIS-4**, and **NV-1** and **NV-2** would be implemented equally throughout the Project corridor as necessary and would minimize or avoid effects related to aesthetics and visual quality and noise. The potential adverse effects identified could be avoided or minimized through the implementation and incorporation of various mitigation measures identified in the EA.

While aesthetics and visual quality and noise effects would be predominantly borne by the EJ populations in the Sports Village neighborhood, these populations would also receive the greatest benefit from the proposed Project, namely convenient transit access to the LACMTA K Line and event and entertainment destinations in the City which would be served by the Project. With the implementation of mitigation measures, a disproportionately high and adverse effect related to aesthetics and visual quality and noise would not occur in EJ communities. The FTA finds that the Project would not have disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

Uniform Relocation Assistance and Real Property Acquisition Act

Based on the Federal regulations implementing the Uniform Act in 49 CFR part 24, the proposed Project would not result in an adverse effect related to property acquisitions. The Build Alternative will require full acquisitions, partial acquisitions, as well as, both permanent and temporary easement acquisitions. The properties are currently operating and employ an estimated 385 employees combined, with the largest employers being the Vons at 500 East Manchester Boulevard, and the CVS Pharmacy at 222 North Market Street.

A relocation analysis prepared for the proposed Project concluded that there is adequate space available for all displaced businesses to relocate within the City and employees of these businesses would not experience long-term loss of employment. None of the businesses to be displaced are unique in their property requirements such that relocation within the City would be difficult or require special considerations. The City in coordination with the Vons grocery store reconfigured the proposed MSF site to ensure that Vons can remain on its existing site with a similarly sized new grocery store building. The Vons ownership would be responsible for constructing the new grocery store. The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. This includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Where acquisitions and relocation are unavoidable, the City would follow the provisions of both the Uniform Act and the California Relocation Act, as amended.

Environmental Finding:

In accordance with 23 CFR Part 771.121, the FTA finds, based on the analysis, reviews, and mitigation measures identified in the EA, that there are no significant or adverse impacts on the environment associated with implementation of the Project. The LACMTA and the City have incorporated mitigation measures into the project to reduce or eliminate potentially significant or adverse environmental impacts. The City shall implement the mitigation measures and measures to avoid and minimize environmental impacts located in Attachment B.

Approved:



March 16, 2023

Ray Tellis
Regional Administrator
Federal Transit Administration, Region IX

Date

Attachments:

- A. Public Comment Summary and Responses
- B. Environmental Commitments to Mitigate Effects
- C. Public Comment Letters
- D. Agency Correspondence and Interested Party Coordination
- E. Cultural Resources Mitigation and Discovery Plan

ATTACHMENT A

Comments Summary and Responses

The EA was available for public and agency review during a 32-day comment period from October 14, 2022 to November 14, 2022. During the public comment period, the team received 30 comment letters via post and email.

Table A provides a summary of comments received, the commenter, and topic of comment. The corresponding responses immediately follow Table A.

TABLE A - SUMMARY OF COMMENT LETTERS – EA			
No.	Commenter	Comment Topic	Date Received
FEDERAL AGENCIES			
1	Environmental Protection Agency – Connell Dunning	General EA review	November 14, 2022
LOCAL AGENCIES			
2	South Coast Air Quality Management District – Danica Nguyen	Request for additional information; CEQA and NEPA clarification	October 12, 2022
3a	Los Angeles County Fire Department, Forestry Division – Perla Garcia	Request for an electronic submittal to review	October 13, 2022
3b	Los Angeles County Fire Department, Forestry Division – Ronald M. Durban	Department review	November 28, 2022
4	Los Angeles County Sanitation District – Mandy Huffman	Comments pertaining to the technical studies	October 24, 2022
5	Los Angeles County Metropolitan Transportation Authority – Cassie Truong	CEQA and NEPA clarification	November 3, 2022
TRIBAL ENTITIES			
6	Gabrielino Tongva Indians of California – Christina Conley	Request for Tribal coordination	October 18, 2022
ORGANIZATIONS			
7	Toragrafic – Mark Stewart	Project Support	October 24, 2022
8	Fast Signs – Eric Baines	Project Support	October 28, 2022
9	Elevate Culture Corporation – Alfred Torregano	Project Support	November 3, 2022
10	Greening LA – Marcela Oliva	Project Support	November 7, 2022
11	JAD & Associates LLC – Joseph Allan C Dilay, PE	Project Support	November 11, 2022
INDIVIDUALS			
12	Deborah Jennings-Mau	Project Support	October 22, 2022
13	Steve Lampkin	Project Support	October 28, 2022
14	Sunnet Rainer	Project Support	October 28, 2022
15	Lee Denmon	Project Support	October 28, 2022
16	Pauline Diaz	Project Support	October 28, 2022
17	Rene Lydia	Project Support	October 28, 2022
18	Diane Walker	Project Support	October 28, 2022

TABLE A - SUMMARY OF COMMENT LETTERS – EA			
No.	Commenter	Comment Topic	Date Received
19	Bill West	Project Support	October 28, 2022
20	Gwen Goodman	Project Support	October 28, 2022
21	Aletha Metcalf	Project Support	October 28, 2022
22	Joan Richardson	Project Support	October 28, 2022
23	Alicia Smith	Project Support	October 28, 2022
24	Michele Chambers	Project Support	October 28, 2022
25	Doris Obih	Project Support	October 28, 2022
26	Richard Galindo	Project Support	October 28, 2022
27	Jackie Coco	Project Support	October 28, 2022
28	Scott Bedno	Project Support	November 9, 2022
29	Jose Flores	Project Support	November 10, 2022
30	Stacy Howard	Noise/Construction	November 11, 2022

General Response to Comment:

The Build Alternative, which was reaffirmed on November 22, 2022 would construct an approximately 1.6-mile long, elevated, guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue and include three stations and a maintenance and storage facility. The overall purpose and objective of the proposed Project is to provide a direct and convenient extension of the Los Angeles County Metropolitan Transportation Authority (LACMTA) regional transit system for local residents and the region to access the City’s new major housing, employment, commercial, and activity centers. The proposed Project is planned to operate from 6:00 AM to 12:00 AM during the week and on weekends, with the possibility of extending operation hours as needed during special events. The proposed Project would open in time to operate for the 2028 Olympics.

Response to Comment 1: Environmental Protection Agency – Connell Dunning

The U.S. Environmental Protection Agency (EPA) submitted a comment letter on November 14, 2022 consistent with their review authority under Section 309 of the Clean Air Act. The letter did not identify significant environmental concerns and acknowledged the FTA’s commitment to the Project’s mitigation program detailed in Attachment B. The EPA also requested to be notified upon the release of the FONSI for public review. No other comments or concerns were raised by the EPA and no further action is required at this time.

Response to Comment 2: South Coast Air Quality Management District – Danica Nguyen

The SCAQMD sent an email to the proposed Project email address asking whether the City’s EIR prepared pursuant to the CEQA had been approved and questioned why the EA was prepared and released after the EIR approval. On October 13, 2022, the City contacted the SCAQMD by telephone followed by an email response with the pertinent CEQA clarifications. As indicated to the SCAQMD staff via telephone, the Final EIR was certified by the City of Inglewood on April 12, 2022, thereby concluding the CEQA process. The CEQA compliance is for projects that will use State/regional/local grants or private funding. The EA has been completed per the NEPA, compliance with which is triggered by projects that are seeking federal funds which is the case for the proposed Project. Although the CEQA and the NEPA documents are sometimes joined and publicly circulated in a joint document, they need not be. Consistent with the FTA’s

regulations implementing the NEPA, no final design activities, non-authorized property acquisitions, purchases of construction materials or rolling stock, or construction activities for the proposed Project occurred prior to the issuance of the FONSI. In subsequent emails, the SCAQMD staff also requested an electronic version of the EA which was provided on October 15, 2022. No further correspondence or comment has been received from the SCAQMD and no further action is required at this time.

Response to Comment 3: Los Angeles County Fire Department – Perla Garcia and Ronald M. Durban.

The LACoFD responded to the EA circulation by requesting that the EA document be submitted to the Los Angeles County's EPIC-LA website for LACoFD environmental review. The City registered and submitted the EA on the EPIC-LA site on October 26, 2022. A comment letter was received on November 28, 2022, after the close of the EA circulation. The comment letter included review comments from the LACoFD Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division. Both the Planning and Health Hazardous Materials Divisions had no comments and provided contact information for representatives of each division. The Land Development Unit stated that the Project must comply with County code and ordinance requirements for construction, access, water main, fire flows and fire hydrants and that any changes to water/fire hydrant locations require Fire Department review and approval. The Forestry Division noted their statutory responsibilities including oversight of erosion control, watershed management, rare and endangered species, brush clearance, vegetation management, fuel modification for Fire Hazard Severity Zones, archaeological and cultural resources, and the County Oak Tree Ordinance. The Build Alternative will comply with applicable County code and ordinance requirements as well as any County-required plan review or approvals.

Response to Comment 4: Los Angeles County Sanitation District – Mandy Huffman

The Los Angeles County Sanitation District provided clarifying comments on the Utilities Study provided in Appendix G of the EA. The comments stated that several sewer lines and storm drains identified in the study were incorrectly identified as Los Angeles County-owned facilities and asked that these items be corrected. In addition, the comment also noted that sewer line relocation and abandonment identified in the Utilities Study conflict matrix were being coordinated directly with the Districts' Sewer Design section. The Utilities Study has been updated with these clarifications and has been saved to the City and the FTA project files.

Response to Comment 5: Los Angeles County Metropolitan Transportation Authority – Cassie Truong

The LACMTA sent an email following receipt of the NOA and asked for clarification and confirmation that the proposed Project had not changed substantially since LACMTA's review of the CEQA document. The City responded via email to explain that the Project description provided in the EA is the same as that provided in the CEQA EIR. No further correspondence or comment has been received from the LACMTA and no further action is required at this time.

Response to Comment 6: Gabrielino Tongva Indians of California – Christina Conley

The Gabrielino Tongva Indians of California responded to the EA circulation requesting to be notified on the proposed Project. Although, the Gabrielino Tongva Indians of California were previously invited to participate in the NEPA Section 106 process for tribal consultation, as well as part of the CEQA and Assembly Bill 52 process, they did not respond to initial requests and the NEPA Section 106 process proceeded without their input. On December 12, 2022 the City contacted Ms. Conley via telephone to determine the Gabrielino Tongva Indians' interest in participating in formal tribal consultation under NEPA and the National Historic Preservation Act. Through this correspondence, Ms. Conley requested copies of

ATTACHMENT B

Environmental Commitments to Mitigate Effects

The mitigation measures and other features of the proposed Project that reduce adverse impacts, to which the FTA and the City have committed in the EA and FONSI are summarized in the following table. The City would establish a program for monitoring the implementation of the mitigation measures as part of its oversight and contract specifications for the construction and operation of the proposed Project.

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
Transportation and Traffic	<p>TRANS-1 Transit Access and Circulation Program: The Project Task Force (as identified in the Construction Commitment Program) shall be responsible for the following:</p> <ul style="list-style-type: none"> • Ensure that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City. • Coordinate with the LACMTA and any other transit service providers to: <ul style="list-style-type: none"> ○ Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location. ○ Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination. 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Transit Access and Circulation Program
Transportation and Traffic	<p>TRANS-2 Construction Staging and Traffic Control Program: A Construction Staging and Traffic Control Program shall be developed by members of the Project Task Force (as defined in the Construction Commitment Program), subject to review and acceptance by the City and/or the JPA, and shall address the following topics:</p> <ul style="list-style-type: none"> • Coordination with other public infrastructure projects within the City's boundaries. • Coordination with major private development projects that may be constructed concurrently with the proposed Project, including HPSP and IBEC. • Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow. • Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, The Forum, and the Inglewood Basketball and Entertainment Center. • Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times. • Monitoring and coordination of construction materials deliveries. • Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media. <p>The Traffic Control Program shall be developed as needed based on the following principles:</p> <ul style="list-style-type: none"> • Minimize traffic impacts on residential streets. • Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Construction Staging and Traffic Control Program

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City.</p> <ul style="list-style-type: none"> • Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley. • Maintain access for all public safety vehicles (such as police, fire, and emergency response). • Maintain bicycle and pedestrian access within the Project area or approved detours at all times. • Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times. • Sidewalk closures shall be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary. • Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety. • Establish and maintain wayfinding signage. • Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures. • Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures. • All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures. • Entry and exit to the Market Street/Florence Avenue construction site shall be limited to right turns to/from Florence Avenue for large trucks, construction equipment, and material deliveries. An entrance off Locust Street between Florence Avenue and Regent Street will also be required to serve the contractor's offices and staging area. If required for phasing, the Locust Street entrance may also be used for large trucks, construction equipment, and material deliveries as approved by the City. 			
Transportation and Traffic	<p>TRANS-3 Parking Management Plan: A Parking Management Plan (as defined in the Construction Commitment Program) shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> • Parking, staging, or queuing of Project-related vehicles, including workers' personal or project-assigned vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed. 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Parking Management Plan

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> • Replace loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate. • Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage. 			
Transportation and Traffic	<p>TRANS-4 Pedestrian Access Program: A Pedestrian Access Program shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> • Pedestrian access to buildings shall be maintained at all times. Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City. • Establish and maintain passenger wayfinding signage. • Maintain sidewalk access for pedestrians, including providing temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City. • Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Americans with Disabilities Act and similar California laws. • Protect pedestrians from construction-related debris, dust, and noise; such protection may include the use of dedicated pedestrian barriers. • Coordinate with the IUSD and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternate routes to school, working closely with IUSD and the City, and disseminate this information to schools and stakeholders affected by construction. 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Pedestrian Access Program
Aesthetics and Visual Quality	<p>VIS-1 Tree Replacement: A Tree Removal and Replacement Plan shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:</p> <ul style="list-style-type: none"> • Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the Design Standards and Guidelines. • Removal of existing healthy and flourishing trees shall be avoided where feasible. • New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department. • New permanent replacement palm trees shall be a minimum of 20 feet in height. 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Tree Removal and Replacement Plan

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> • The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction. • If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. • The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor shall conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced. 			

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
Aesthetics and Visual Quality	<p>VIS-2 Lighting</p> <p><i>Station Design</i></p> <ul style="list-style-type: none"> • Station canopies shall have indirect accent lighting. • Lighting shall clearly highlight pedestrian paths including those to stairs, escalators, and elevators. • Accent and functional lighting shall be strategically placed to minimize spillover. • Accent and functional lighting controls shall be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting. <p><i>Guideway and Support Structure Design</i></p> <ul style="list-style-type: none"> • Where provided, guideway indirect accent lighting shall complement station lighting design. • Light fixtures shall be concealed or minimally visible. • Accent and functional lighting shall be strategically placed to minimize spillover. • Code required lighting along the guideway shall be designed to minimize visibility from the ground level. • Street lighting shall be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment. <p><i>Maintenance and Storage Facility</i></p> <ul style="list-style-type: none"> • Where provided, functional lighting shall be placed to minimize spillover. • Building entrances shall be well lit. • Lighting shall clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators. • Public uses on the ground plane of the MSF Site including any covered parking areas shall be well lit with particular attention paid to the comfort and safety of the public. <p><i>Elevated Passenger Walkways</i></p> <ul style="list-style-type: none"> • Where provided, functional lighting shall be placed to minimize spillover. • Overall lighting design shall not interfere with roadway traffic below. • Accent lighting shall complement station lighting design. • Accent and general lighting controls shall be programmable and sensor controlled to allow for daytime, nighttime, and event settings. 	Final Design	Project Task Force, Contractor	Follow Design Guidelines
Aesthetics and Visual Quality	<p>VIS-3 Tree Placement</p> <ul style="list-style-type: none"> • An arborist report surveying the condition and extents of all existing trees in the Project area shall be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project. • Existing flourishing trees (as identified in the arborist report) shall remain, where feasible. • An Approved Plant Palette based on the City's approved street tree list shall be used as a basis for all sections of new trees. • The quantity and species of existing trees removed by the Project shall be replaced in accordance with the City's current landscape guidelines. 	Pre-Construction and During Construction	Project Task Force, Contractor	Follow Design Guidelines

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> Protected species in the Inglewood Municipal Code, Tree Preservation shall remain. City of Inglewood guidelines for tree spacing shall be followed, considering species of trees and the desired canopy coverage. Trees shall be planted on both sides of the roadway where feasible. Trees shall be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm. On Market Street, trees shall be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible. On Manchester Boulevard, trees shall be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway. On Prairie Avenue, trees on the east side shall continue the stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side shall be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible. 			
Aesthetics and Visual Quality	<p>VIS-4 Signage</p> <ul style="list-style-type: none"> Physical Non-Digital Signage incorporated into the Project shall have a distinct visual graphic identity that is consistent across all physical design elements of the project. All signage shall be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ). Existing signage along the entire alignment, which is affected, shall be replaced along with its infrastructure, and shall meet its originally intended design intent and function. Signage replaced that originated on private property shall be approved by the City of Inglewood and the sign/property owner. 	Pre-Construction and During Construction	Project Task Force, Contractor	Follow Design Guidelines
Aesthetics and Visual Quality	<p>VIS-5 Visual Obstruction. The final Project design shall ensure safe vehicle access to driveways and streets by maintaining adequate sight distances in accordance with City of Inglewood traffic ordinances, and State and National design standards. Final design of straddle bent support columns shall establish minimum distances from residences and residential driveways to ensure adequate sight distances based on posted speed limits in conformance with the above design standards. Prior to construction the final design and site plan shall be submitted to the City of Inglewood Public Works Department for final review and approval. If adequate sight distances cannot be achieved, alternative safety measures such as warning signals, signage, speed feedback signage, or speed bumps shall be incorporated into the design.</p>	Final Design	Project Task Force, Contractor	Follow Design Guidelines
Aesthetics and Visual Quality	<p>VIS-6 Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:</p> <ul style="list-style-type: none"> Temporary lighting shall be limited to the amount necessary to safely perform the required work and shall be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. 	Pre-Construction and During Construction	Project Task Force, Contractor	Follow Design Guidelines

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses.</p> <ul style="list-style-type: none"> • Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties. • Construction night lighting shall be shielded to prevent a direct view of the light sources from residential properties with a property boundary that is within 150 feet of the construction site. • Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety. • To minimize the visual effects of construction the following measures shall be implemented: <ul style="list-style-type: none"> ○ Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized. ○ Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods. ○ When not in use or being staged, heavy equipment shall be located as far as practicable from residential areas, businesses and pedestrian pathways. 			
Air Quality	<p>AQ-1 At a minimum, use equipment that meets the U.S. Environmental Protection Agency (USEPA)'s Final Tier 4 emissions standards for off-road diesel-powered construction equipment with 50 horsepower (hp) or greater, for all phases of construction activity, unless it can be demonstrated to the City Planning Division with substantial evidence that such equipment is not available. To ensure that Final Tier 4 construction equipment or better shall be used during the proposed Project's construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. The City shall also require periodic reporting and provision of written construction documents by construction contractor(s) and conduct regular inspections to the maximum extent feasible to ensure and enforce compliance.</p> <ul style="list-style-type: none"> • Such equipment will be outfitted with Best Available Control Technology devices including a California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPF are capable of achieving at least 85 percent reduction in particulate matter emissions. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Final Tier 4 emissions standards for a similarly sized engine, as defined by the CARB's regulations. Successful contractors must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. The proposed Project representative will make available to the lead agency and Southern California Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, which will be used during construction. The inventory will include the horsepower 	Pre-Construction and During Construction	Project Task Force, Contractor	Implement Pollution Reduction Measures

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.</p> <ul style="list-style-type: none"> • If any of the following circumstances listed below exist and the Contractor provides written documentation consistent with project contract requirements, the Contractor shall submit an Alternative Compliance Plan that identifies operational changes or other strategies that can reduce a comparable level of NOx emissions as Tier 4-certified engines during construction activities. • The Contractor does not have the required type of off-road construction equipment within its current available inventory as to a particular vehicle or equipment by leasing or short-term rent, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply. • The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply. • Contractor has ordered equipment or vehicle to be used on the construction project in compliance at least 60 days before that equipment or vehicle is needed at the Project alignment, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and with due diligence to lease or short-term rent the equipment or vehicle that would comply, but the equipment or vehicle is not available for lease or short-term rent within 120 miles of the Project area, and the Contractor has submitted documentation to the City showing that the requirements of this exception provision apply. • Construction-related diesel equipment or vehicle will be used on the Project for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception to circumvent the intent of this measure. • Documentation of good faith efforts and due diligence regarding the previous exceptions shall include written record(s) of inquiries (i.e., phone logs) to at least three leasing/rental companies that provide construction on-road trucks and off-road equipment, documenting the availability/unavailability of the required types of truck/equipment. The City will, from time-to-time, conduct 			

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>independent audit of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of the Project area, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.</p> <ul style="list-style-type: none"> • Equipment such as concrete/industrial saws, pumps, aerial lifts, light stands, air compressors, and forklifts shall be electric or alternative-fueled (i.e., nondiesel). Pole power shall be utilized to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel-powered generators, must be operated continuously, such equipment must be Final Tier 4 construction equipment or better and located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export with a gross vehicle weight rating of at least 14,001 pounds), or best commercially available equipment, that meet CARB's 2010 engine emissions standards at 0.01 g/hp-hour of particulate matter and 0.20 g/hp-hour of NOx emissions or newer, cleaner trucks, unless the Contractor provides written documentation consistent with project contract requirements the circumstances exist as described above and the Contractor submits the Plan. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards. The City shall include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards and make the records available for inspection. • Require the use of electric or alternatively fueled (e.g., natural gas) sweepers with high-efficiency particulate air (HEPA) filters. • A publicly visible sign shall be posted with the Community Affairs Liaison's contact information to contact regarding dust complaints. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. • Dust shall be controlled per local ordinances. The Contractor shall be responsible for excessive dust or construction debris that results in impacts to adjacent residences or private vehicles, including taking responsibility for clean-up and addressing complaints brought to the project. • All trucks carrying fill materials, debris, or similar materials shall secure and cover loads to prevent dust or debris while travelling on public right of ways. • All trucks removing materials from the site will be loaded within the site perimeter and will be required to cover loads as deemed necessary for dust control. • Material stockpiles and construction area surfaces shall be covered and/or watered as needed to prevent dust at designated construction areas. • All roadways, driveways, sidewalks, etc., being installed as part of the Project should be completed as soon as practicable; in addition, building pads should be laid as soon as practicable after grading. 			

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> To the extent feasible, allow construction employees to commute during off-peak hours. Make access available for on-site lunch trucks during construction, as feasible, to minimize off-site construction employee vehicle trips. Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. 			
Ecosystems and Biological Resources	<p>BIO-1 The City shall require demolition and construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> Prior to initiating any demolition and/or construction activities, a nesting bird survey shall be conducted to determine the presence of any nesting birds within 500 feet of demolition and/or construction activities. In addition, nesting bird surveys shall be conducted at least every six months until the completion of construction activities, as specified below. Nesting bird survey shall include: <ul style="list-style-type: none"> Prior to any demolition and/or construction, and at least every six months during and prior to the raptor nesting season until the completion of construction activities, January 1 to September 1, a qualified biologist shall conduct a site survey for active nests 30 days prior to any scheduled clearing, demolition, grading, or construction activities. The survey shall be conducted within all trees, manmade structures, and any other potential raptor nesting habitat. Prior to any vegetation disturbance between March 1 and September 15, and a least every six months until the completion of construction activities, a qualified biologist shall conduct a survey for nesting birds in all breeding/nesting habitat within the construction or demolition areas and within 300 feet of all disturbance areas and submit the results of these surveys to the City. The surveys shall be conducted within trees and structures, wherever nesting bird species may be located. Nesting bird surveys shall be conducted no earlier than 30 days prior to the initiation of ground or vegetation disturbance. If no breeding/nesting birds are observed, site preparation, demolition and construction activities may begin. If breeding activities and/or an active bird nest is located, the breeding habitat/nest site shall be fenced by the biological monitor a minimum of 300 feet (500 feet for raptors) in all directions, and this area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and/or the young shall no longer be impacted. If the qualified biologist determines that a narrower buffer between the demolition and/or construction activities and the observed active nests is warranted, the biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the demolition and/or construction activities and the nest and foraging areas) to the City and, upon request, the California Department of Fish and Wildlife (CDFW). Based on the submitted information, the City, acting as the lead agency (and CDFW, if CDFW requests) shall determine whether to allow a narrower buffer. 	Pre-Construction and During Construction	Project Task Force, Contractor	Complete Nesting Bird Survey and Implement Protection Measures

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> - During the year prior to demolition and/or construction, a survey shall be conducted by a qualified biologist for bat habitat areas within the construction footprint of the proposed Project between March 1 and September 30 and a least every six (6) months until the completion of construction activities. The areas shall be characterized as to their potential for supporting a bat maternal colony or nursery site. The survey shall include all trees and any manmade structures, or other bat habitat areas that could be affected. If bat maternal colony or nursery sites are identified, then these areas shall be avoided by demolition and/or construction during the bat breeding season, from March 1 through September 30. Each tree or structure supporting an active maternity roost shall be inspected a week prior to determine the presence or absence of roosting bats. - The biologist shall submit weekly reports to the FTA and the City's Parks, Recreation and Library Services Director, or designated representative, regarding the results of the nesting bird surveys. 			
Cultural Resources	<p>CUL-1 Historic Resources (Design Guidelines). 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 ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource's street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features shall be incorporated into the final Project design:</p> <ul style="list-style-type: none"> • 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 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 former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) 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, former United Bank of California (now Broadway Federal Bank), former Fox Theatre, Professional Building, and Inglewood Park Cemetery—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, former J.C. Penney, Bank of America, the Forum, and Lighthouse McCormick 	Final Design	Project Task Force, Contractor	Follow Design Guidelines

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	Mortuary Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. 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.			
Cultural Resources	<p>TCR-1 Retention of a Tribal Cultural Resources Monitor/Consultant. Prior to the commencement of any ground disturbing activity at the Project alignment, the City shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. In addition, the City shall coordinate with the Gabrieleno Band of Mission Indians-Kiah Nation, the tribe that consulted on this project pursuant to the Section 106 process, to designate a native American Monitor for the Proposed Project. A copy of the executed contract shall be submitted to the City of Inglewood Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Native American monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project area.</p>	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Tree Removal and Replacement Plan
Cultural Resource	<p>TCR-2 Cultural Resources Monitoring and Discovery Plan (CRMDP). Prior to the commencement of any ground-disturbing activities within areas requiring archaeological monitoring, the City shall 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 City and FTA's CRMDP review would ensure that appropriate procedures to monitor construction and treat unanticipated discoveries are in place. Review and approval of the CRMDP would occur prior to the commencement of any construction activities subject to the requirements of the CRMDP. The CRMDP should include required qualifications for archaeological monitors and supervising archaeologists and should specify protocols to be followed in relation to archaeological resources. The CRMDP should 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 should 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 should also be described. The CRMDP will also delineate the requirements, procedures, and notification processes in the event human remains are encountered.</p>	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement a Monitoring and Mitigation Program

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	The CRMDP will delineate the area(s) that require archaeological and Native American monitoring. Mapping of the area(s) should be made available to the City, which would incorporate this information into the respective construction specifications.			
Cultural Resource	TCR-3 Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction-worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Monitoring and Mitigation Program as outlined in TCR-2, for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training.	Pre-Construction and During Construction	Project Task Force, Contractor	Implement Cultural Resources Sensitivity Training
Cultural Resource	TCR-4 Archaeological and Native American Monitoring. The qualified archaeologist(s) who meets the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 CFR 61, shall 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 in TCR-2. In addition, the Native American monitor shall be present in those areas designated for archaeological monitoring. Native American 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 shall 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 shall be borne by the City.	Pre-Construction and During Construction	Project Task Force, Contractor	Implement Archaeological and Native American Monitoring
Cultural Resource	TCR-5 Inadvertent Discoveries Related to 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.	During Construction	Project Task Force, Contractor	Follow Guidelines for Inadvertent Discoveries Related to Human Remains

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
Geology	<p>GEO-1 The proposed Project shall be designed to accommodate fault rupture where present in accordance with applicable Caltrans guidelines, including MTD 20-8, Analysis of Ordinary Bridges that Cross Faults, dated January 2013; and MTD 20-10, Fault Rupture, dated January 2013, where any portion of a structure falls within an APEFZ, or where any portion of a structure falls within approximately 100 meters (330 feet) of well-mapped active faults, or within 300 meters (1,000 feet) of an un-zoned fault (not in an APEFZ) that is Holocene or younger in age. Stations and elevated structures for the ATS guideway shall be located to avoid or accommodate the fault rupture hazard where present with refinement of station and ATS guideway placement worked into final design as needed based on project specific geologic surveys, recommendations and criteria. Bridge type structures, such as the ATS guideway, shall be designed to take into account potential displacement from a fault offset, dynamic response due to ground shaking, and any other fault-induced hazards (e.g., creep) that may occur. The design shall be in accordance with the Caltrans MTD 20-8, which defines a method for determining the potential displacement at columns and abutments at fault crossings and designing the structure so it can slide without falling.</p>	Final Design	Project Task Force, Contractor	Follow Design Guidelines
Geology	<p>GEO-2 Prior to the start of construction, the location of the anticipated trend of the Townsite Fault shall be further defined via a phased investigation process to identify and locate active fault traces to support adjustments to the final design as needed. The phased investigation shall be prepared by registered professionals (i.e., California Professional Civil Engineer, Professional Engineering Geologist with experience in fault evaluations) and include a fault investigation conducted along the trace of the Townsite Fault to refine its location and assess its activity level where it crosses the ATS guideway and stations. The following methods shall be included in the investigation:</p> <ul style="list-style-type: none"> • Aerial photograph analysis; • Geophysical surveys (e.g., seismic reflection and/or seismic refraction) to refine the location of the Townsite fault and inform subsequent targeted fault hazard exploration, as necessary; • Targeted fault trenching based on the findings of additional geophysical studies to locate the potential Townsite Fault where it crosses the proposed ATS alignment; and • Exploratory drilling and sampling (e.g., hollow stem auger and cone penetration test borings), as necessary, if the trace of the Townsite fault cannot be adequately delineated across the proposed ATS alignment through the means of fault trenching. <p>Based on the results of these investigations, column placements and facility designs shall be adjusted to accommodate geologic conditions identified. Further, the facilities shall be designed in accordance with applicable Caltrans guidelines including MTD 20-8, Analysis of Ordinary Bridges that Cross Faults, and MTD 20-10, Fault Rupture. Stations/structures and columns/foundations shall be located to avoid the fault rupture hazard where present. Probabilistic procedures shall follow those outlined in the <i>Fault Rupture Hazard Evaluation</i> prepared for the proposed Project. If further study of the fault rupture is conducted, then procedures as outlined in CGS Note 4938 shall be followed.</p>	Pre-Construction and During Construction	Project Task Force, Contractor	Follow Design Guidelines

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
Geology	<p>GEO-3 The proposed ATS system facilities shall be designed in accordance with applicable Caltrans guidelines including Memo to Designers 20-8 (Analysis of Ordinary Bridges that Cross Faults) and 20-10 (Fault Rupture). The response spectra provided in the <i>Development of Seismic Design Criteria in Support of Draft EIR - Seismic Design Criteria</i> shall be considered applicable for both aerial guideway and ancillary structures within each segment of the alignment under the guideway and each station. Probabilistic procedures also shall follow those outlined in Caltrans Memo to Designers 20-10-Fault Rupture, dated January 2013.</p>	Final Design	Project Task Force, Contractor	Follow Design Guidelines
Hazards	<p>HAZ-1 The following features and actions address potential adverse effects associated with the use, handling and releases of hazardous materials:</p> <ul style="list-style-type: none"> • <u>Building Demolition Plan</u>. Prior to any demolition activities, the contractor shall conduct an evaluation of all buildings built prior to 1980 to be demolished to identify the presence of ACMs and LBP. Remediation will be required to be implemented in accordance with the recommendations found in the evaluations and to ensure ACMs and LBP are removed to levels established for public safety. • <u>Hazardous Materials Contingency Plan</u>. The contractor shall prepare a plan addressing the potential for discovery of undocumented or previously unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This plan shall address UST decommissioning, field screening and materials testing methods, contaminant management requirements, and health and safety requirements to ensure no exposure to hazards or hazardous materials occurs on site and to ensure any contaminated materials encountered during construction are removed to levels established for public safety • <u>Soil Management Plan</u>. A Soil Management Plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation and establish soil reuse criteria, define a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will also be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors or flame ionization detectors in accordance with South Coast Air Quality Management District Rule 1166. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. In addition, a contaminated soil contingency plan will be developed and in place during all construction activities. If these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/National Pollutant Discharge Elimination System process, the 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement Building Demolition Plan, Hazardous Materials Contingency Plan, Soil Management Plan, Health and Safety Plan, and Utility Work Coordination

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply																		
	<p>groundwater will be profiled, manifested, hauled, and disposed of in the same manner.</p> <ul style="list-style-type: none"> • <u>Health and Safety Plan</u>. A Health and Safety Plan shall be developed to address the potential for exposure to the constituents of concern. • <u>Utility Relocation Work</u>. All Project utility relocations in the vicinity of Kelso Elementary School shall be designed and constructed to remain within the public right-of-way and not impact school property. Relocations shall be located further away from the school as feasible and designed and constructed to current standards to assure that they create no unacceptable hazards to the school. During Project construction, any open trenches and construction equipment shall be marked and barricaded such that they are not accessible by the students or create any potential hazard to school operations. Project utility relocations or cut overs that may require disruption to school normal utility services shall be scheduled to occur outside of normal school hours with advanced notification to the School District. 																					
Noise and Vibration	<p>NV-1 The exterior noise level generated by the ATS train, inclusive of all contributing noise sources, shall not exceed the levels specified in Section 2.2.1, Exterior Airborne Noise, ASCE 21-05 (American Society of Civil Engineers, Automated People Mover Standards - Part 2 Section 2.2.1, Exterior Airborne Noise, ASCE 21-05). The design of any barriers along the guideway designed to reduce noise shall be subject to the limits noted below.</p> <table border="1" data-bbox="436 792 1136 1144"> <thead> <tr> <th colspan="3" data-bbox="646 792 911 813">Exterior ATS Train Noise Limits</th> </tr> <tr> <th data-bbox="443 813 674 834">Condition</th> <th data-bbox="688 813 869 834">Maximum dBA Level</th> <th data-bbox="884 813 1129 834">Measurement Location</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 841 674 889">Maximum length train entering and leaving station</td> <td data-bbox="688 841 869 889">76 (slow response)</td> <td data-bbox="884 841 1129 889">In the station, 5 feet from the platform edge and 5 feet above the station floor.</td> </tr> <tr> <td data-bbox="443 906 674 954">Maximum length train stopped in station</td> <td data-bbox="688 906 869 954">74 (slow response)</td> <td data-bbox="884 906 1129 954">In the station, 5 feet from the platform edge and 5 feet above the station floor, with vehicle doors and platform doors fully open.</td> </tr> <tr> <td data-bbox="443 971 674 1068">Maximum length train traveling along the entire guideway under any normal velocity, acceleration, and deceleration operating condition</td> <td data-bbox="688 971 869 1068">76 (fast response)</td> <td data-bbox="884 971 1129 1068">At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track), whichever is closer.</td> </tr> <tr> <td data-bbox="443 1084 674 1133">Maximum length train traveling at 10 mph</td> <td data-bbox="688 1084 869 1133">74 (fast response)</td> <td data-bbox="884 1084 1129 1133">At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track).</td> </tr> </tbody> </table> <p><small>SOURCE: American Society of Civil Engineers, Automated People Mover Standards - Part 2 Section 2.2.1, Exterior Airborne Noise, ASCE 21-0.</small></p>	Exterior ATS Train Noise Limits			Condition	Maximum dBA Level	Measurement Location	Maximum length train entering and leaving station	76 (slow response)	In the station, 5 feet from the platform edge and 5 feet above the station floor.	Maximum length train stopped in station	74 (slow response)	In the station, 5 feet from the platform edge and 5 feet above the station floor, with vehicle doors and platform doors fully open.	Maximum length train traveling along the entire guideway under any normal velocity, acceleration, and deceleration operating condition	76 (fast response)	At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track), whichever is closer.	Maximum length train traveling at 10 mph	74 (fast response)	At any point on a cylindrical envelope co-axial with, and 50 feet from, the centerline of each guideway lane (track).	Final Design	Project Task Force, Contractor	Follow Design Guidelines
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Noise and Vibration	<p>NV-2 The City of Inglewood shall design and construct the MSF to reduce combined noise levels from all onsite equipment and activities to 62 dB L_{dn} or less, at all surrounding residential uses. To achieve this performance standard, during the architectural and engineering design, and prior to the issuance of any building permits for the MSF, the City or their contractor shall retain an acoustical consultant to evaluate the design and provide written recommendations, as necessary, to reduce noise from all onsite equipment and activities. Such recommendations may include, but are not limited to, changes in site layout or equipment locations; sound power limits or specifications; rooftop parapet walls;</p>	Final Design	Project Task Force, Contractor	Follow Design Guidelines																		

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	acoustical absorption, louvers, screens, or enclosures; intake and exhaust silencers; or administrative controls (such as restricting certain activities to daytime hours). The recommendations shall be incorporated into the proposed Project plans prior to construction.			
Noise and Vibration	<p>NV-3 A Construction Noise Control Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works prior to construction. The Plan shall include measures demonstrating that construction noise levels will be below FTA's General Assessment Construction Noise Criteria. The following construction noise reduction measures shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> • Install temporary noise barriers that reduce sound at receptors; • For any idling that is expected to take longer than five minutes, the engine shall be shut off; • All equipment shall be equipped with optimal muffler systems; • Use solar, battery powered, or hybrid equipment whenever practical; • Locate staging areas as far away from sensitive receptors as feasible; • Locate stationary noise sources as far away from sensitive receptors as feasible; • Enclose stationary noise sources, such as diesel- or gasoline-powered generators, with acoustical barriers where necessary and required; • If stationary equipment cannot be enclosed within a shed or barrier, such equipment must be muffled and located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • Pole power shall be utilized to the maximum extent feasible in lieu of generators. • Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. Additionally, use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions shall be considered. • Staging of construction material deliveries behind fencing to minimize noise emitting from idling vehicles. • On site-signage reminding workers to minimize noise generation. • When not in use or being staged, heavy equipment shall be located as far as practicable from sensitive receptors. • For project foundations, consider the use of drilled piles or sonic pile drivers or vibratory pile drivers instead of traditional impact pile drivers, as permitted by geological conditions. • Sequence noisy activities to occur during the same general time period during daytime hours to the extent practical. 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement Construction Noise Control Plan

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> • Select quieter demolition methods where appropriate and feasible such that demolition activities can remain within the project specified noise levels. • Unless deemed infeasible for a particular construction activity, the Contractor shall utilize rubber tire earth moving equipment in lieu of track mounted earth moving equipment. • Construction material deliveries shall take place within designated construction staging areas as far from residential sites as practical to minimize noise impacts • Provide signage at active construction sites and staging areas reminding workers, equipment operators and delivery vehicles to minimize noise levels to the extent possible. • Rumble strips or signage shall be provided at roadway access points into contractor laydown and staging areas to slow construction vehicles and limit vehicle noise. • Coordinate with the Inglewood Unified School District administrators to avoid disruptive noise during school hours including scheduling heavy equipment such as cranes, haul trucks, concrete trucks, concrete pumps, pneumatic equipment, earth moving vehicles or similar to operate outside of school hours. The City shall require that the Project's construction noise during school hours would be limited to 5 dBA Leq 1-hour above the measured ambient noise levels at Kelso School property line as identified in the RDEIR. Activities that would exceed this threshold shall be scheduled to occur outside of normal school hours or mitigated with specific mitigation measures such as temporary sound walls, sound blankets, or other sound-attenuating devices. The City shall monitor the Project's construction noise levels during school hours to assure compliance. As requested by the District, monthly noise monitoring reports on noise levels during school hours at Kelso School will be provided to the District. <p>In order to ensure that construction noise levels will be below the established standards, the following shall be incorporated into the Plan:</p> <ul style="list-style-type: none"> • A monitoring plan shall be implemented during demolition and construction activities. Warning thresholds shall be defined that are 5 dBA below the specified noise limits to allow sufficient time for the Contractor to take actions to reduce noise. A monitoring record that documents all alarms and actions taken to comply with these measures shall be provided to the City upon request. • In the event the warning level (dBA) is exceeded, construction activities shall be temporarily halted in the vicinity of the area where the exceedance occurs. The source of the noise exceeding the warning level shall be identified followed by actions to be implemented to reduce noise levels below the established standards. Noise measurements shall be gathered after actions are taken to verify noise levels are below the warning level before construction activities restart. The following are examples of actions that can be taken to reduce construction noise levels: <ul style="list-style-type: none"> ○ Halting/staggering concurrent construction activities in certain locations; ○ Reducing the speed or intensity of the heavy-duty construction equipment being operated simultaneously; 			

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<ul style="list-style-type: none"> ○ Operating equipment at the lowest possible power levels; ○ Modifying equipment, such as dampening of metal surfaces or other redesign to minimize metal-to-metal impacts. 			
Noise and Vibration	<p>NV-4 Prior to the issuance of any demolition or construction permit for each phase of the proposed Project, a Construction Vibration Reduction Plan shall be prepared to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. The Plan shall be developed in coordination with a certified acoustical/vibration consultant and shall be approved by the City's Director of Public Works. The Plan shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> • A Pre-Demolition and Construction Plan that includes but is not limited to: <ul style="list-style-type: none"> ○ Photos of current conditions of buildings and structures that could be damaged from construction activities. This crack survey shall include photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labelled in detail and dated. ○ Identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during proposed Project activities. ○ Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the proposed Project. ○ Determine the number and placement of vibration sensors at the affected buildings in consultation with a qualified architect. The number of units and the locations of these sensors shall take into account proposed demolition and construction activities to ensure that adequate measurements can be taken illustrating vibration levels during the course of the proposed Project, and if/when levels exceed the established threshold. ○ A line and grade pre-construction survey at the affected buildings shall be conducted. • A Vibration Plan During Demolition and Construction that includes the following: <ul style="list-style-type: none"> ○ Regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in postconstruction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors. ○ The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inches/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA's threshold of significance for a building given its conditions, and a warning level that is 0.05 inch/second (PPV) less than the regulatory level. The system shall also provide real- 	Pre-Construction and During Construction	Project Task Force, Contractor	Prepare and Implement Construction Vibration Reduction Plan

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>time alert when the vibration levels exceed either of the two preset levels.</p> <ul style="list-style-type: none"> ○ In the event the warning level (PPV) is triggered, the contractor shall identify the source of vibration impacts and establish steps to reduce the vibration levels, including but not limited to halting or staggering concurrent activities and using lower vibratory techniques. ○ In the event the regulatory level (PPV) is triggered, halt the construction activities in the vicinity of the trigger area and visually inspect the building for any damage. Results of the inspection must be logged. Identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level (PPV). Construction activities may then restart. ○ In the event work occurs in the proximity of identified historic uses, the system shall be programmed for two preset velocity levels: a regulatory level that represents when PPV levels would exceed the FTA threshold of significance 0.12 inch/second for a building given its conditions, and a warning level that is 0.012 inch/second (PPV) less than the regulatory level. ○ Collect vibration data from receptors and report vibration levels to the Joint Powers Authority and/or the City on a daily basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels. ● Post-Construction Reporting and Repairs: <ul style="list-style-type: none"> ○ Provide a report to the Joint Powers Authority and/or the City regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the postconstruction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the proposed Project and/or show how the proposed Project did not cause physical damage to the buildings. The report shall include analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a postconstruction line and grade survey shall also be included in this report. ○ Perform repairs to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the proposed Project, physical damage visible in post-construction assessment, or holes or connection points that were needed 			

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	<p>for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.</p> <ul style="list-style-type: none"> • To minimize the risk of potential structural and building damage: <ul style="list-style-type: none"> ○ Limit the location of pile driving and vibratory roller activity to not be within 55 feet and 30 feet of the nearest off-site sensitive receptor, respectively. ○ Limit the number of jackhammers operating simultaneously to one piece operating within 45 feet of off-site sensitive receptors. ○ In the event impact pile driving is required, equipment shall only be used from the hours of 7:00 AM to 7:00 PM. If feasible, pile driving should use alternative technology such as vibration or hydraulic insertion. • To minimize the risk of related to human annoyance: <ul style="list-style-type: none"> ○ Limit the location of pile driving to 310 feet of off-site vibration sensitive receptors. ○ Limit the location of vibratory roller to 150 feet of off-site vibration sensitive receptors. ○ Limit the location of large bulldozer to 85 feet of off-site vibration sensitive receptors. ○ Limit the location of caisson drilling to 85 feet of off-site vibration sensitive receptors. ○ Limit the location of loaded trucks to 75 feet of off-site vibration sensitive receptors. ○ Limit the location of jackhammers to 45 feet of off-site vibration sensitive receptors. ○ Limit the location of small bulldozer to 25 feet of off-site vibration sensitive receptors. 			
Utilities	<p>UT-1 Prior to the award of the DBFOM contract, and start of any demolition or construction activities, the City or DBFOM shall be responsible for identifying the locations of existing utilities potentially affected by the proposed Project. This shall include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted to document the locations of all utilities within 20 feet of the guideway and station foundations. Based on the information from the field investigations, the DBFOM contractor shall be responsible for confirming the location of existing utilities and coordinating with the appropriate utility owners/operators to determine specific set back requirements for each utility line and the need for any stabilization for protection in place or relocation measures.</p>	Pre-Construction and During Construction	Project Task Force, Contractor	Coordinate with Utility Companies
Utilities	<p>UT-2 Prior to the award of the DBFOM contract, and start of construction, the City shall contact SCE and request an updated system Distribution Study to determine the amount of load that SCE could accommodate and required infrastructure upgrades in order to meet the recommended full redundancy design. Should SCE determine that additional system upgrades are required, such upgrades shall be</p>	Pre-Construction and During Construction	Project Task Force, Contractor	Coordinate with Utility Companies

Environmental Resource	Avoidance, Minimization, and Mitigation Measures	Timing	Responsible Party	Action to Comply
	the responsibility of the DBFOM contractor and/or the City to complete (including design and any additional environmental clearance), subject to the review and approval of SCE and the City, as applicable.			

the original consultation invitation provided them in January 2022. The City provided the previous correspondences to Ms. Conley via email and Ms. Conley responded on December 12, 2022 stating that the tribe's mitigation monitoring concerns and cultural sensitivity of the Area of Potential Effect had been covered by the City's environmental review. Ms. Conley also noted that the Gabrielino Tongva Indians of California will participate in the monitoring of the Project's ground disturbing activities on a rotation with other interested tribes. The Gabrielino Tongva Indians of California expressed no other concerns and no further action is required at this time. The Gabrielino Tongva Indians of California are included in the stakeholder database and mailing list and will continue to receive notifications in future phases of the proposed Project's development.

Response to Comment 30: Stacy Howard

The proposed construction hours are not 6:00 AM-12:00 AM. As described in Section 3.3.14, Construction Schedule and Activities, construction activity associated with the proposed Project would occur 24-hours a day, seven days a week with primarily heavy construction activities (those involving large equipment use on site) occurring over a 16 hour/day schedule with two shifts: either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approximately 3:00 PM to 11:00 PM; or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used typically for material deliveries, export of soil and debris and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic disruptions. It is important to note that 24-hour construction is proposed to shorten the overall construction schedule. Pursuant to the Inglewood Municipal Code, any construction between the hours of 8:00 PM and 7:00 AM would require approval of a permit from the Permits and License Committee of the City.

A detailed noise analysis is provided in the EA, Section 4.18 under Effect CON-18: Noise and Vibration. Construction noise levels would not exceed the FTA's impact criteria. During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA L_{eq} . The highest daytime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the daytime L_{eq} of 90 dBA for residential land uses. Certain heavy construction activities that necessitate temporary road closures could occur at night-time to minimize traffic impacts. For example, construction of the elevated guideway, columns and station components that could impact Prairie Avenue and Manchester Boulevard would be primarily constructed during the off-peak hours and night hours to minimize impacts to daily commuter traffic and potential event traffic. During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA L_{eq} . The highest nighttime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the nighttime L_{eq} of 80 dBA for residential land uses.

The EA identifies several mitigation measures intended to address construction noise effects for residents, including Mitigation Measure **NV-3**, which requires a Construction Noise Control Plan that would proactively minimize potential adverse effects by requiring a monitoring plan during demolition and construction activities to ensure noise levels are below the specified noise limits. Similarly, to address potential construction-related vibration effects, Mitigation Measure **NV-4** would minimize potential adverse effects by requiring a Construction Vibration Reduction Plan to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities. Finally, the Construction Commitments Program adopted for the proposed Project would require a Community Affairs Liaison be identified who would be responsible for responding within 24 hours to any local complaints about construction activities related to noise and vibration.

ATTACHMENT C

Comment Letters

COMMENT LETTER NO. 1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

November 12, 2022

Charlene Lee Lorenzo
Director, Los Angeles Office
Federal Transit Administration, Region 9
888 Figueroa Avenue, Suite 440
Los Angeles, California 90017-5467

Subject: Draft Environmental Assessment for the Inglewood Transit Connector project, Los Angeles County, California

Dear Director Lorenzo:

The U.S. Environmental Protection Agency has reviewed the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The Federal Transit Administration and the project sponsor propose to construct a 1.6 mile driverless electrically-propelled Automated Transit System on an elevated guideway located primarily within public right-of-way along Market Street, Manchester Boulevard, and Prarie Avenue in the City of Inglewood. The proposed project would connect the Los Angeles Metro K-Line station at Market Street and Florence Avenue, to the Forum at Prarie Avenue and Manchester Boulevard, and to the Sofi Stadium on Prarie Avenue and Hardy Street. The proposed alignment would include three stations and a maintenance and storage facility near the corner of Spruce Avenue and Nutwood Street.

EPA did not identify significant environmental concerns to be addressed in the Final EA. We acknowledge FTA's commitment to comprehensively mitigate adverse impacts to the community, as detailed in Appendix I of the Draft EA, through the anticipated 46-month construction period, that may span 16 hours or greater per day, seven days a week. These mitigation commitments include a business and community support program, detailed noise and vibration control programs, Tier 4 off-road diesel construction equipment where available, a business assistance fund program, and a community affairs liaison to respond to any issue or complaint within 24 hours.

The EPA appreciates the opportunity to review this Draft EA. When the Final EA and FONSI are released for public review, please notify us and make an electronic version available. If you have any questions, please contact me at (415) 947-4167, or contact Zac Appleton, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

for Jean Prijatel
Manager, Environmental Review Branch

cc: Louis Atwell, City of Inglewood
Allison Yoh, Los Angeles County Metropolitan Transit Authority

COMMENT LETTER NO. 2

From: Danica Nguyen <dnguyen1@aqmd.gov>

Sent: Wednesday, October 12, 2022 12:53 PM

To: Mindala Wilcox

Cc: inglewoodtransitconnector

Subject: Notice of Availability of an Environmental Assessment and Section 4(f) Evaluation for the Inglewood Transit Connector Project

Good Afternoon Ms. Wilcox,

I am Danica Nguyen, an Air Quality Specialist in the CEQA team from South Coast Air Quality Management District (South Coast AQMD).

South Coast AQMD received a Notice of Availability (NOA) of an Environmental Assessment (EA) and Section 4(f) Evaluation for the Inglewood Transit Connector Project (Project) end of September 2022, and The Federal Transit Administration is the lead agency pursuant to the NEPA. South Coast AQMD staff has looked into the City of Inglewood's website and noticed that the Final EIR for Project was prepared in February 2022. Please let me know if the Final EIR has been approved. If the Final EIR was approved, please clarify why the EA would be prepared and released after the approval of the Final EIR.

Thank you.

Regards,

Danica Nguyen

Air Quality Specialist, CEQA-IGR

Planning, Rule Development & Implementation

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

Phone: (909) 396-3531

E-mail: dnguyen1@aqmd.gov

Please note South Coast AQMD is closed on Mondays.

COMMENT LETTER NO. 3a

From: Garcia, Perla <Perla.Garcia@fire.lacounty.gov>
Sent: Thursday, October 13, 2022 10:15 AM
To: inglewoodtransitconnector
Subject: City of Inglewood - Electronic Submittal Required

The Los Angeles County Fire Department is no longer accepting Environmental Impact Report (EIR) - City Requests applications by mail. Please register and submit your Environmental Review application through the EPIC-LA website at:

<https://epicla.lacounty.gov>

- Please see attached and follow the steps on the EPIC-LA User Guide - Fire - Environmental (EIR) - City Requests.
- The requirements for the submittal is to upload all electronic (PDF format) **City Transmittal letters** and **other review documents** on EPIC-LA.

The Los Angeles County Fire Department **review period** for an EIR is **30 days**. We will upload the comments in the **Files/Attachments tab** on or before the deadline.

For any questions or concerns regarding the Environmental Review application or process, please contact Secretary III, Perla Garcia at (323) 890-4330 or Perla.Garcia@fire.lacounty.gov

**PERLA GARCIA
LACO FIRE DEPARTMENT
FORESTRY DIVISION
323-890-4330**



This communication may contain privileged and/or confidential information and is intended for the sole use of addressee. If you are not the addressee you are hereby notified that any dissemination of this communication is strictly prohibited. Please promptly notify the sender by reply email and immediately delete this message from your system. Trifiletti Consulting, Inc. does not accept responsibility for the content of any email transmitted for reasons other than approved business purposes

COMMENT LETTER NO. 3b



COUNTY OF LOS ANGELES FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

"Proud Protectors of Life, Property, and the Environment"

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KATHRYN BARGER
FIFTH DISTRICT

ANTHONY C. MARRONE
INTERIM FIRE CHIEF
FORESTER & FIRE WARDEN

November 17, 2022

Mindy Wilcox
Planning Manager
1 E. Manchester Boulevard
Inglewood, CA 90301

Received
NOV 28 2022

Planning Division

Received

NOV 28 2022

Planning Division

Dear Ms. Wilcox:

THE ENVIRONMENTAL ASSESMENT, "THE INGLEWOOD TRANSIT CONNECTOR" PROPOSES A 1.6-MILE, THREE STATION, FULLY ELEVATED ELECTRICALLY POWERED LIGHT-RAIL SYSTEM, INCLUDING AN AUTOMATED PEOPLE MOVER (APM) MASS TRANSIT LINE, IT INCLUDES A MAINTENANCE STORAGE FACILITY FOR APM TRAINS, TWO TRACTION POWER SUBSTATIONS AND SURFACE PARKING FACILITIES, CITY OF LOS INGLEWOOD, FFER202212063

The Environmental Assessment reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

For any questions regarding this response, please contact Ed Lamas, Planning Analyst, at (323) 881-2404 or Eduardo.Lamas@fire.lacounty.gov

LAND DEVELOPMENT UNIT:

The proposed development of the Inglewood Transit Connector Project shall comply with all applicable code and ordinance requirements for construction, access, water main, fire flows and fire hydrants. Proposed changes to the water systems/fire hydrant locations shall require additional Fire Department review and approval.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY
CALABASAS

CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY
DIAMOND BAR
DUARTE

EL MONTE
GARDENA
GLENDDORA
HAWAIIAN GARDENS
HAWTHORNE
HERMOSA BEACH
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY

INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE
LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER

LAWNDALE
LOMITA
LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT

PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
VERNON
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

Mindy Wilcox
November 17, 2022
Page 2

For any questions regarding the report, please contact Nancy Rodeheffer at (323) 890-4244, or at nancy.rodeheffer@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, brush clearance, vegetation management, fuel modification for Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance.


For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

Please contact HHMD Hazardous Materials Specialist III, Jennifer Levenson at (323) 890-4114 or Jennifer.Levenson@fire.lacounty.gov if you have any questions.

Very truly yours,



RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:pg

COMMENT LETTER NO. 4



**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

October 24, 2022

Ref. DOC 6716365

Mr. Louis Atwell
Public Works Director, City of Inglewood
1 West Manchester Boulevard
Inglewood, CA 90301

Dear Mr. Atwell:

Environmental Assessment and Section 4(f) Response to Inglewood Transit Connector Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Availability of an Environmental Assessment and Section 4(f) Evaluation for the subject project on October 4, 2022. The proposed project is located within the jurisdictional boundaries of District No. 5. We offer the following comments:

1. **Appendix G Utilities Study**, *items 88, 100, and 198* on pages B3, B4, and B7: the owner of these sewer lines and storm drain is mislabeled as the Districts.
2. **Appendix G Utilities Study**, *items 114, 121, 123, and 141* on pages B4 and B5: the proposed sewer relocation and abandonment is being coordinated directly with the Districts' Sewer Design section.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

cc: R. Paracuelles

COMMENT LETTER NO. 5

Inglewood Transit Connector Project EA Notice

Truong, Cassie <TruongC@metro.net>

Thu 11/3/2022 10:43 AM

To:omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>;

Cc:Ling, Shine <LingS@metro.net>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Hello Lisa and Omar,

I hope you're both doing well. My name is Cassie and I'm with the Adjacent Development Review team at Metro. We coordinated with your team on the Inglewood Transit Connector CEQA documents in late 2020. We received the Environmental Assessment notice for this project and would like to clarify if there are any significant differences between the Final EIR and this document regarding the project description, location, and size.

We look forward to hearing back.

Thank you,
Cassie

Cassie Truong

LA Metro

Transportation Planner, Development Review Team

Transit Oriented Communities

213.547.4331

metro.net | facebook.com/losangelesmetro | [@metrolosangeles](https://twitter.com/metrolosangeles)

Metro's mission is to provide world-class transportation for all.

COMMENT LETTER NO. 6

From: Christina Marsden Conley <christina.marsden@alumni.usc.edu>

Sent: Tuesday, October 18, 2022 1:49 PM

To: inglewoodtransitconnector

Cc: Robert Dorame

Subject: Inglewood Transit Connector Project

Mr. Atwell,

The Gabrielino Tongva Indians Of California is interested in being notified on this project as it is on culturally sensitive indigenous land. We recognize the project is just beginning but want to make sure we are notified on all advancements.

Thank you,
Christina

tehoovet taamet

CHRISTINA CONLEY

- Native American Monitor - Caretaker of our Ancestral Land
- Cultural Resource Administrator Under Tribal Chair, Robert Dorame (Most Likely Descendant) of Pimugna (Catalina Island)
- Native American Heritage Commission Contact
- Fully qualified as a California State Recognized Native American Tribe fulfilling SB18, AB52 Compliance Regulations
- HAZWOPER Certified
- 626.407.8761

GABRIELINO TONGVA INDIANS OF CALIFORNIA

The Gabrielino Tongva Indians of California are recognized in the State of California Bill AJR96 as the aboriginal tribe to encompass the entire Los Angeles Basin area and the Channel Islands of Santa Catalina, San Nicholas and San Clemente



NAHC recognizes GTIOC Tribal Territory

COMMENT LETTER NO. 7



October 24, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Mindy,

We write to you today to express our strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Inter-city Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our region and we must move with speed to bring it to completion.

The ITC will connect visitors to Inglewood's world-class entertainment venues and local businesses, while also bringing economic prosperity and freedom of movement to Inglewood residents. The 1.6-mile elevated, electrically powered automated transit system will effectively close a persistent first/last mile gap between the Metro K-Line and Inglewood's core business district. It is also projected to take thousands of cars off the road every year, significantly reducing traffic congestion and greenhouse gases.

Over 90% of Inglewood's residents are people of color, many of whom are low-income. This community historically lacked investment and access to public transit, with most residents cut off from the wider LA Metro system and the regional economy. Without access to economic growth and good-paying jobs, Inglewood residents will continue to earn less and have fewer opportunities.

With many major events coming to Inglewood, including the upcoming 2028 Olympic and Paralympic Games, providing clean and convenient public transit options is a critical necessity. It's long past time to address the historic lack of public transit that disproportionately harms low-income residents and communities of color.

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The ITC Project is overwhelmingly supported by the community and we ask that you take the necessary steps to move this transformative project forward.

Sincerely,

A handwritten signature in black ink, appearing to read "M Stewart".

Mark Stewart
Owner

Toragrafix

347 West Arbor Vitae Street

Inglewood, California 90301-3708

Voice: 310.641.2600 Fax: 310.641.2696

COMMENT LETTER NO. 8

October 26, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear ,

We write to you today to express our strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our region and we must move with speed to bring it to completion.

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Sincerely,



Eric Baines

Business Owner

COMMENT LETTER NO. 9



1320 Centinela Ave Inglewood, CA 90302 | alfred@elevateculture.today

November 03, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Mindy,

We write to you today to express our strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our region and we must move with speed to bring it to completion.

The ITC will connect visitors to Inglewood's world-class entertainment venues and local businesses, while also bringing economic prosperity and freedom of movement to Inglewood residents. The 1.6-mile elevated, electrically powered automated transit system will effectively close a persistent first/last mile gap between the Metro K-Line and Inglewood's core business district. It is also projected to take thousands of cars off the road every year, significantly reducing traffic congestion and greenhouse gases.

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The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The ITC Project is overwhelmingly supported by the community and we ask that you take the necessary steps to move this transformative project forward.

Sincerely,

Alfred Torregano
Executive Director, Elevate Culture Corporation

COMMENT LETTER NO. 10



www.GreeningLA.com

November 7, 2022

Toks Omishakin, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814
Re: Support for the Inglewood Transit Connector Project

Dear Secretary Omishakin,

On behalf of the Greening LA, I am writing to express my strong support for the City of Inglewood's application to the California State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP) for the Inglewood Transit Connector (ITC) Project.

The City of Inglewood is undergoing a historic transformation into an entertainment and employment center for the region through the construction of the new Los Angeles Stadium and Entertainment District (home of the NFL Rams and Chargers), the revitalization of The Forum, the Inglewood Basketball and Entertainment Center (future home of the NBA Clippers), and a number of on-going economic development projects throughout the City.

The City's new employment and entertainment centers are located approximately 1.5 miles from the Downtown Inglewood station, and as such, the City of Inglewood is proposing to construct the ITC Project, a new elevated automated people mover system that will connect passengers directly from the Metro K Line to the City's new entertainment and employment centers. The ITC Project will complete the first/last mile gap from the larger countywide Metro Rail system, help further reduce vehicle miles traveled and greenhouse gas emissions throughout the region, and provide greater transit connectivity to access a growing employment center.

As part of this important effort, Greening LA is currently exploring methods for Inglewood students to engage through the Los Angeles Trade Tech College (LATTTC) Architecture Program. We look forward to working with the City of Inglewood to establish critical partnerships with Greening LA and LATTTC to help Inglewood youth learn participate in training and apprenticeship programs related to planning, design and project implementation, and prepare for career paths to support the future infrastructure in the City.

The ITC Project will further improve the lives of those who work, live, and visit Los Angeles, and we are excited to support the City's TIRCP application to CalSTA for the ITC Project. We are very proud to support the ITC Project and highly recommend CalSTA move forward with funding this Project.

Sincerely,

Marcela Oliva

Project Director
Marcela Oliva, Architecture Professor
olivam@lattc.edu
www.greeningla.com



JAD & Associates LLC

PLANNING DESIGN & ENGINEERING PROJECT & CONSTRUCTION MANAGEMENT T&C/O&M

November 11, 2022

Mindy Wilcox, Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

I write to you today to express my strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our region, and we must move with speed to bring it to completion.

The ITC will connect visitors to Inglewood's world-class housing and commercial centers, and sports and entertainment venues, while also bringing economic prosperity and freedom of movement to Inglewood residents. The 1.6-mile elevated, electrically powered automated transit system will effectively close a persistent first/last mile gap between the Metro K Line and Inglewood's core business district. It is also projected to take thousands of cars off the road every year, significantly reducing traffic congestion and greenhouse gases.

Over 90% of Inglewood's residents are people of color, many of whom are low-income. This community historically lacked investment and access to public transit, with most residents cut off from the wider LA Metro system and the regional economy. Without access to economic growth and good-paying jobs, Inglewood residents will continue to earn less and have fewer opportunities.

With many major events coming to Inglewood, including the upcoming 2028 Olympic and Paralympic Games, providing clean and convenient public transit options is a critical necessity. It's long past time to address the historic lack of public transit that disproportionately harms low-income residents and communities of color.

The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The ITC Project is overwhelmingly supported by the community, and we ask that you take the necessary steps to move this transformative project forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joseph Dilay', written over a horizontal line.

Joseph Allan C Dilay, PE
President

COMMENT LETTER NO. 12

Deborah Jennings-Mau
618 E. Kelso Street
Inglewood, CA 90301 Email: plasticdebbie10@gmail.com

October 22, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

To Whom It May Concern

We write to you today to express our strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our region and we must move with speed to bring it to completion.

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Sincerely,


Deborah Jennings-Mau
Inglewood Resident Sports Village, District 1

COMMENT LETTER NO. 13

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

As a longtime Inglewood resident, I write to you today to express my strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our city and we must move with speed to bring it to completion.

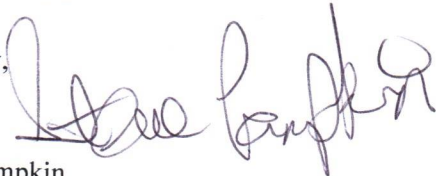
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The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The ITC Project is overwhelmingly supported by the residents and businesses alike and I ask that you take the necessary steps to move this transformative project forward.

Sincerely,



Steve Lampkin
9206 5th Ave.
Inglewood, CA 90305

COMMENT LETTER NO. 14

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

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Sincerely,



Sunnet Rainer
10400 S 7th Ave.
Inglewood, CA 90303
October 28, 2022

COMMENT LETTER NO. 15

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

As a longtime Inglewood resident, I write to you today to express my strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our city and we must move with speed to bring it to completion.

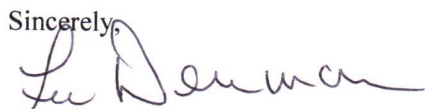
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The ITC Project is designed to provide significant connectivity, traffic reduction, economic prosperity, and quality of life benefits to the City of Inglewood. The ITC Project is overwhelmingly supported by the residents and businesses alike and I ask that you take the necessary steps to move this transformative project forward.

Sincerely,



Lee Denmon
9626 7th Ave.
Inglewood, CA 90305

COMMENT LETTER NO. 16

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

As a longtime Inglewood resident, I write to you today to express my strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our city and we must move with speed to bring it to completion.

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Sincerely,



Pauline Diaz
9325 Crenshaw Bl. #4
Inglewood, CA 90305

COMMENT LETTER NO. 17

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

As a longtime Inglewood resident, I write to you today to express my strong support for the Inglewood Transit Connector (ITC) Project, and support of the City of Inglewood's application for funding from the Transit and Intercity Rail Capital Program, administered by the California State Transportation Agency. This project is a top priority for our city and we must move with speed to bring it to completion.


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Sincerely,



Rene Lydia
8920 S 10th Ave
Inglewood, Ca 90305
October 28, 2022

COMMENT LETTER NO. 18

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

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Sincerely,



Diane Walker
254 N. Hillcrest
Inglewood, CA 90305
October 28, 2022

COMMENT LETTER NO. 19

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

Dear Ms. Wilcox,

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Sincerely,



Bill West
3500 W. Manchester Bl. #449
Inglewood, CA 90305
October 28, 2022

COMMENT LETTER NO. 20

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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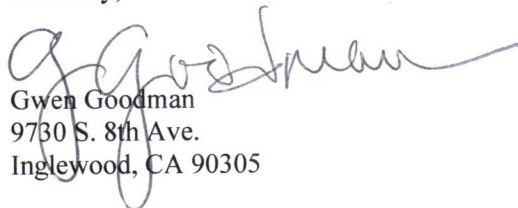
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Sincerely,



Gwen Goodman
9730 S. 8th Ave.
Inglewood, CA 90305

COMMENT LETTER NO. 21

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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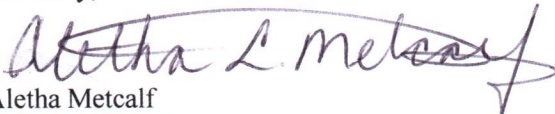
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Sincerely,



Aletha Metcalf
3021 W. 82nd Pl.
Inglewood, CA 90305

COMMENT LETTER NO. 22

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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Sincerely,



Joan Richardson
10410 S. 7th Ave.
Inglewood, CA 90303

COMMENT LETTER NO. 23

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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Sincerely,



Alicia Smith
3320 Hollypark Dr. #3
Inglewood, CA 90304

COMMENT LETTER NO. 24

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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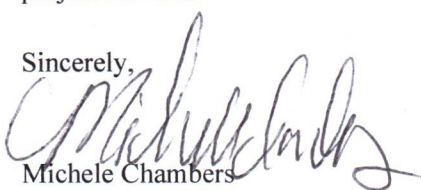
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Sincerely,



Michele Chambers
10411 S. 7th Ave.
Inglewood, CA 90303

COMMENT LETTER NO. 25

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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Sincerely,



Doris Obih
821 Austin Ave. #305
Inglewood, CA 90302

COMMENT LETTER NO. 26

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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Sincerely,



Richard Galindo
1127 E. 68th St.
Inglewood, CA 90302

COMMENT LETTER NO. 27

October 28, 2022

Mindy Wilcox,
Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301

Re: Inglewood Transit Connector (ITC) Support Letter

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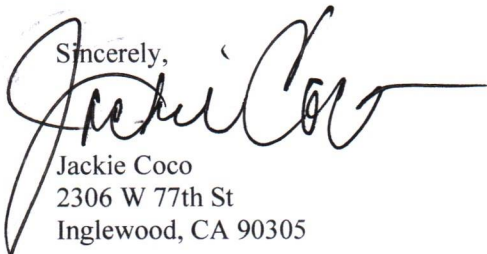
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Sincerely,



Jackie Coco
2306 W 77th St
Inglewood, CA 90305

COMMENT LETTER NO. 28

11.9.2022

Mindy Wilcox, Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

Re: Inglewood Transit Connector (ITC) Support Letter

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Sincerely,

Scott Bedno, Inglewood resident

COMMENT LETTER NO. 29

Nov 10, 2022

Mindy Wilcox, Planning Division
City of Inglewood
One West Manchester Blvd.
Inglewood, CA 90301
Email: inglewoodtransitconnector@cityofinglewood.org

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Sincerely,

Jose Flores, South Bay Resident. Acumen Building Enterprise, Inc.

COMMENT LETTER NO. 30

Inglewood Transit Connector - Public Review Comment

Stacey Howard <staceymacy00@aol.com>

Fri 11/11/2022 12:46 AM

To:inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>;

Greetings,

I would like to know the if the 6AM-12AM construction hours are expected to occur throughout the entirety of the of the construction, or occur during a specified period.

Also, I would like to know what resolve will be offered to the nearby residents who work from home (such as myself) and will be affected by the constant, intense noise levels.

(I am open to contributing to viable resolve options as well).

Thank you for your time and response.

Stacey Howard

From: CHRISTINA CONLEY-HADDOCK <christina.marsden@alumni.usc.edu>
Sent: Monday, December 12, 2022 12:00 PM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Cc: Omar Pulido <omar@trifiletticonsulting.com>
Subject: Re: thank you

Good morning Lisa,

I have looked over both documents and I believe they cover our mitigation monitoring concerns as well as recognizes the cultural sensitivity of the APE. The Gabrielino Tongva Indians of California will be a part of the said ground disturbances on rotation with any other interested tribes.

Thank you, our consultation is closed.
Christina

tehoovet taamet

CHRISTINA CONLEY

- Native American Monitor - Caretaker of our Ancestral Land and Water
- Cultural Resource Administrator Under Tribal Chair, Robert Dorame (Most Likely Descendant) of Pimugna (Catalina Island)
- Native American Heritage Commission Contact
- Fully qualified as a California State Recognized Native American Tribe fulfilling SB18, AB52 Compliance Regulations
- HAZWOPER Certified
- 626.407.8761

GABRIELINO TONGVA INDIANS OF CALIFORNIA

The Gabrielino Tongva Indians of California are recognized in the State of California Bill AJR96 as the aboriginal tribe to encompass the entire Los Angeles Basin area and the Channel Islands of Santa Catalina, San Nicholas and San Clemente



NAHC recognizes GTIOC Tribal Territory

On Dec 12, 2022, at 11:27 AM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Dear Christina,

Thank you so much for your call today. Per our call, please see attached. We would love your help today to acknowledge receipt and close out the consultation process. It so wonderful to work with you and cannot thank you enough for your immediate attention to this important project.

ATTACHMENT D
Agency Correspondence and Interested Party Coordination

1. Section 106 Interested Party Coordination
2. State Historic Preservation Office Correspondence
3. Tribal Consultation

ATTACHMENT D1

Section 106 Interested Party Coordination

Consultation Log

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

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
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. 9/28/22 Ms. Nitsche was emailed a notification of the Draft EA which included a summary of the Finding of No Adverse Effect. No reply was received and a second email was sent 10/19. A follow-up email was sent 12/7/22 to seek additional input on the effects findings. On December 19, 2022, Ms. Nitsche responded via email to note that she was reviewing the Draft EA. On 1/4/23 Ms. Nitsche responded via email and confirmed that the consultation process was closed.	No. No further action needed.
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

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
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. 9/28/22 Ms. LaRose was emailed a notification of the Draft EA which included a summary of the Finding of No Adverse Effect. No reply was received and a second email was sent 10/19. A follow-up email was sent 12/7/22 to seek additional input on the effects findings. Follow-up calls were made on 12/14/22 and 12/21/22. No response has been received to date.	City has not received responses and therefore no further action needed

Organization /Contact	Contact	Correspondence Date	Response	Follow-up	Response	Request to Be Consulting Party?
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



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

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

90 7th 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. Sabrina Barnes
Director, City of Inglewood
Parks, Recreation and Community Services Department
1 Manchester Boulevard
Inglewood, CA, 90301

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Barnes,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

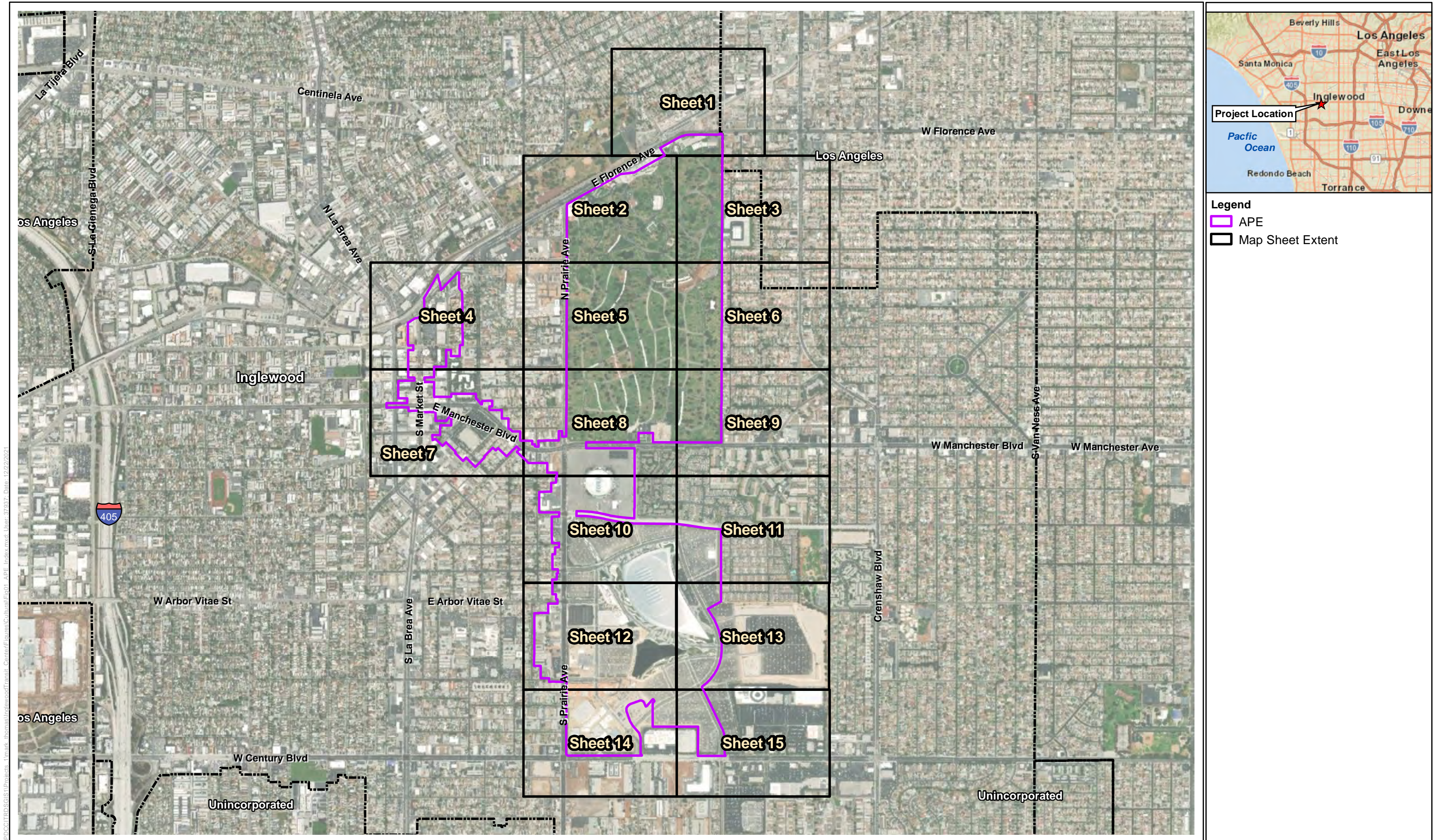
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

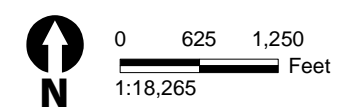
Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project



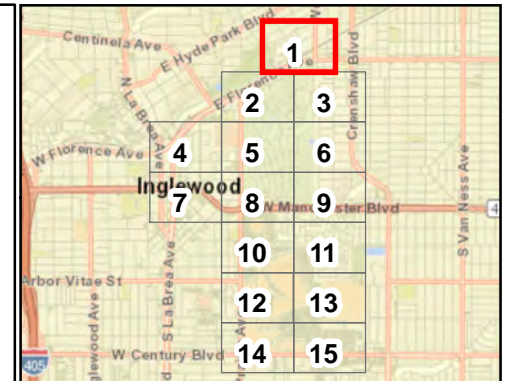
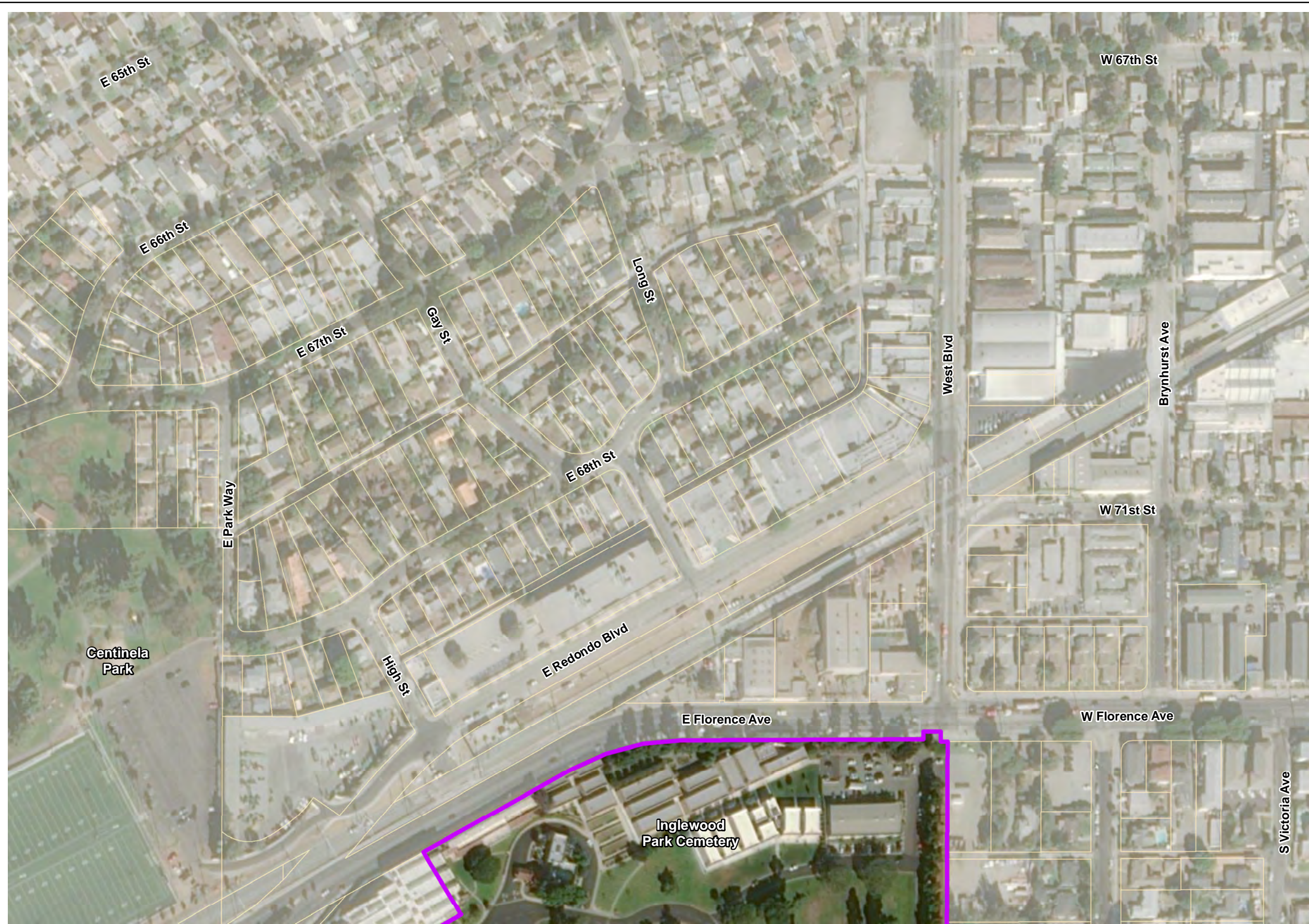


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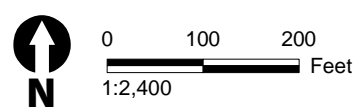


**Figure 1, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

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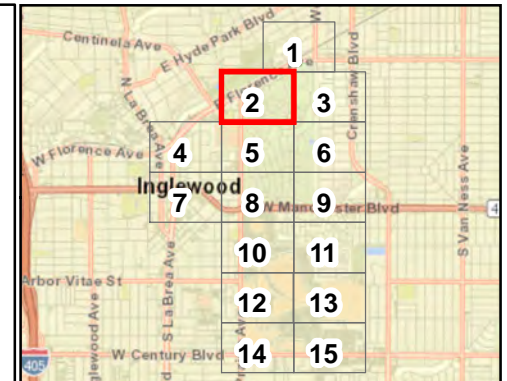
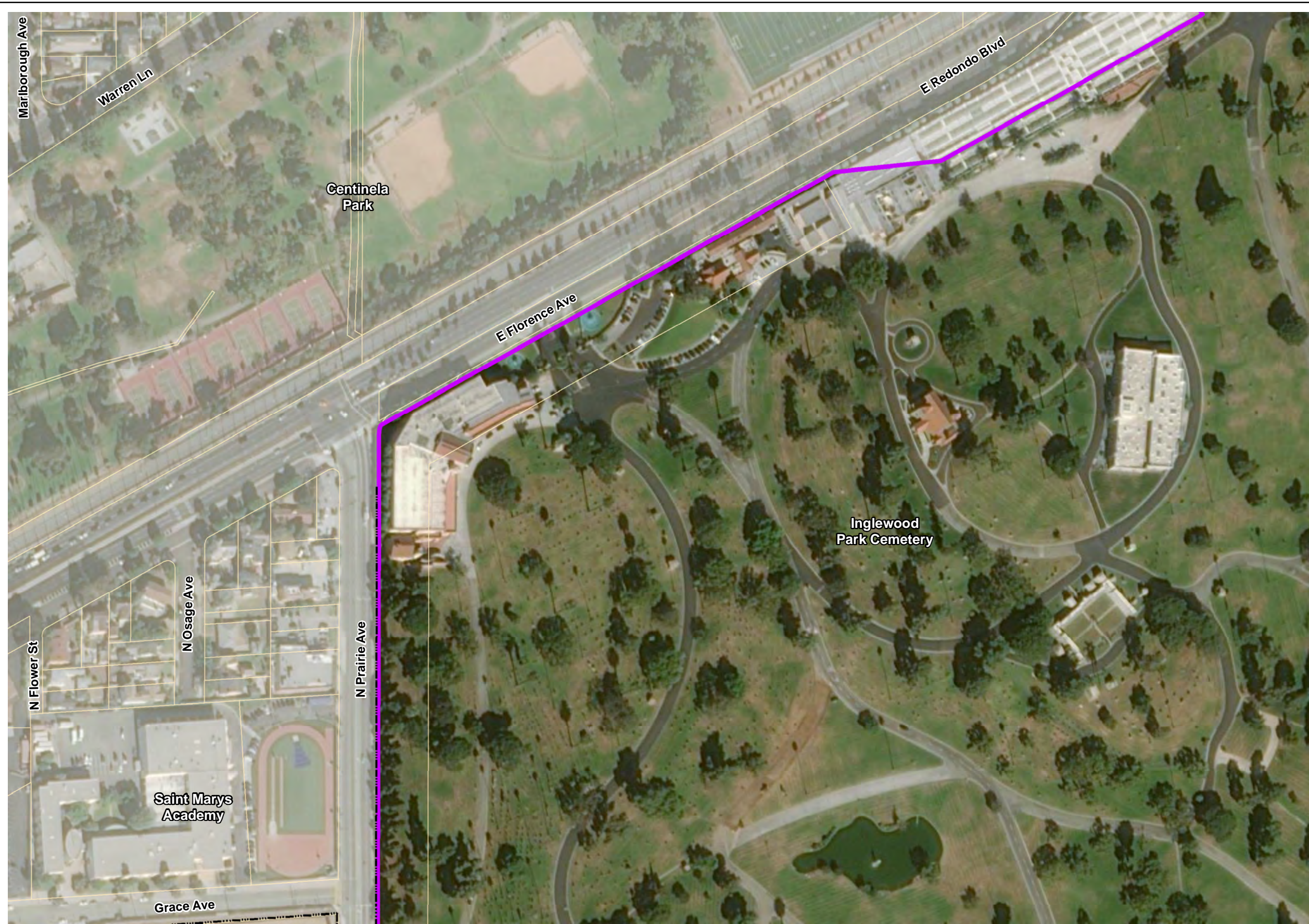


- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



**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

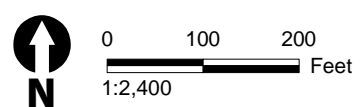
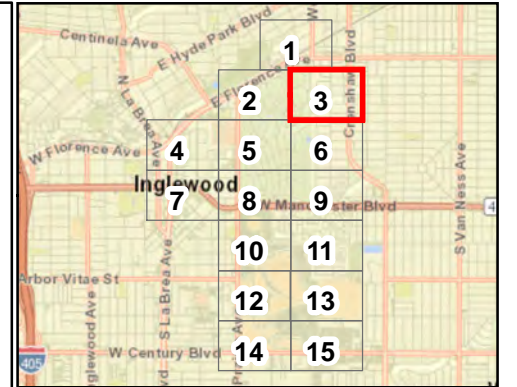
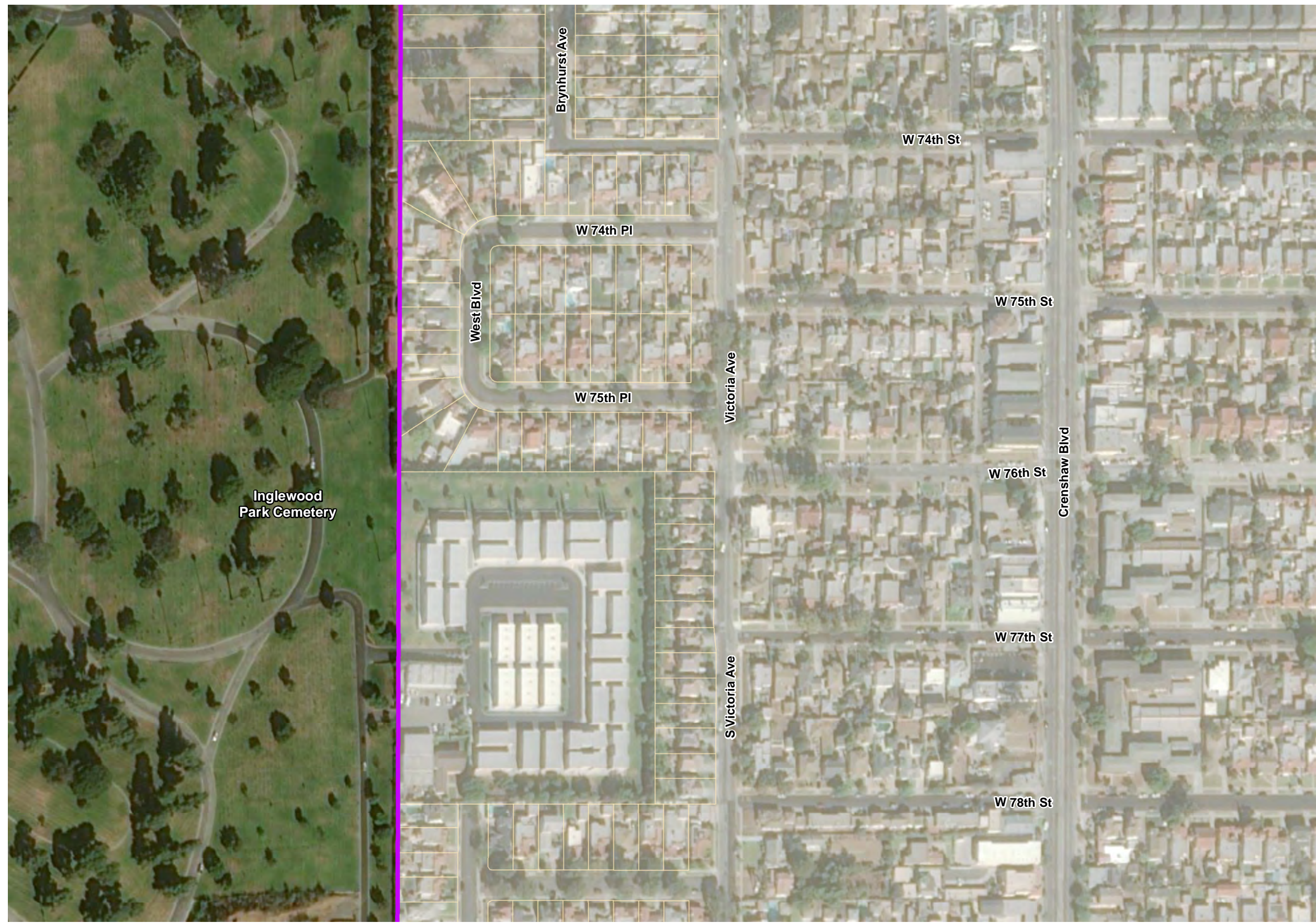


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

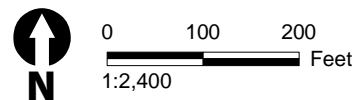
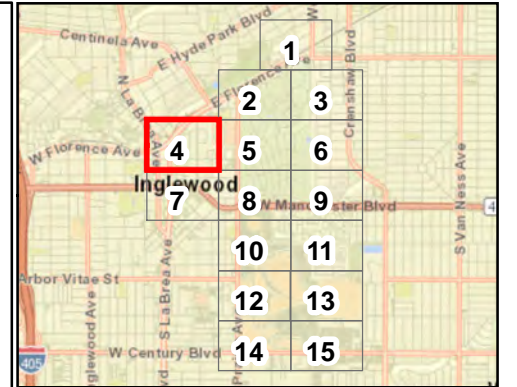
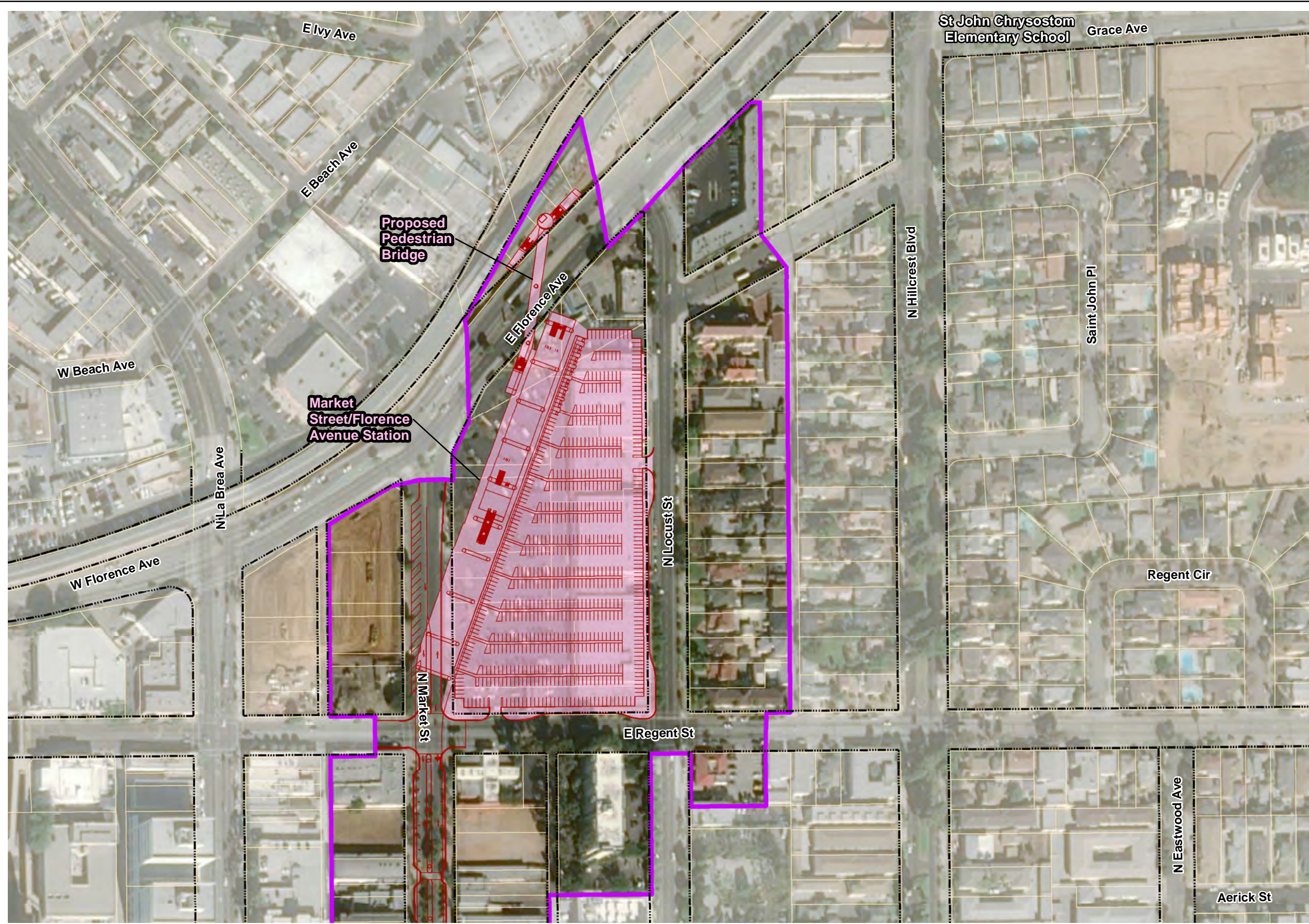


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

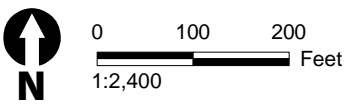


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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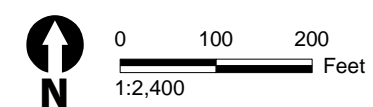
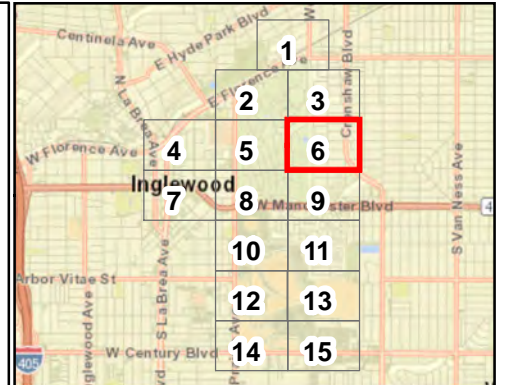


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

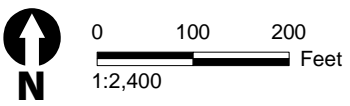
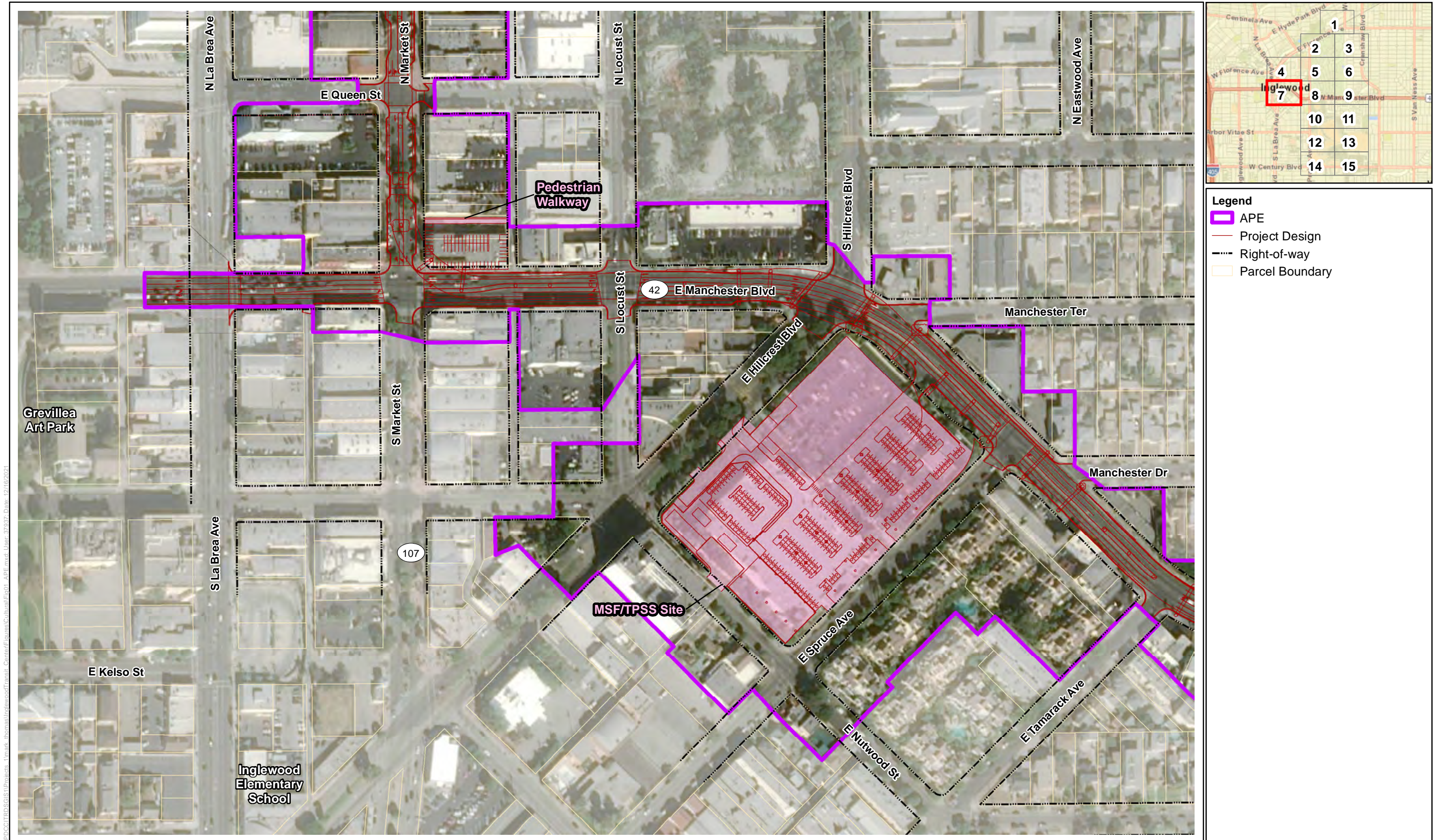


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

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

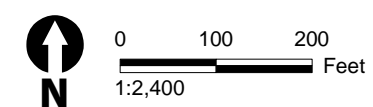
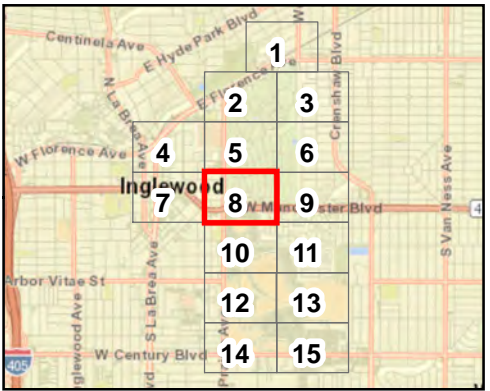
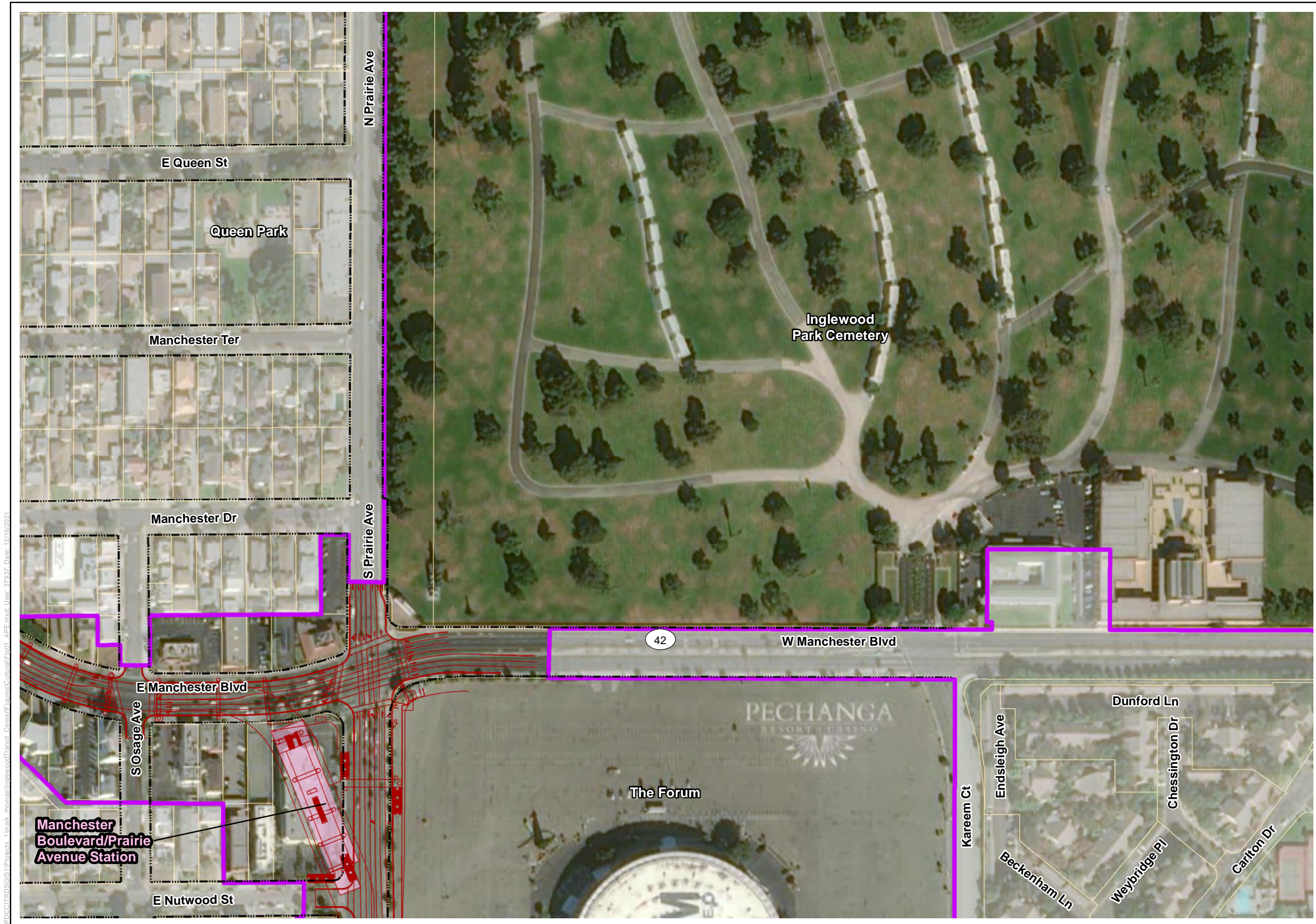


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

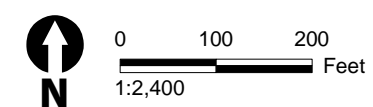
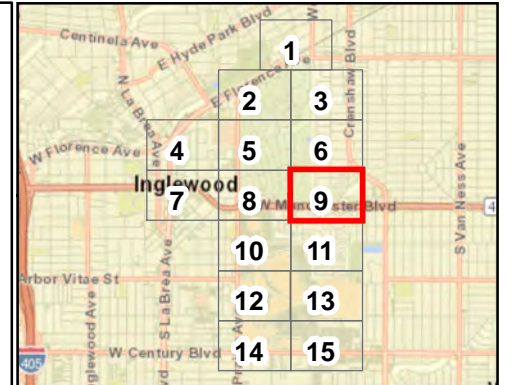


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

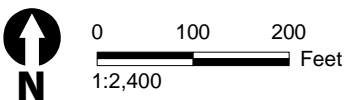
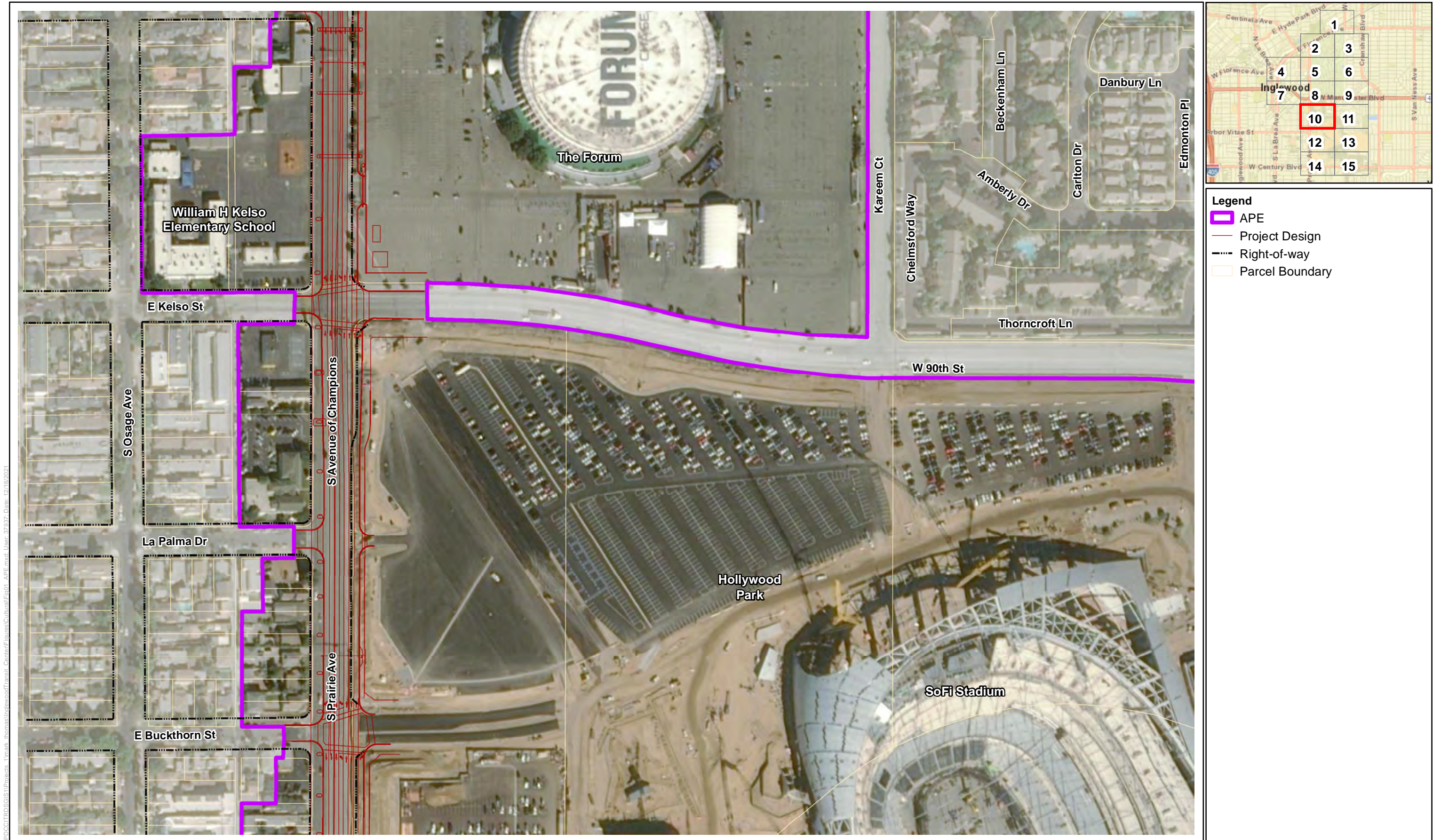


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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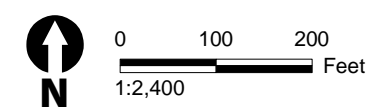
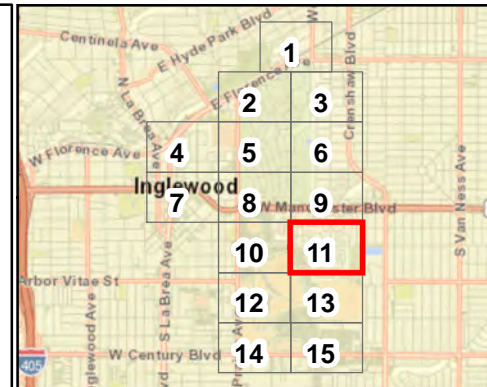


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

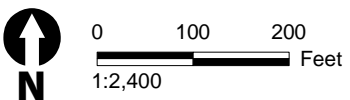
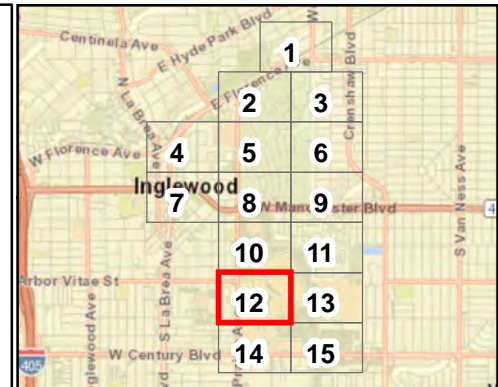
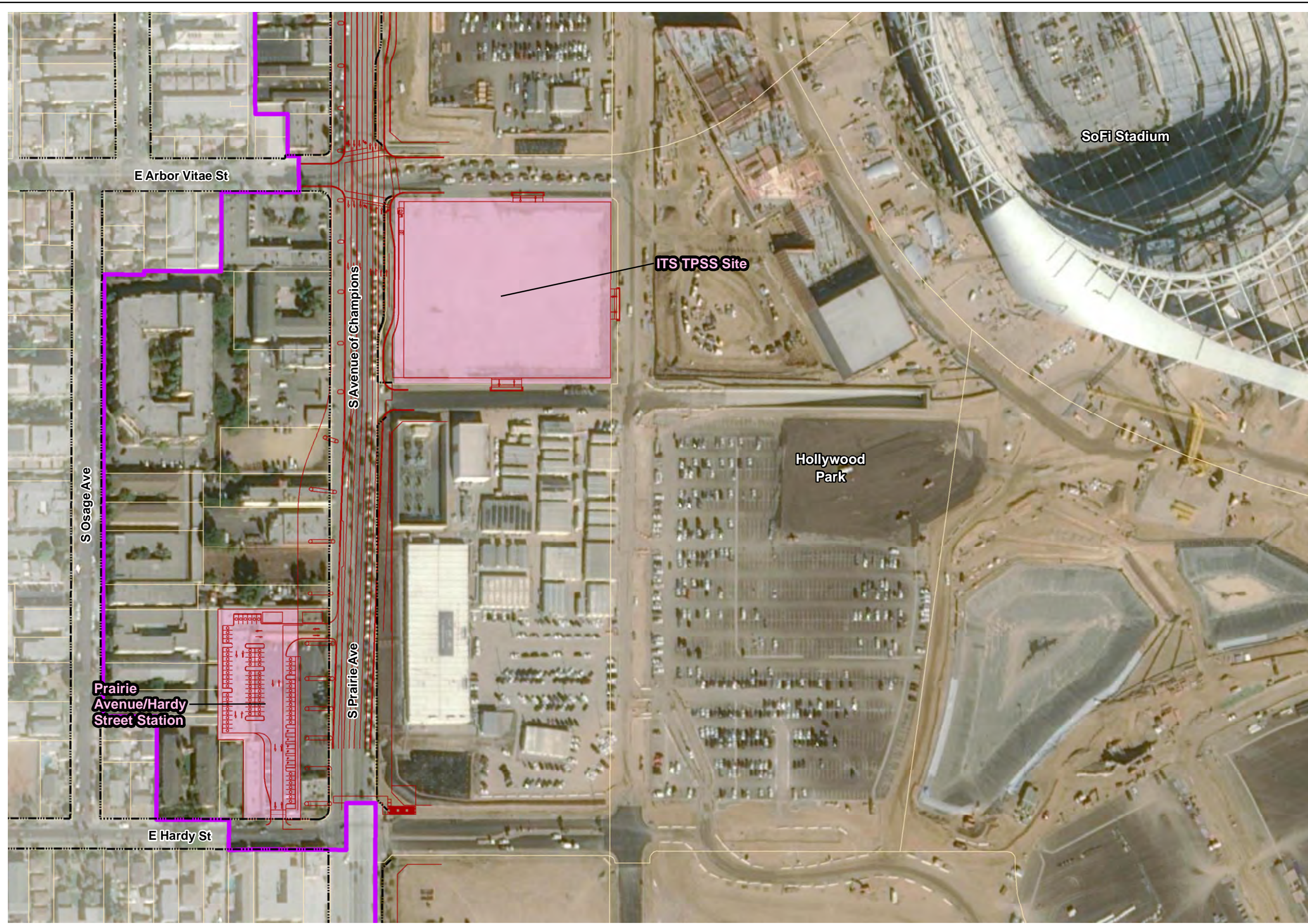


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

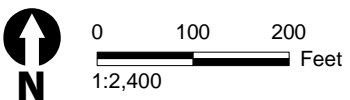
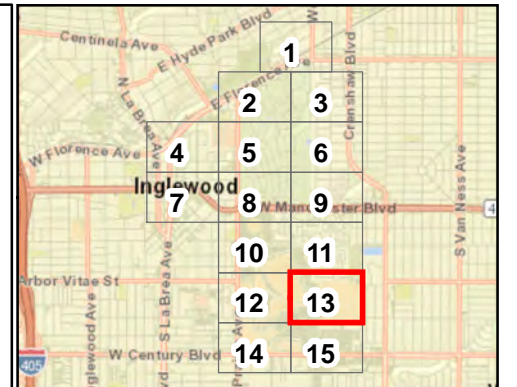


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

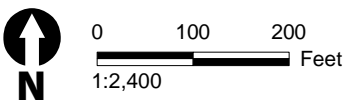
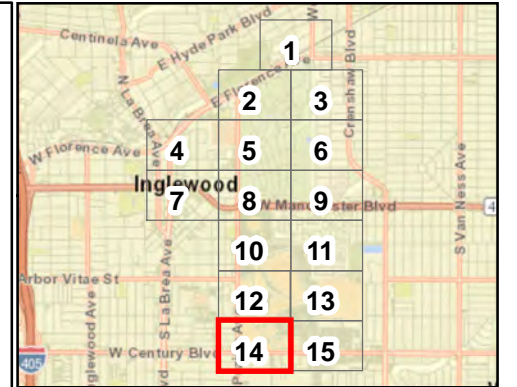


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
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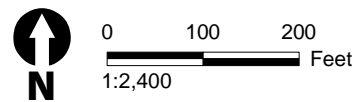
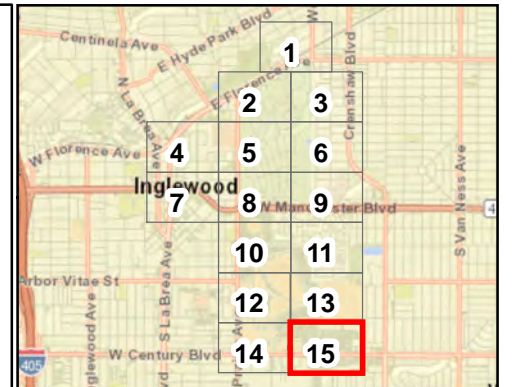


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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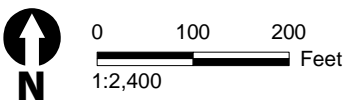


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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 25, 2022

Ms. Diane Sambrano
Historical Society of Centinela Valley
Centinela Adobe Complex
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, CA

Dear Ms. Sambrano,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

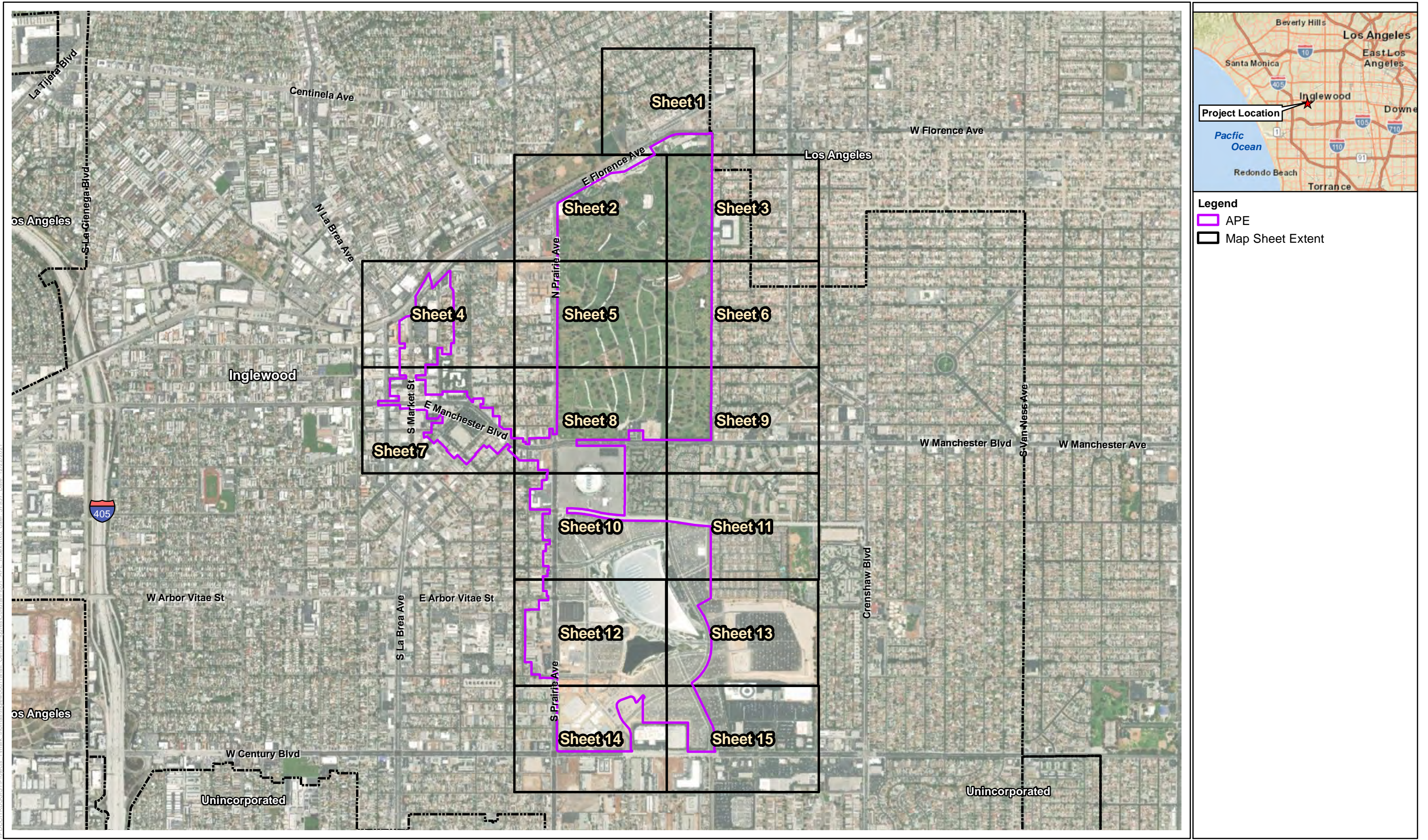
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project

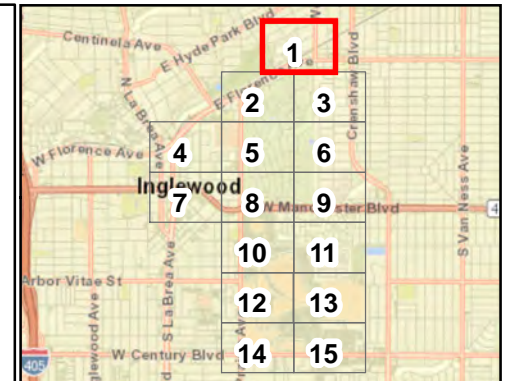
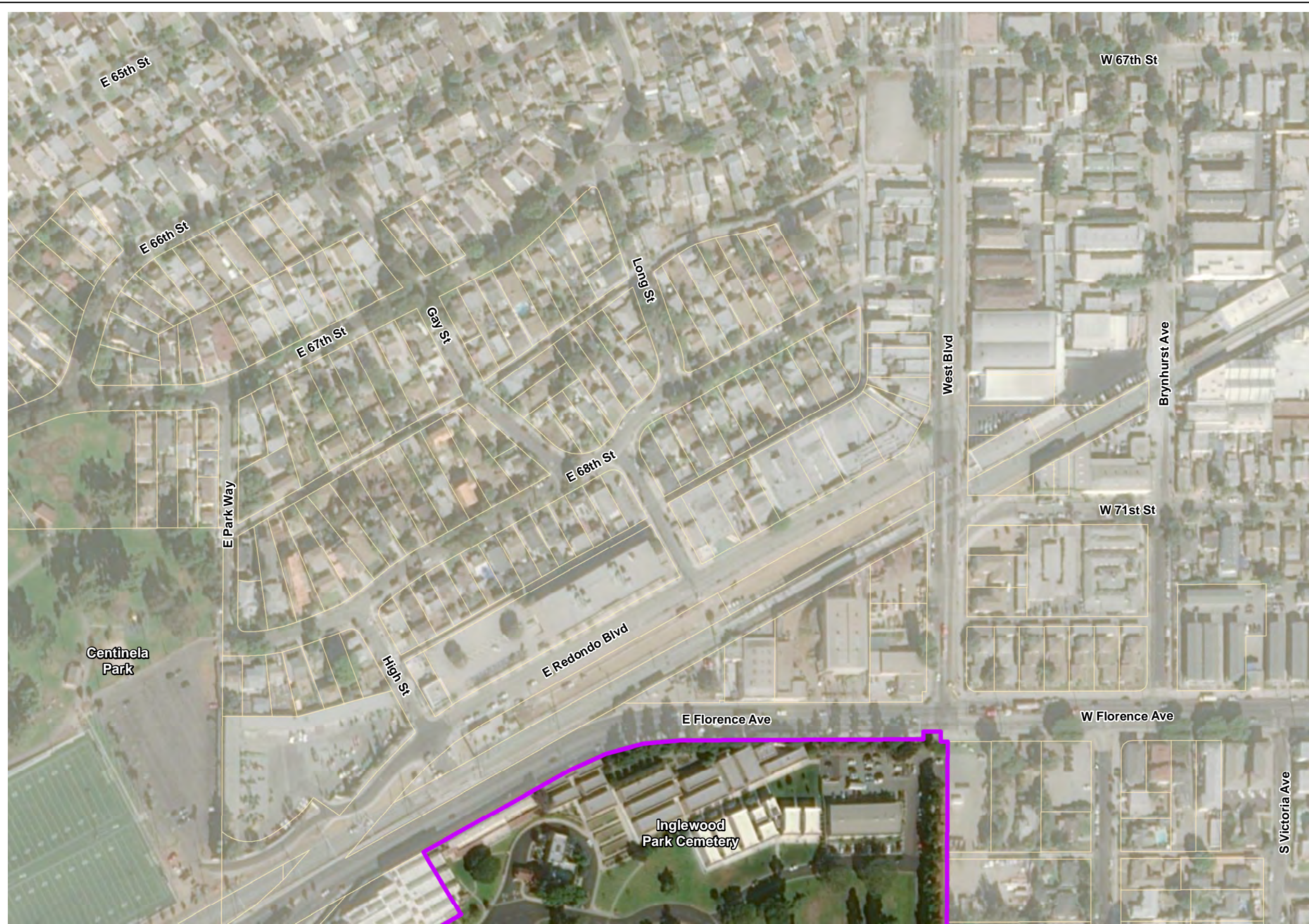




**Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector**

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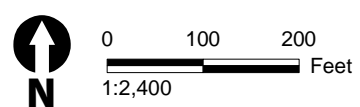
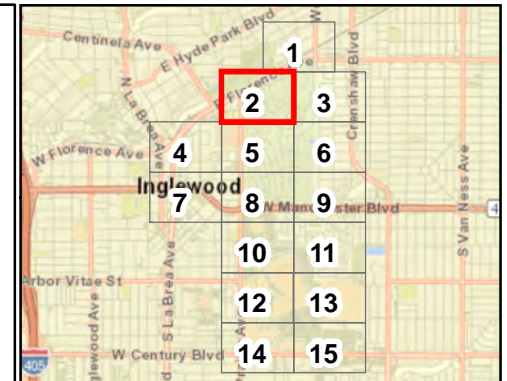
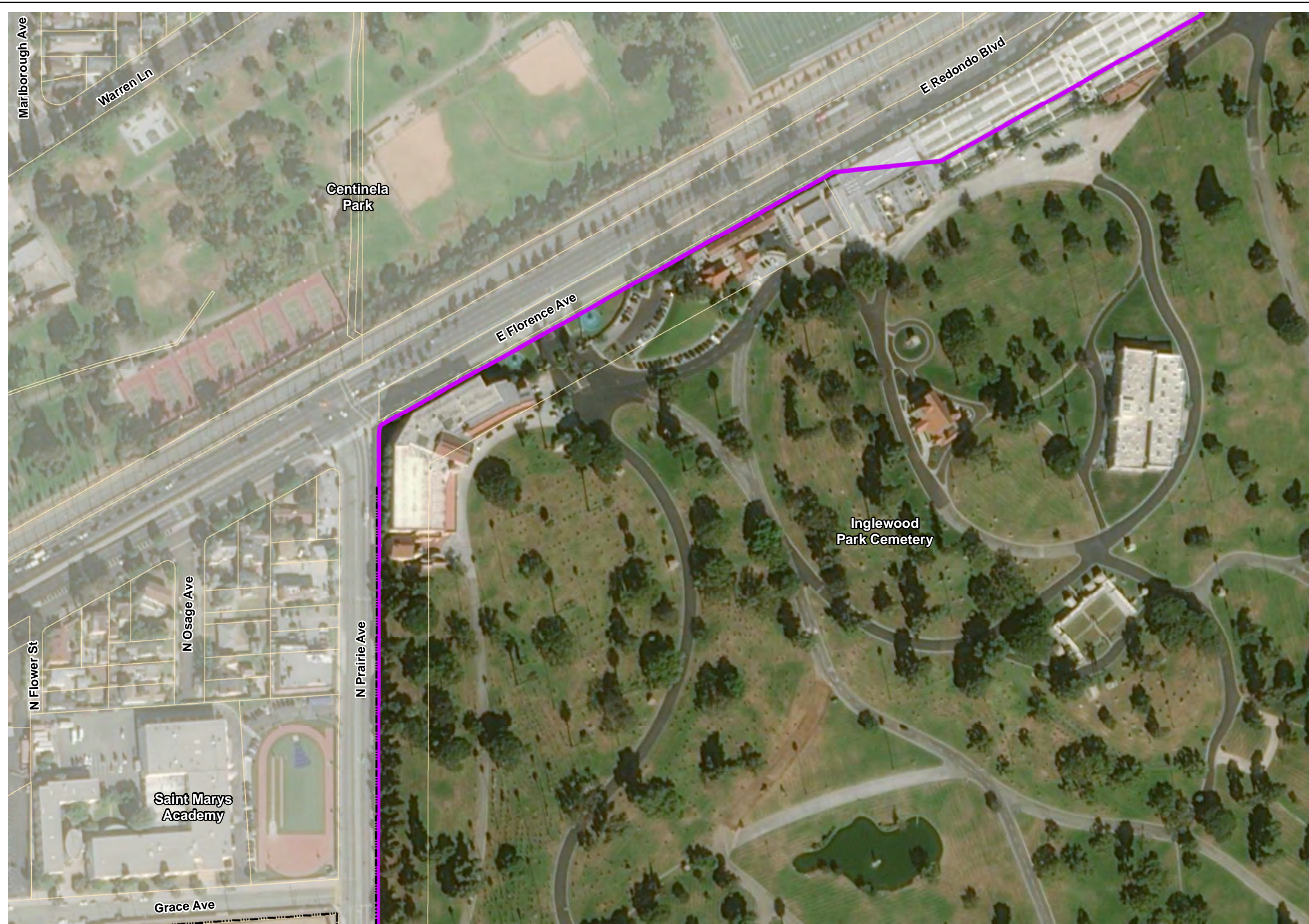


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

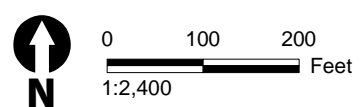
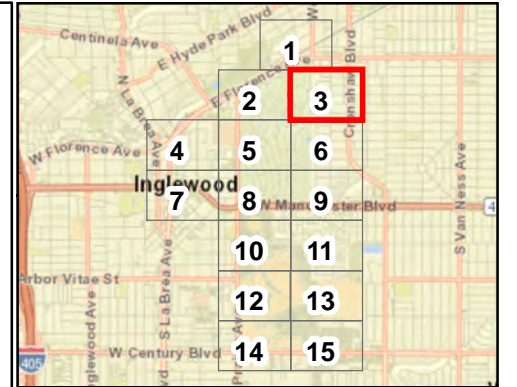
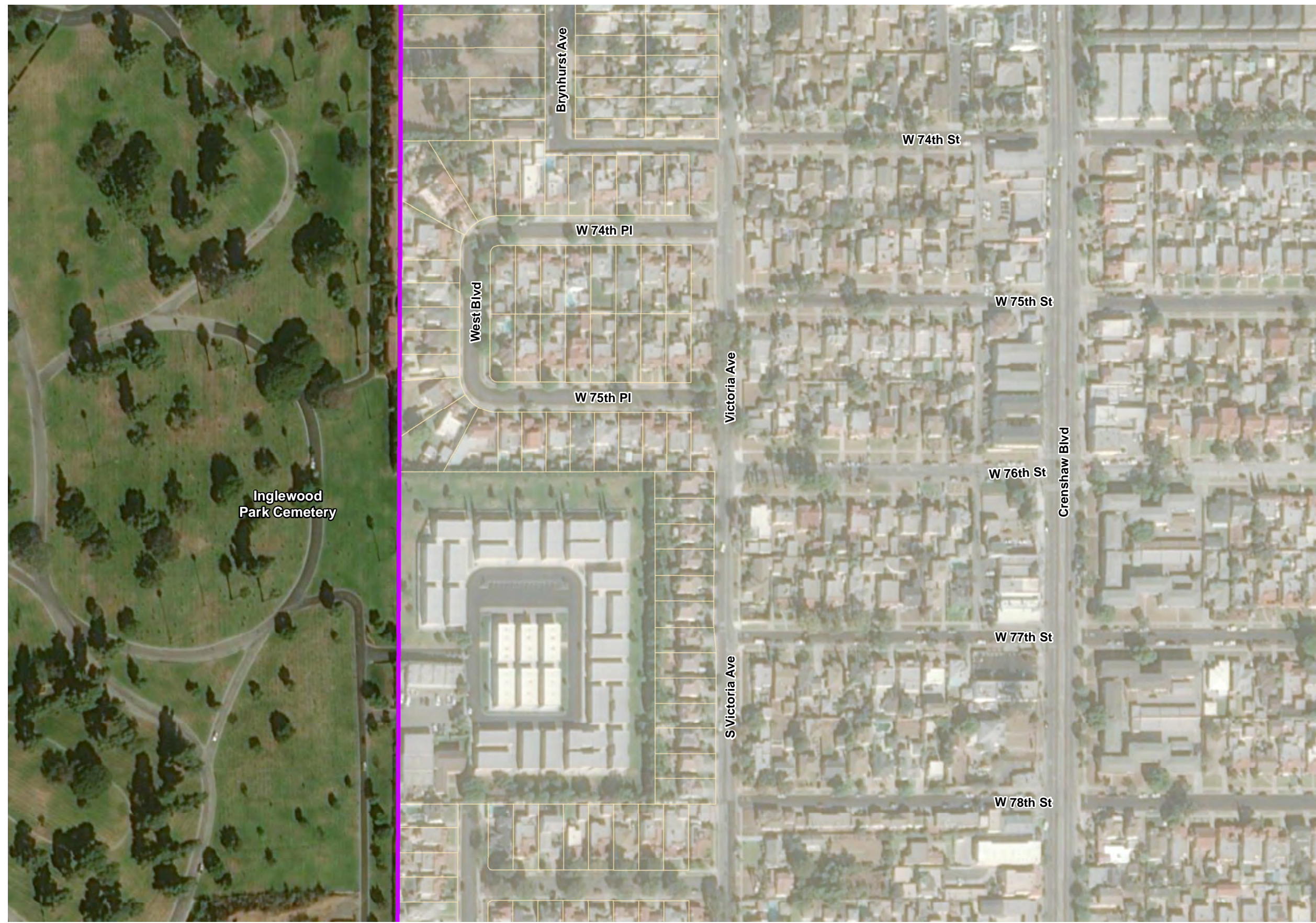


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

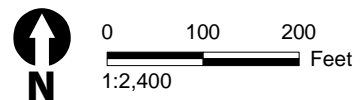
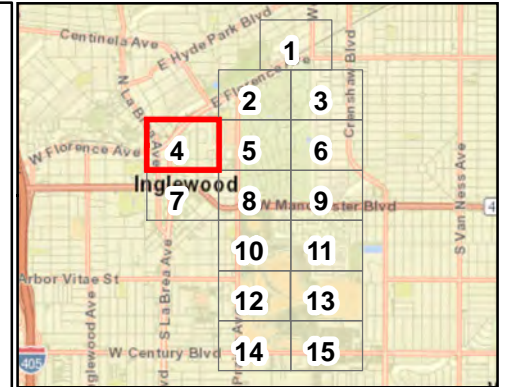
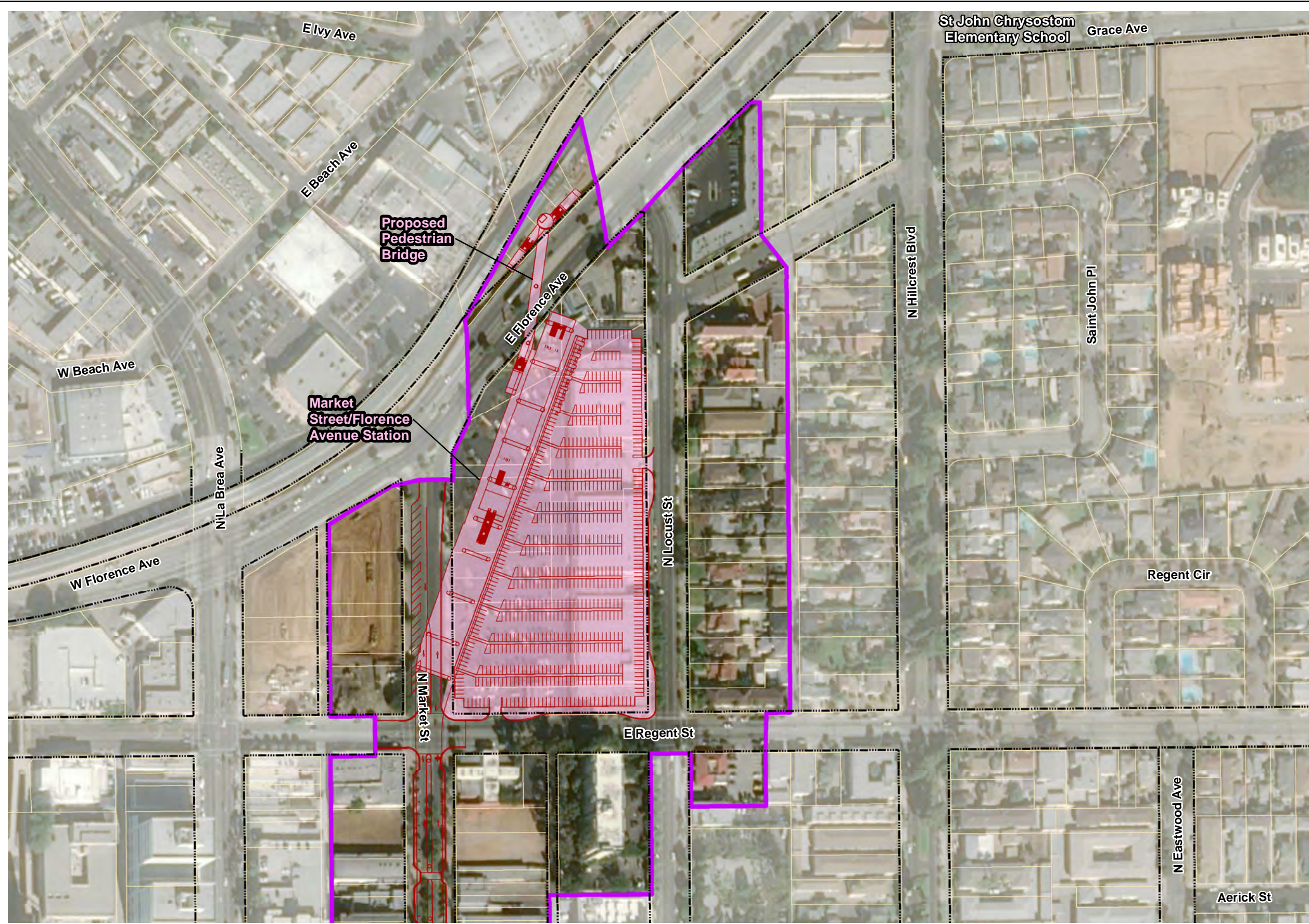


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

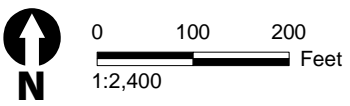


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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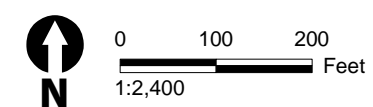
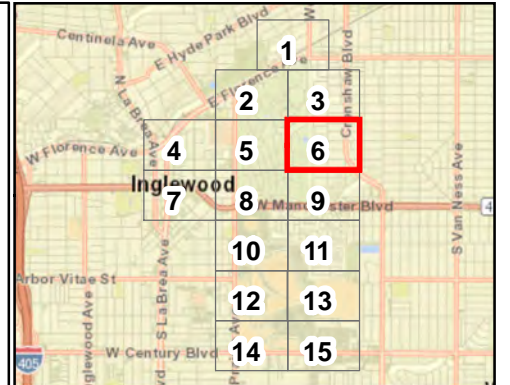


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

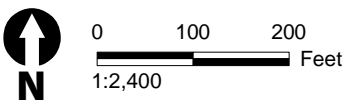
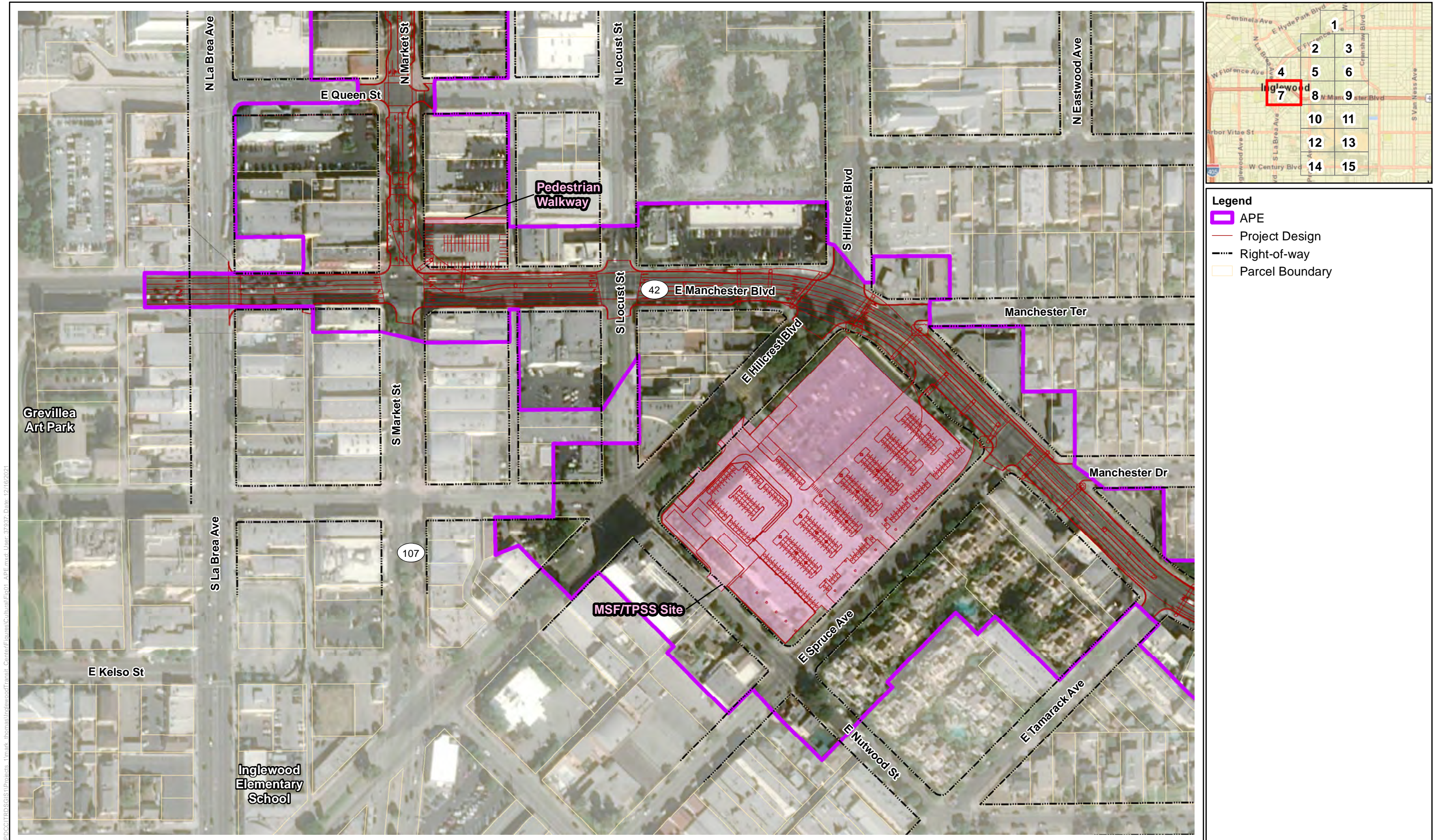


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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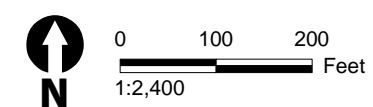
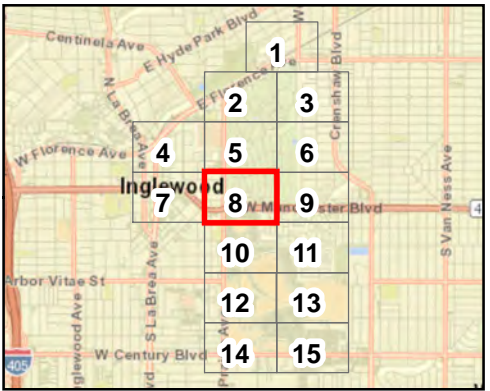
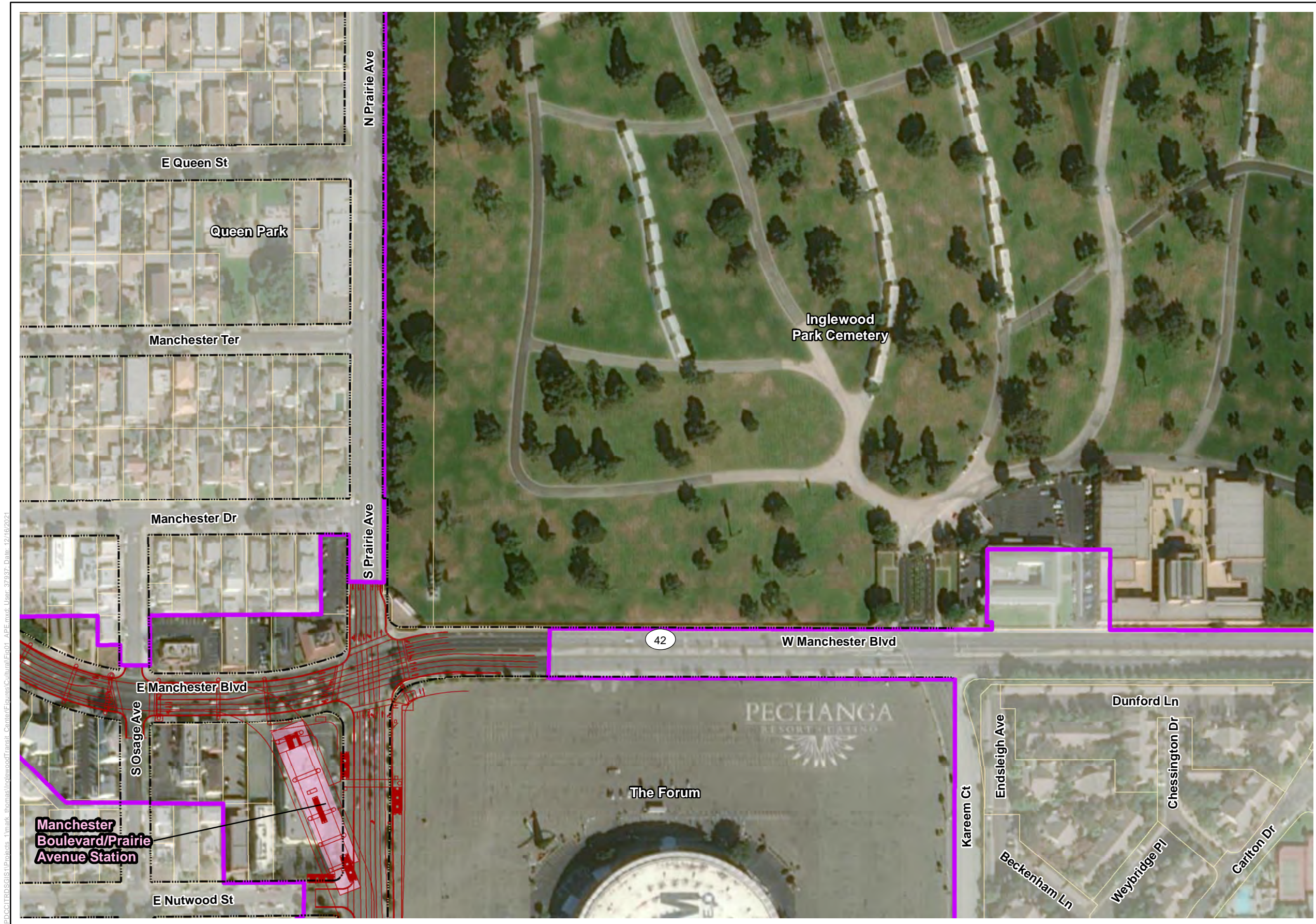


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

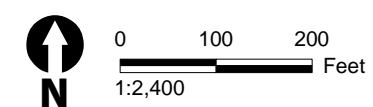
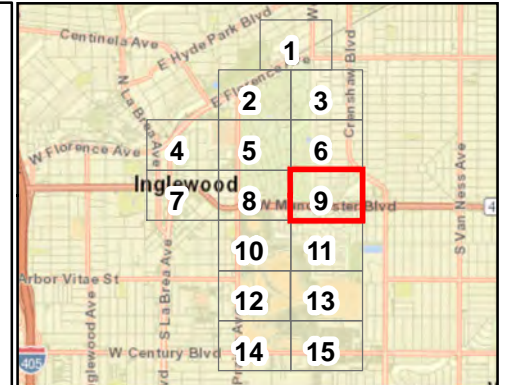


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

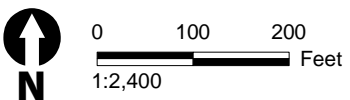
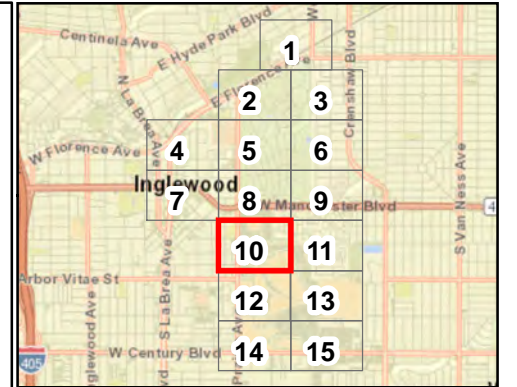
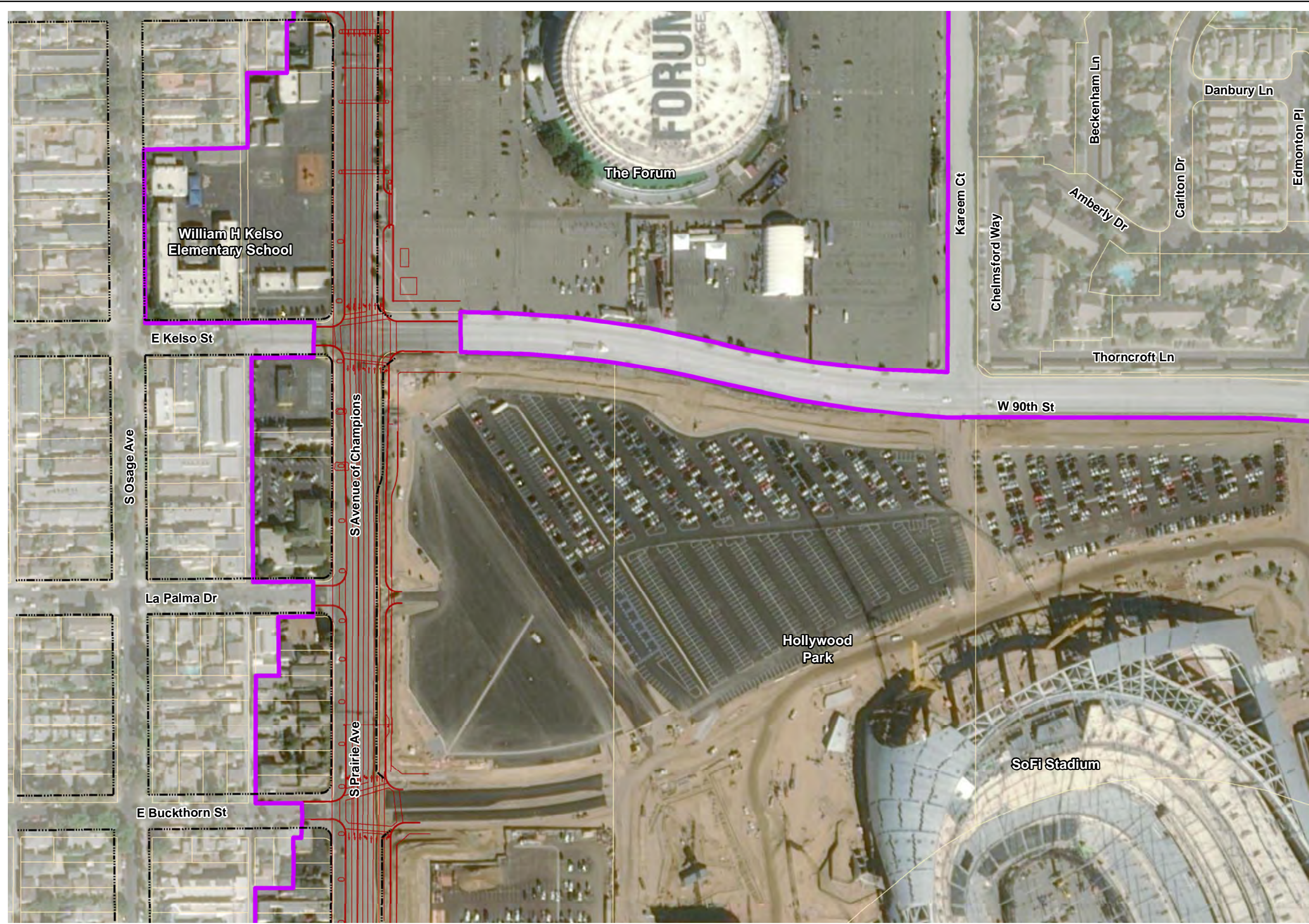


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

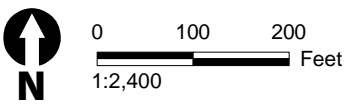
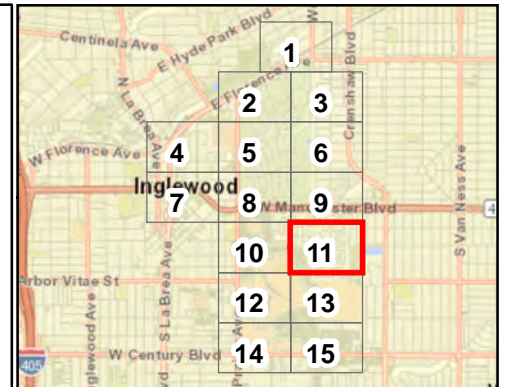


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

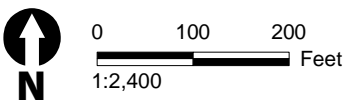
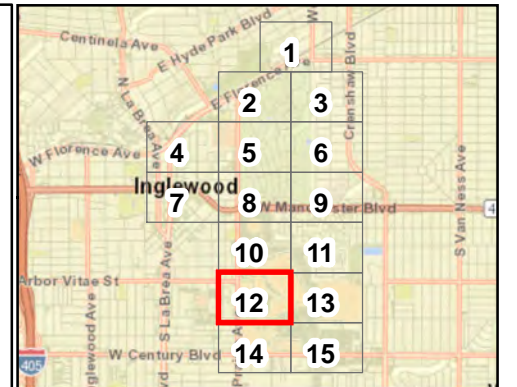
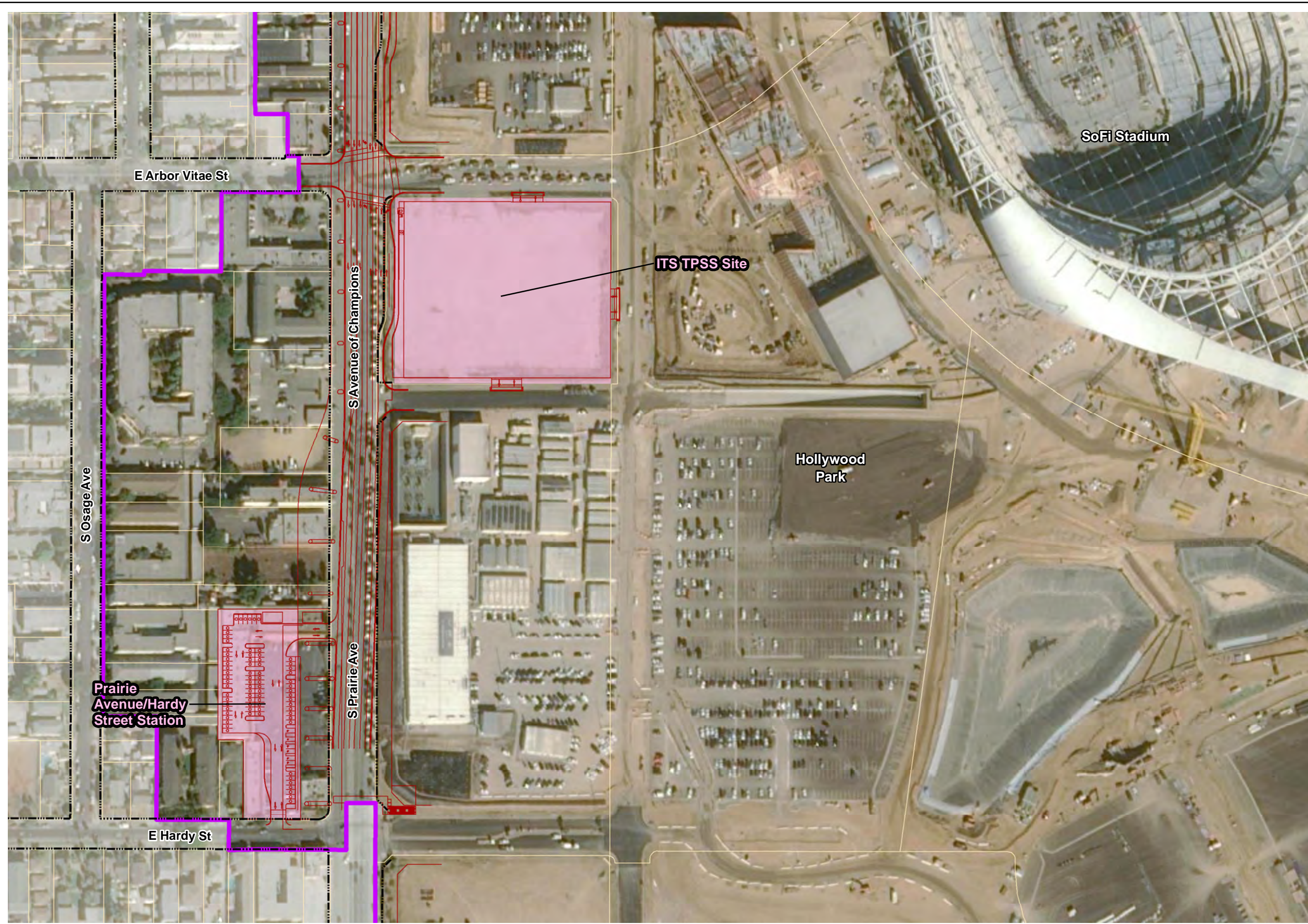


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Right-of-way
 - Parcel Boundary

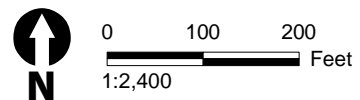
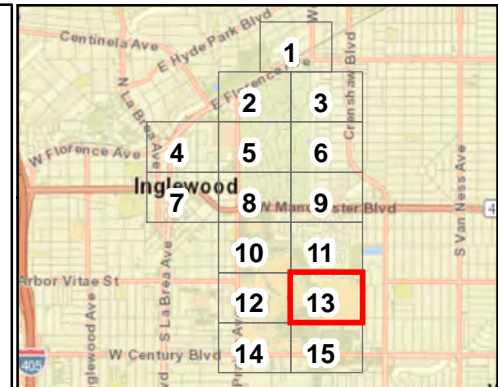


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
 - Right-of-way
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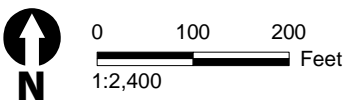
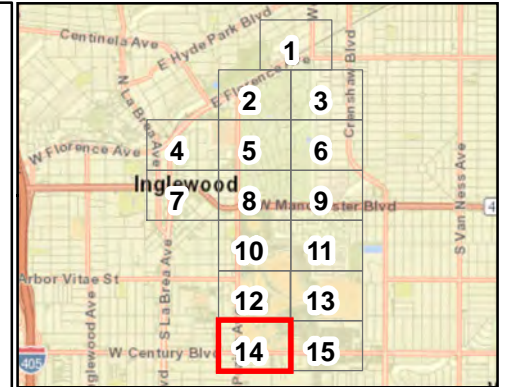


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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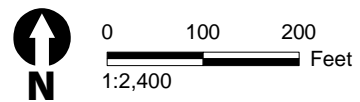
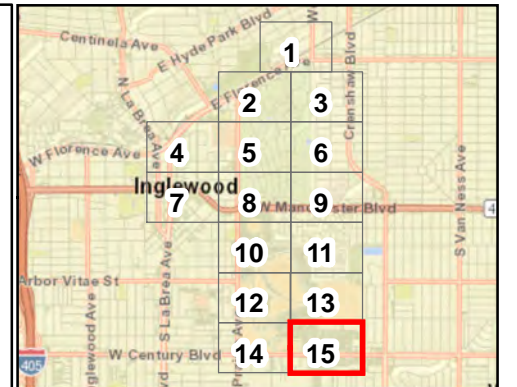
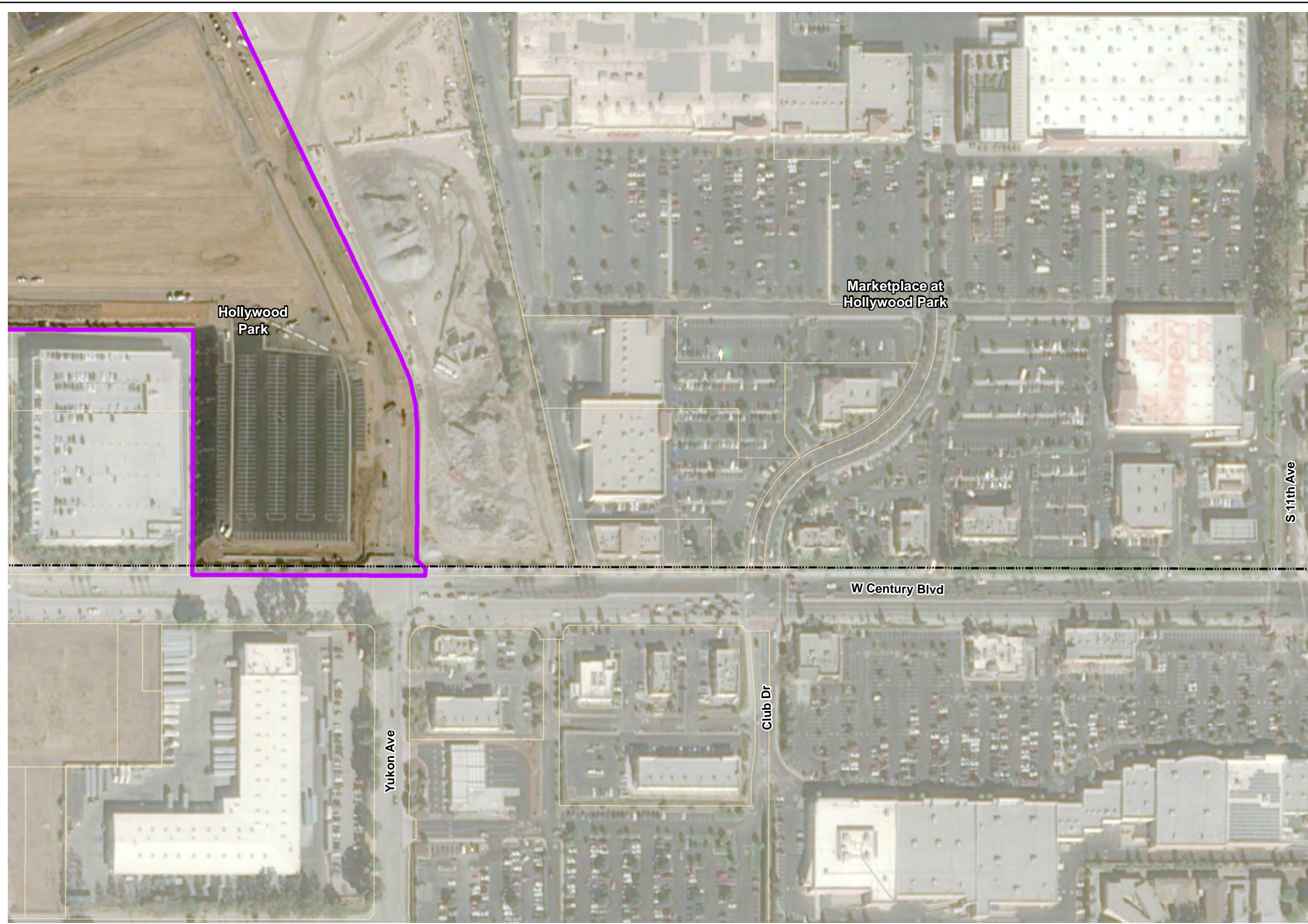


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- APE
 - Project Design
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 - Parcel Boundary

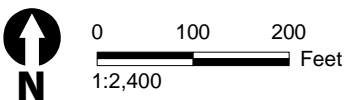


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Cindy Heitzman
Executive Director
California Preservation Foundation
101 The Embarcadero, Suite 120
San Francisco, CA, 94105

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Heitzman,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

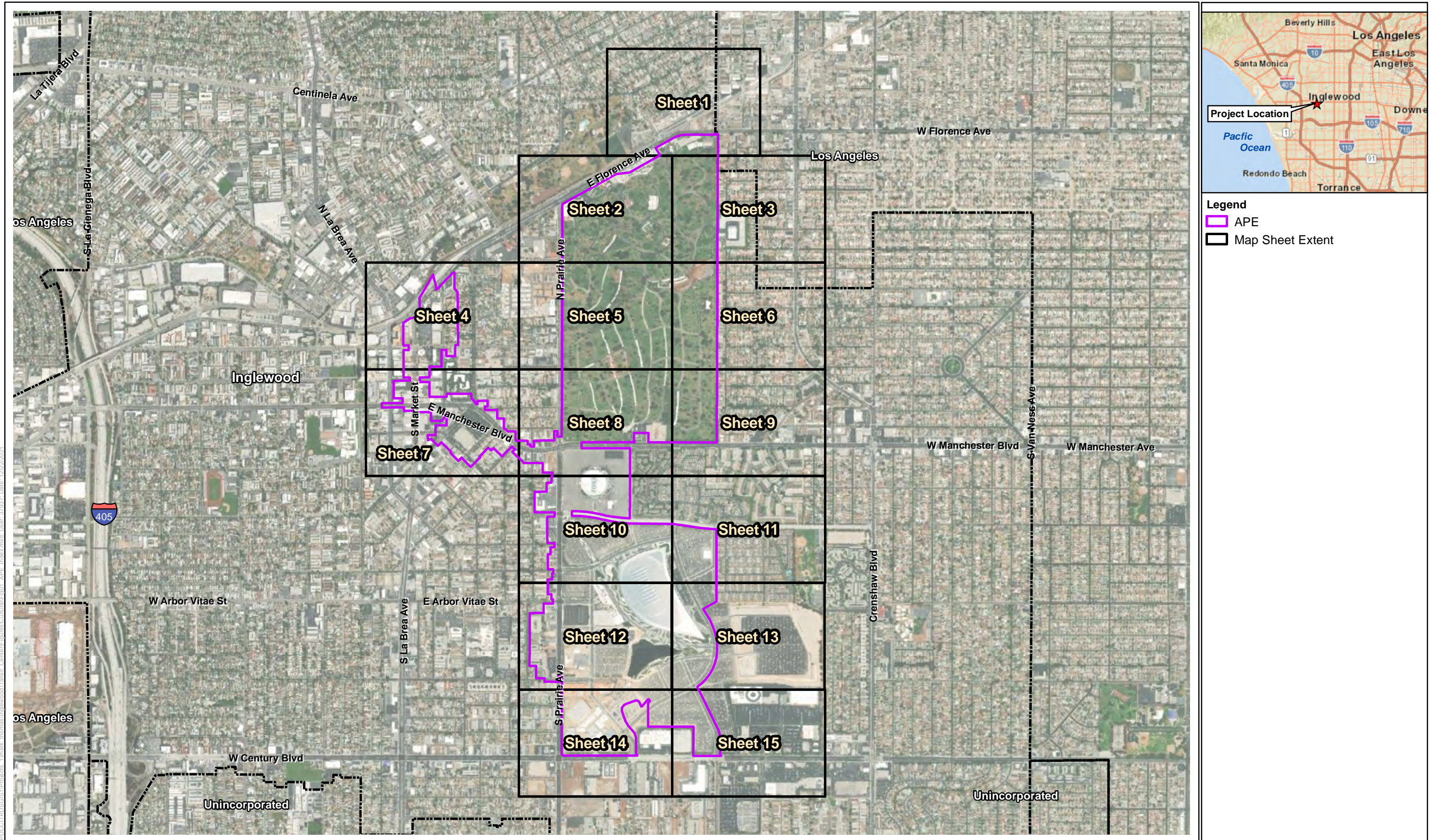
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project

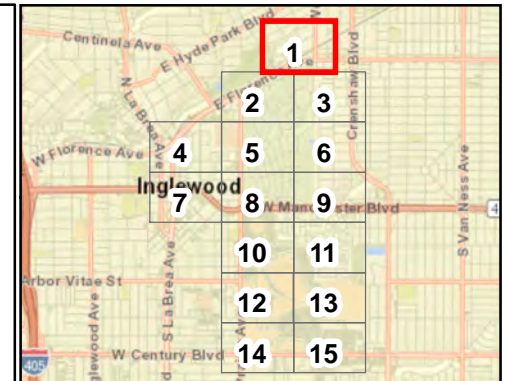
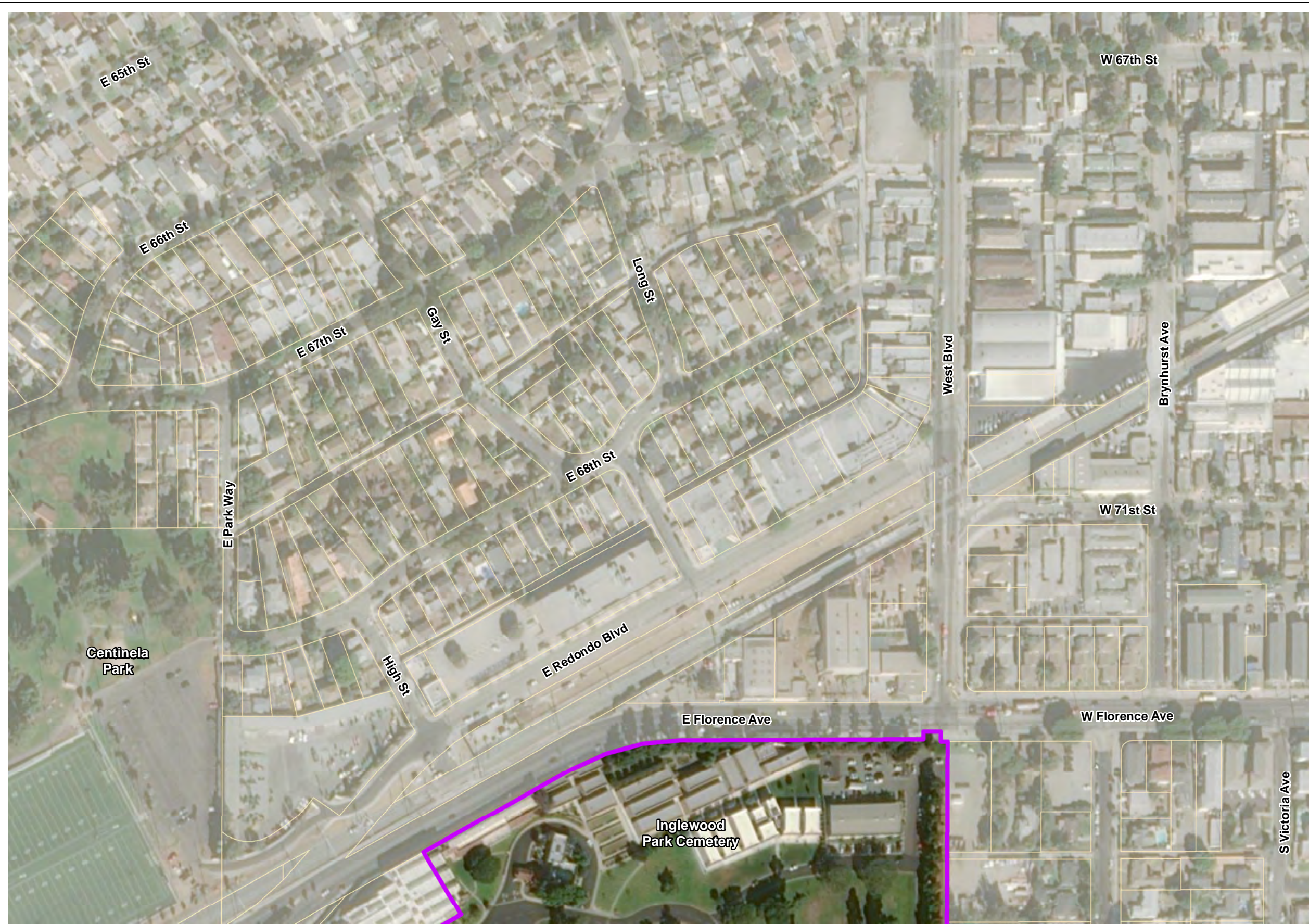




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Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector

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

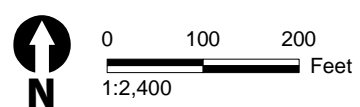
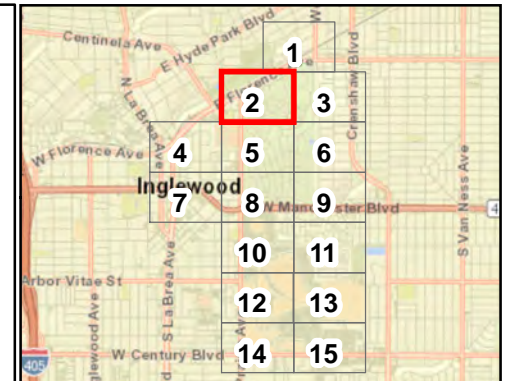
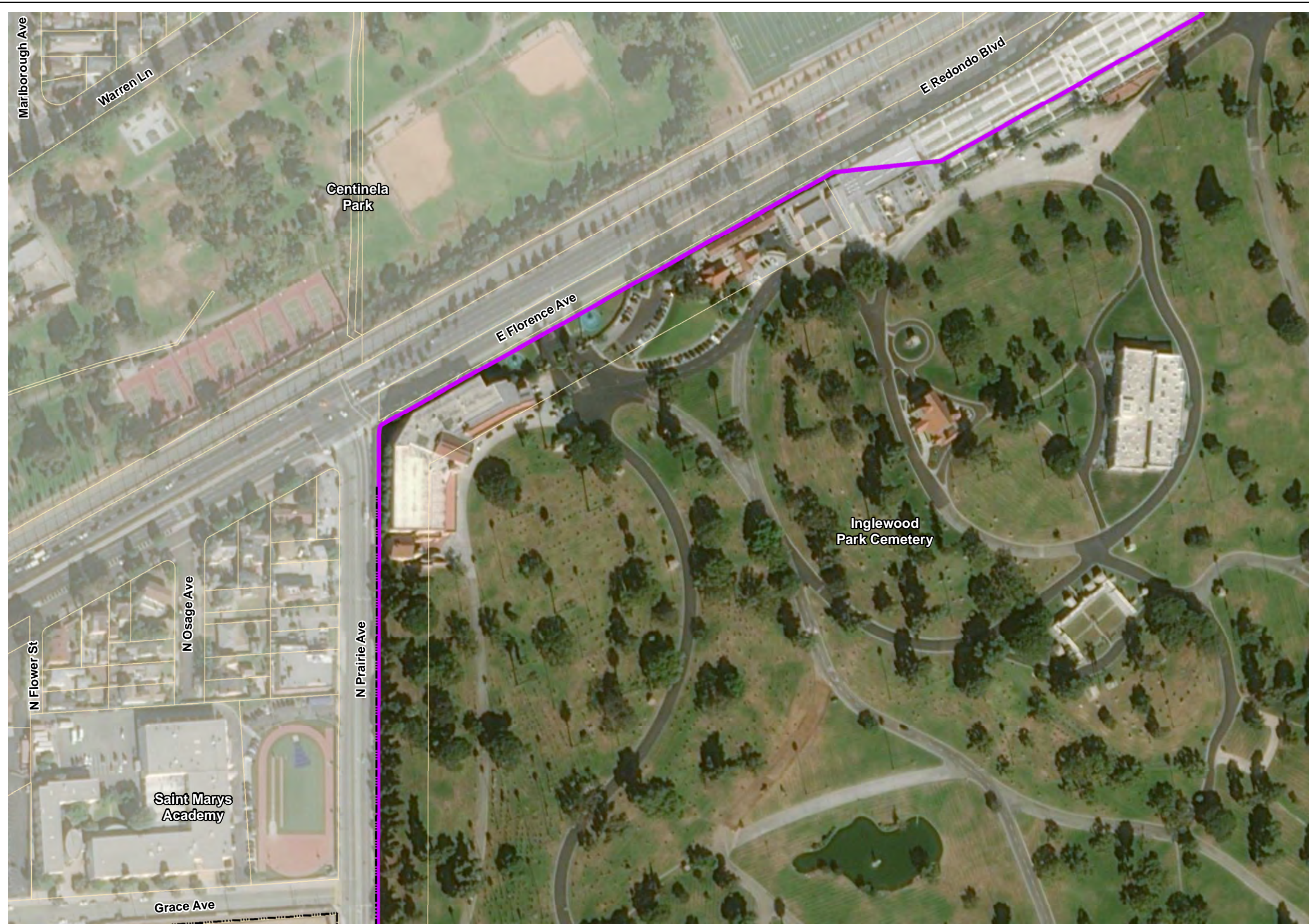


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

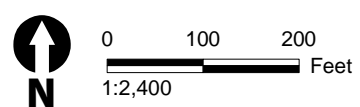
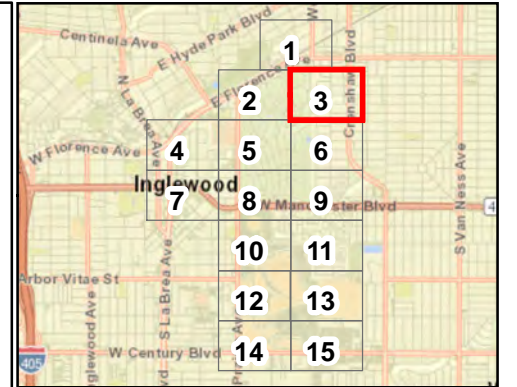
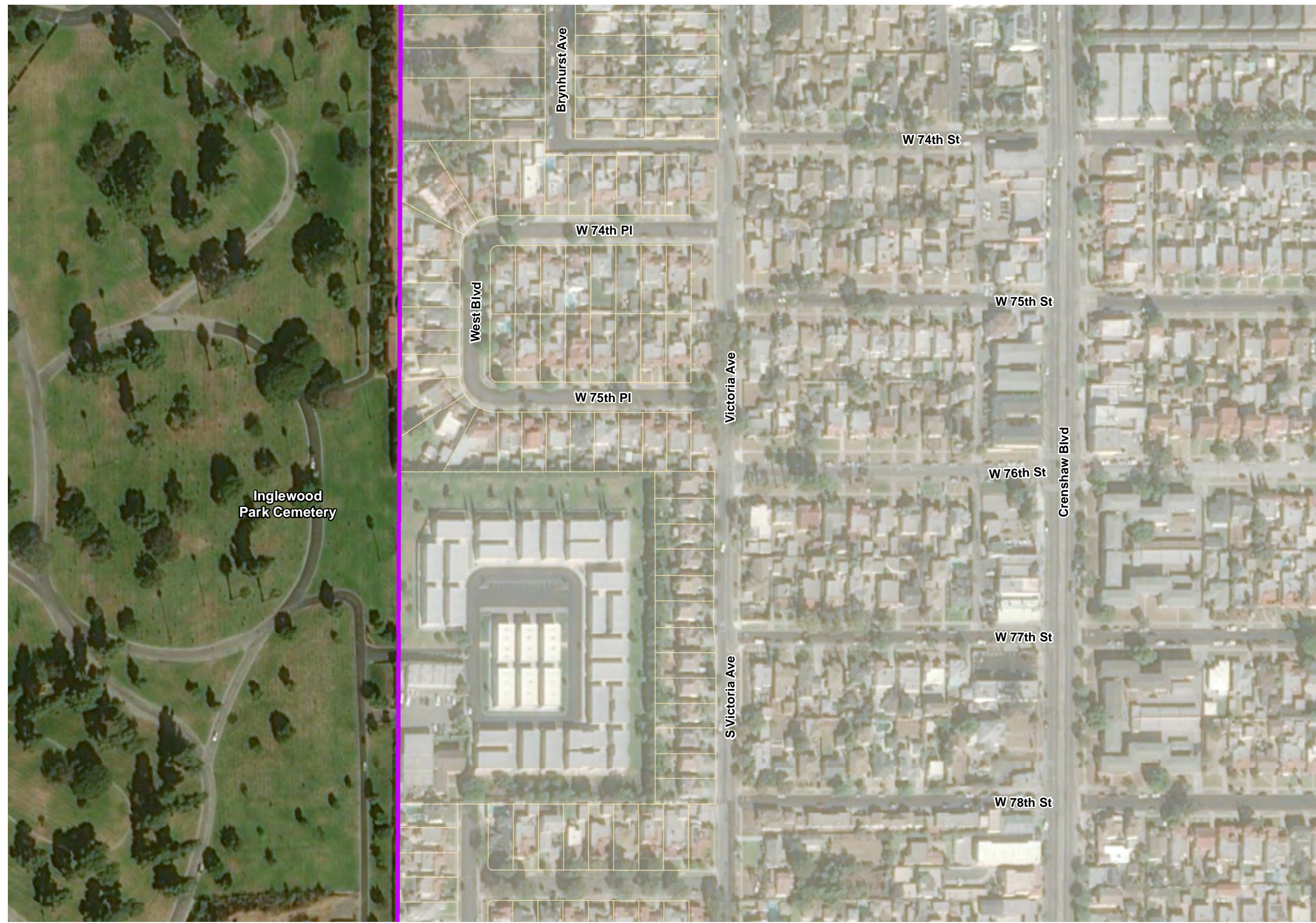


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

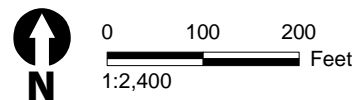
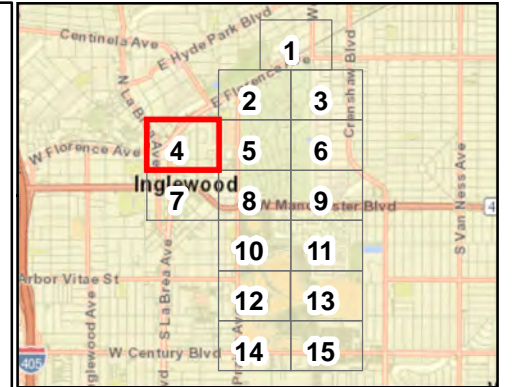
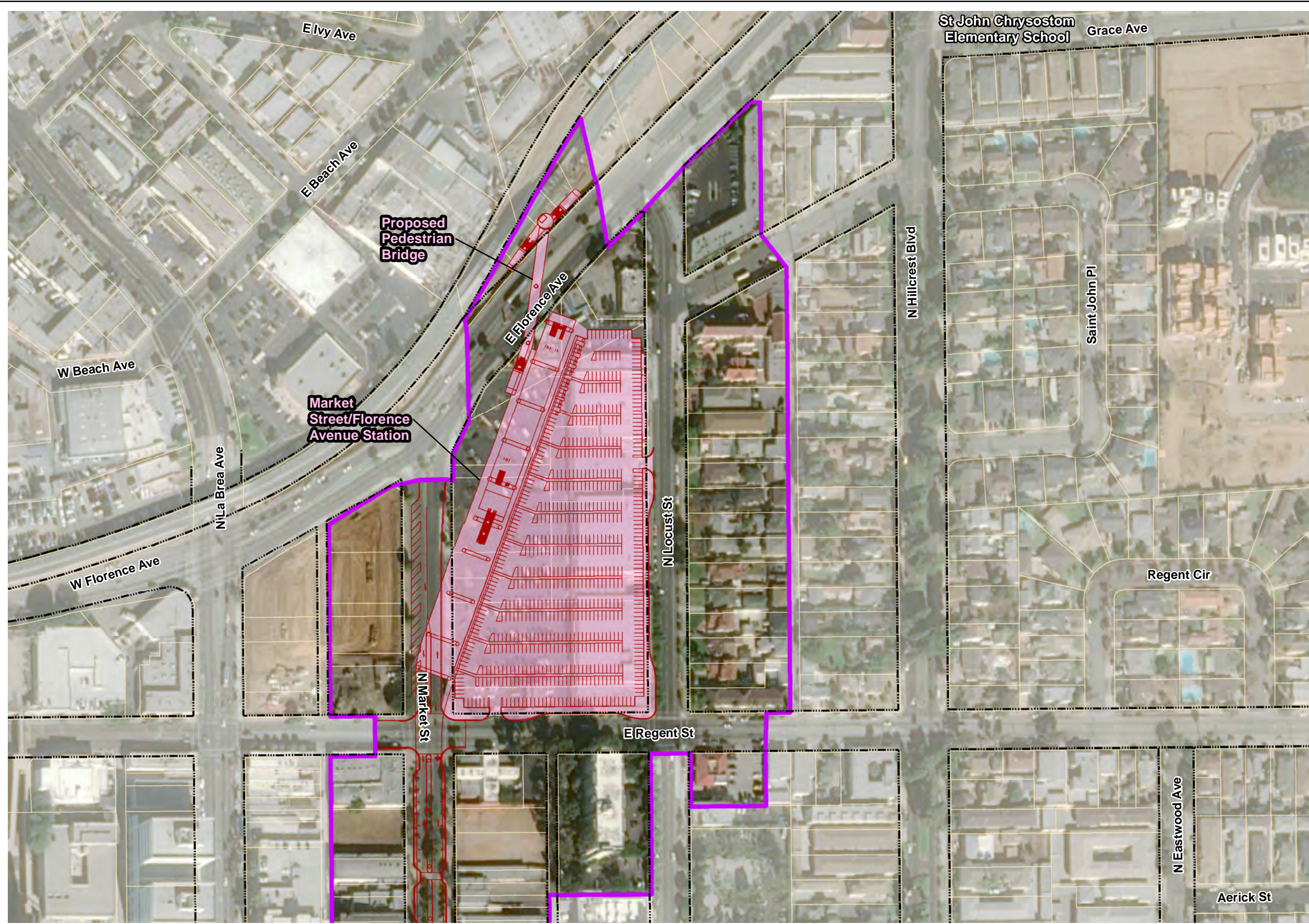


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

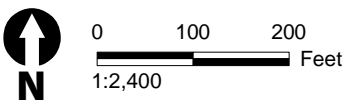


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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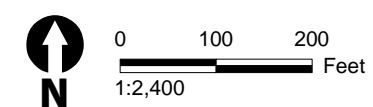
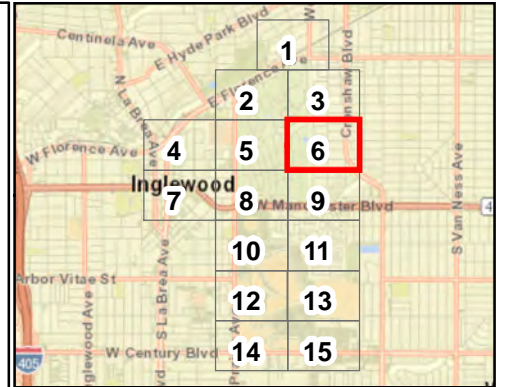


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

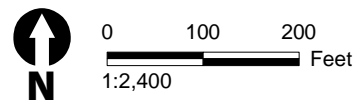
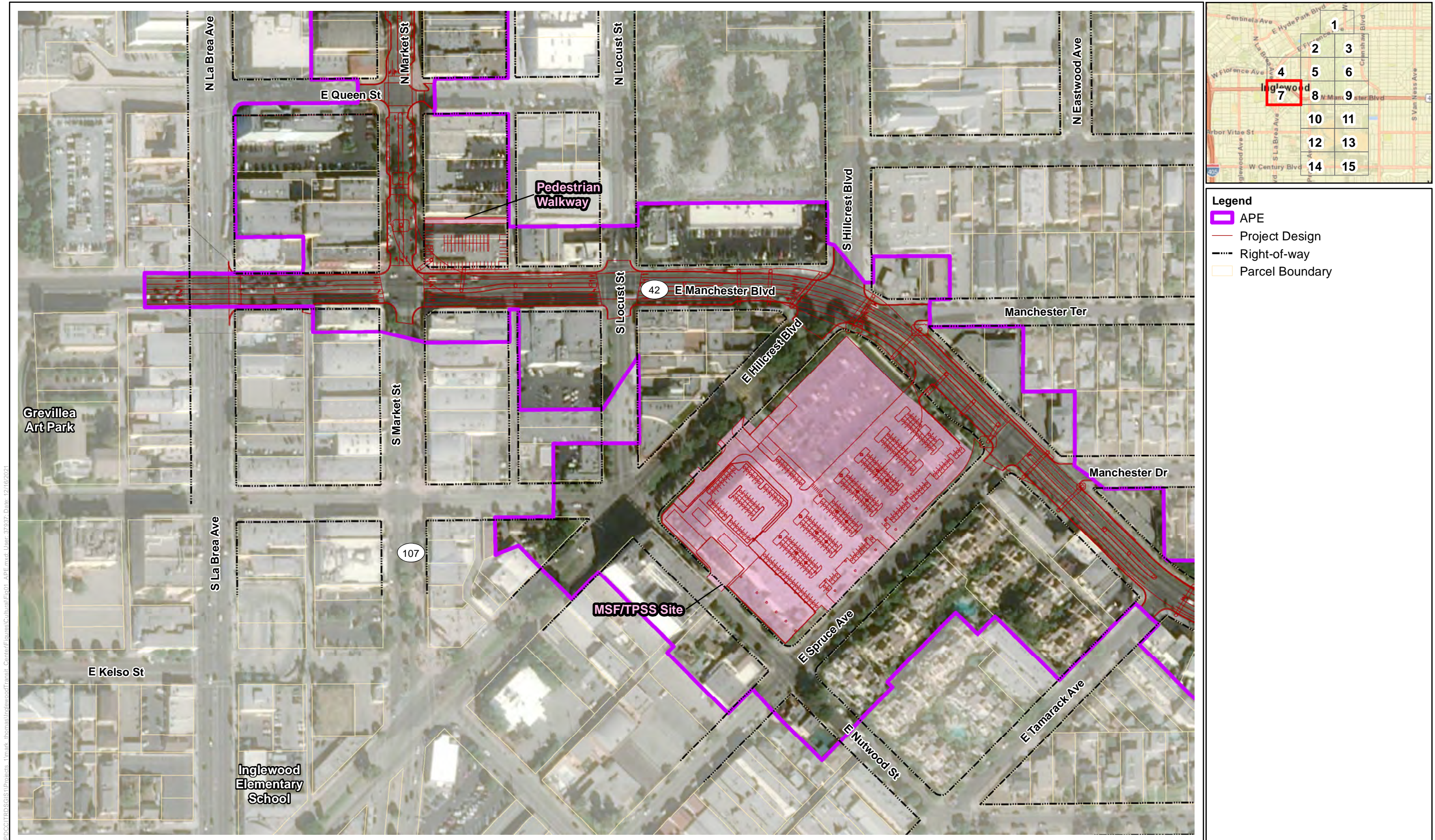


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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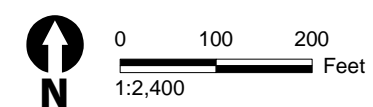
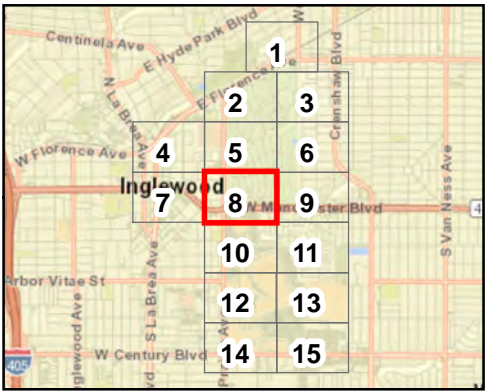
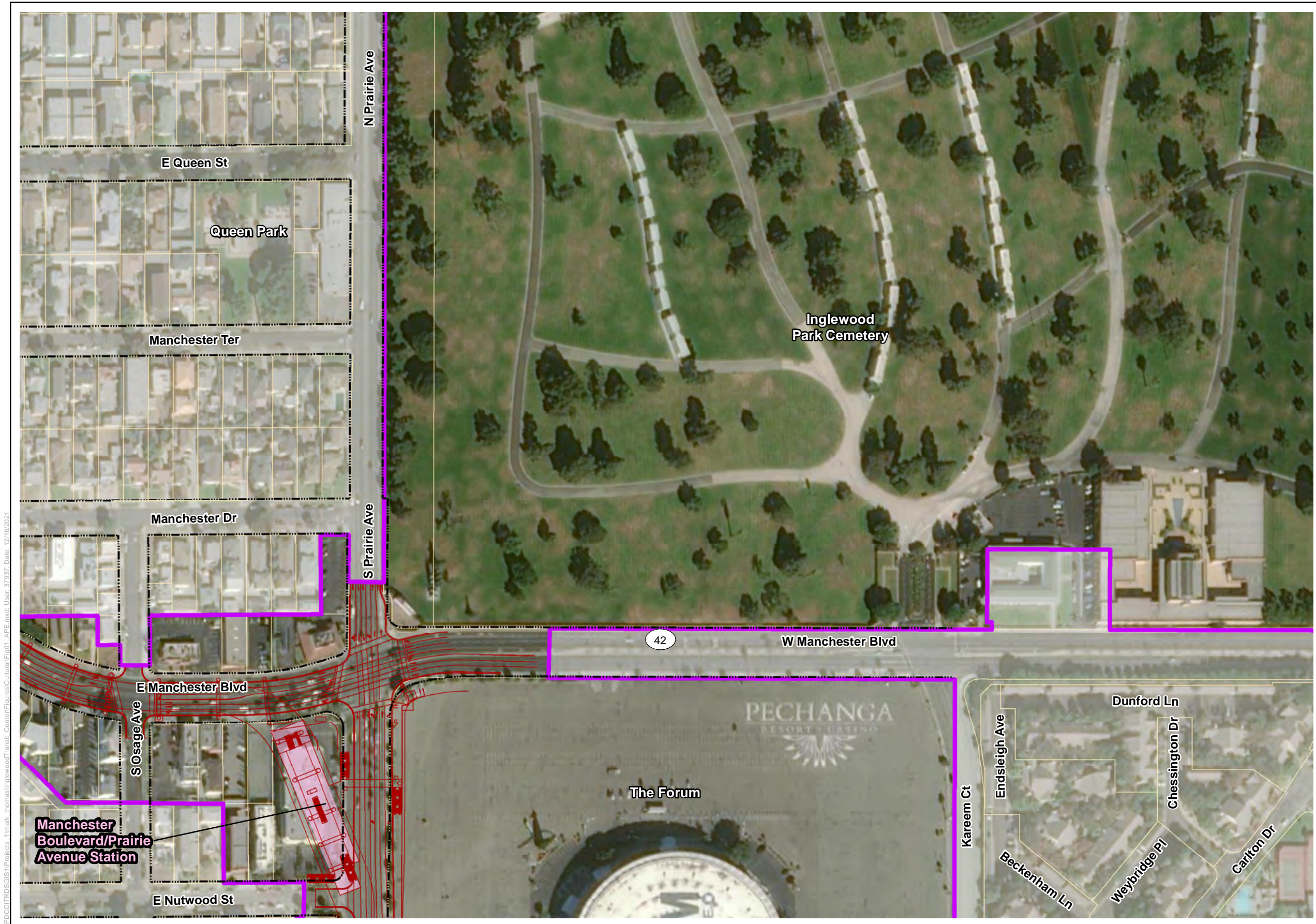


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

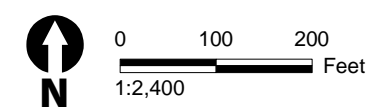
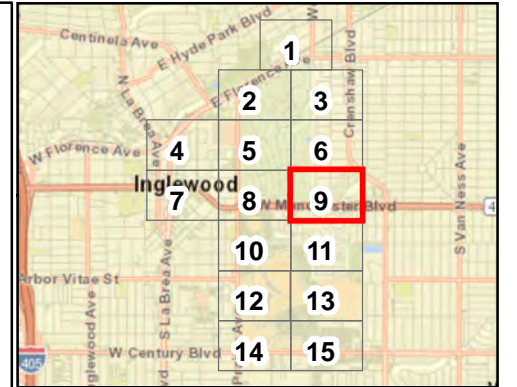


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

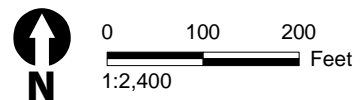
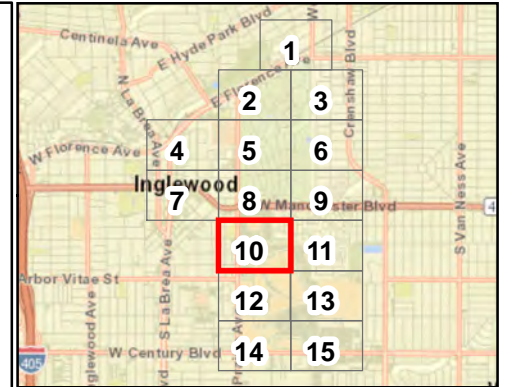
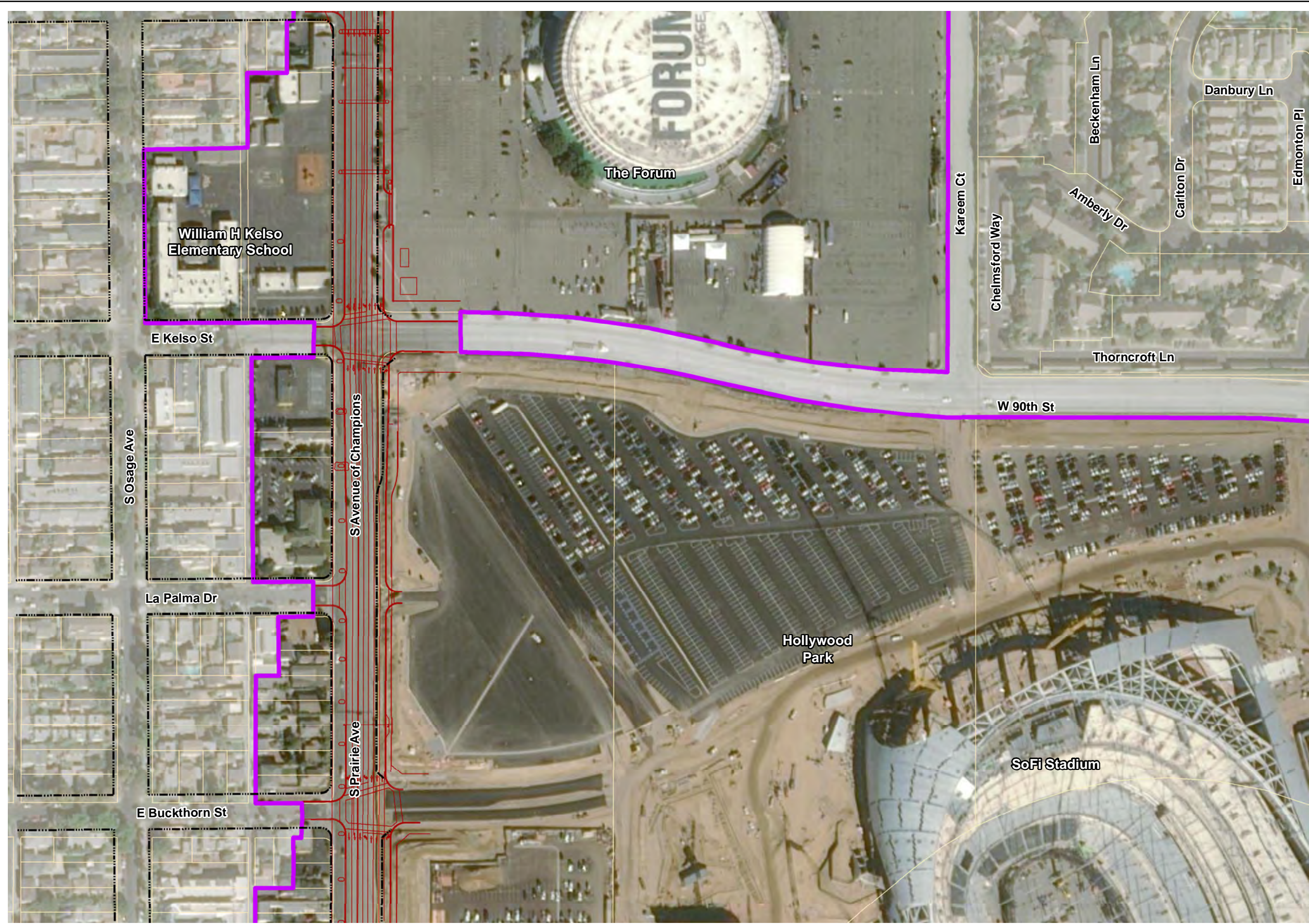


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

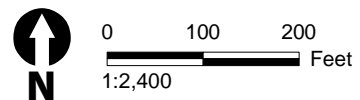
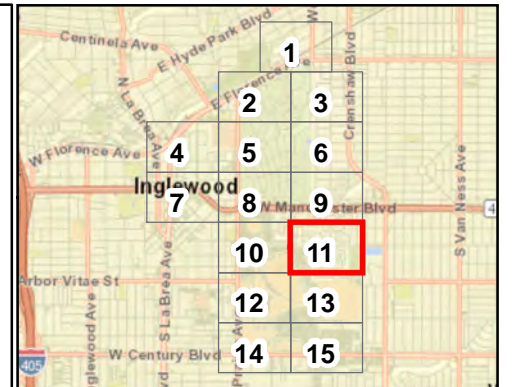


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
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 - Parcel Boundary

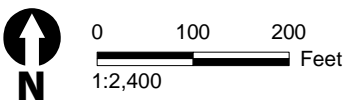
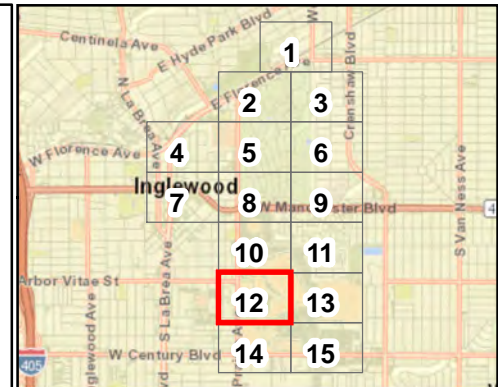
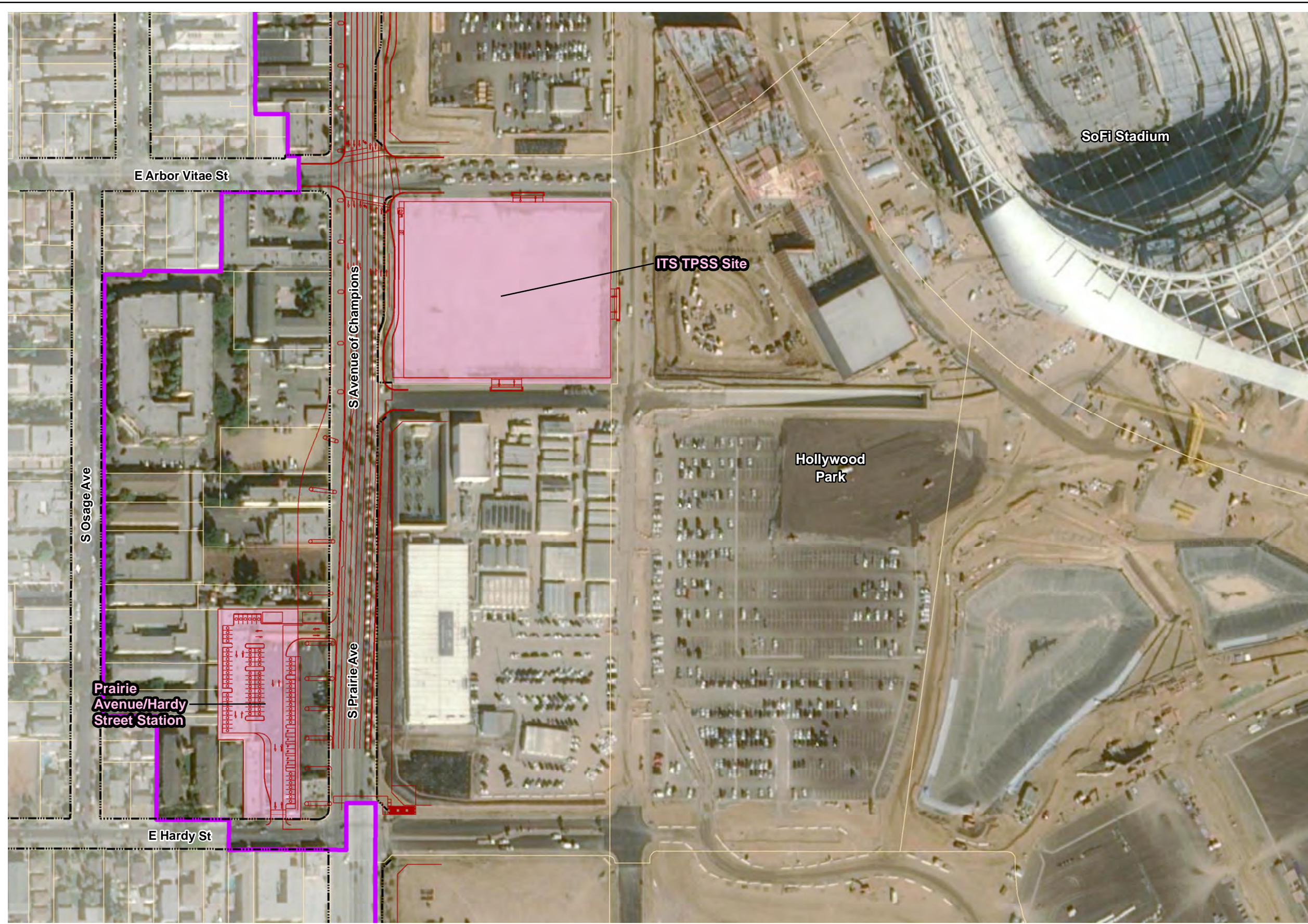


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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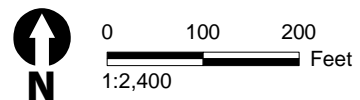
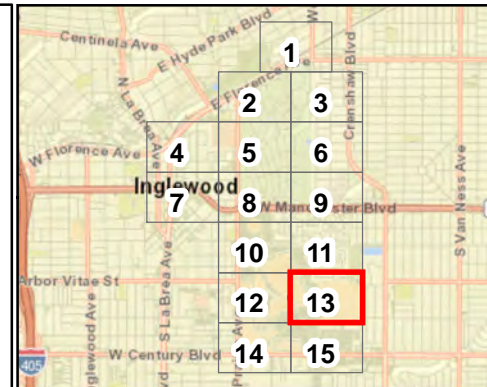


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
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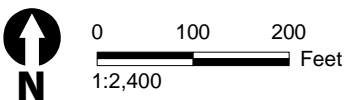
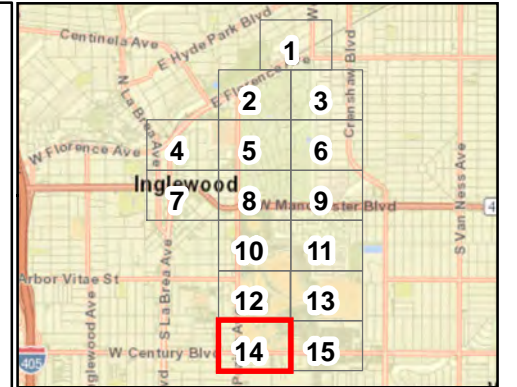


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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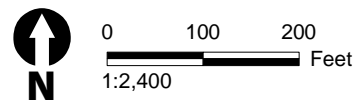
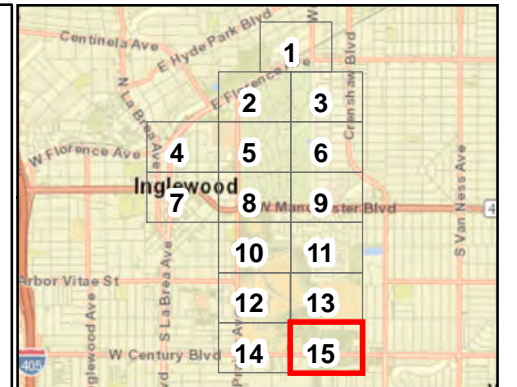
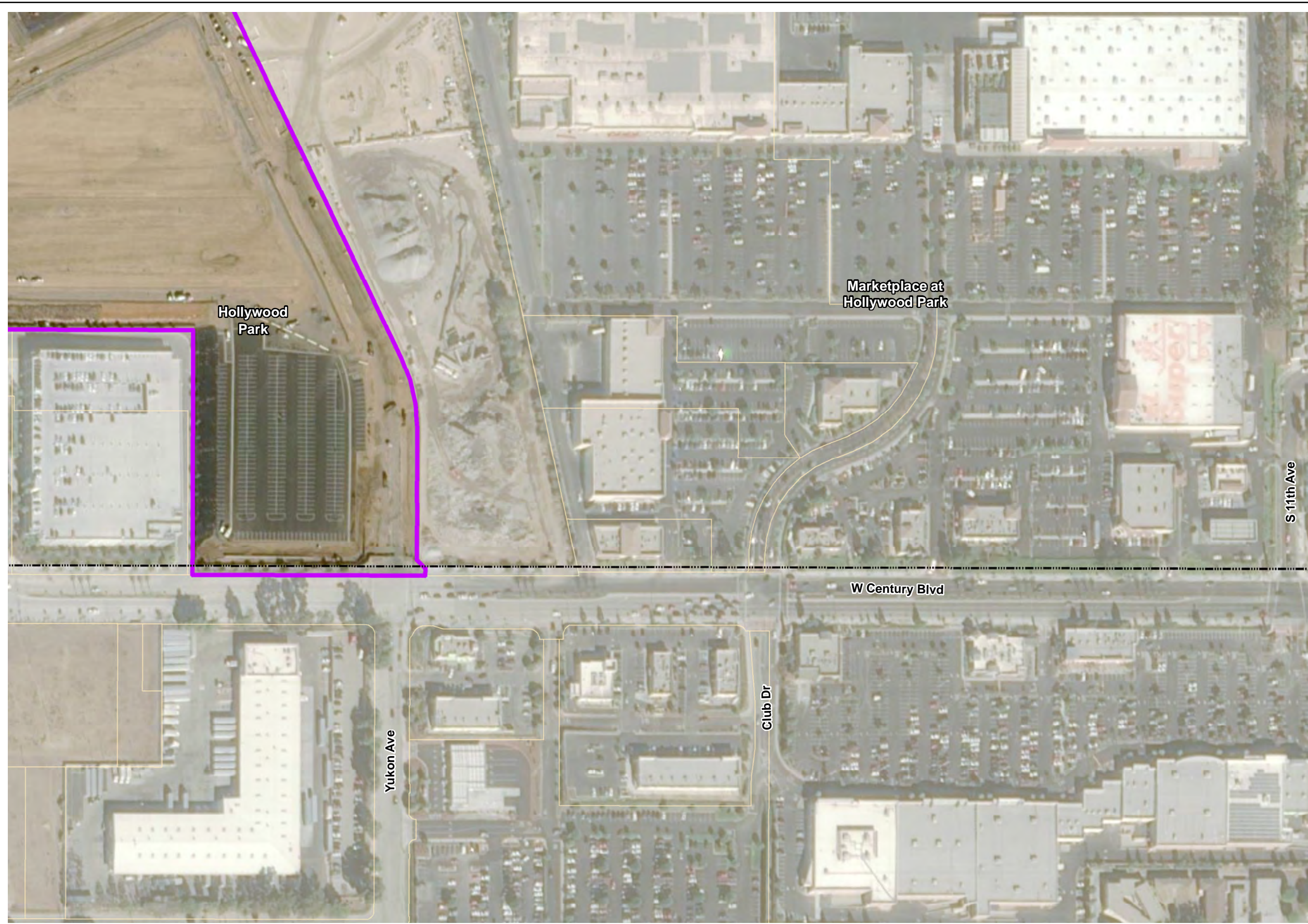


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

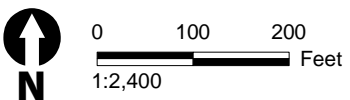


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Cameron Shaw
Executive Director
California African American Museum
600 State Drive, Exposition Park
Los Angeles, CA, 90037

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Shaw,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

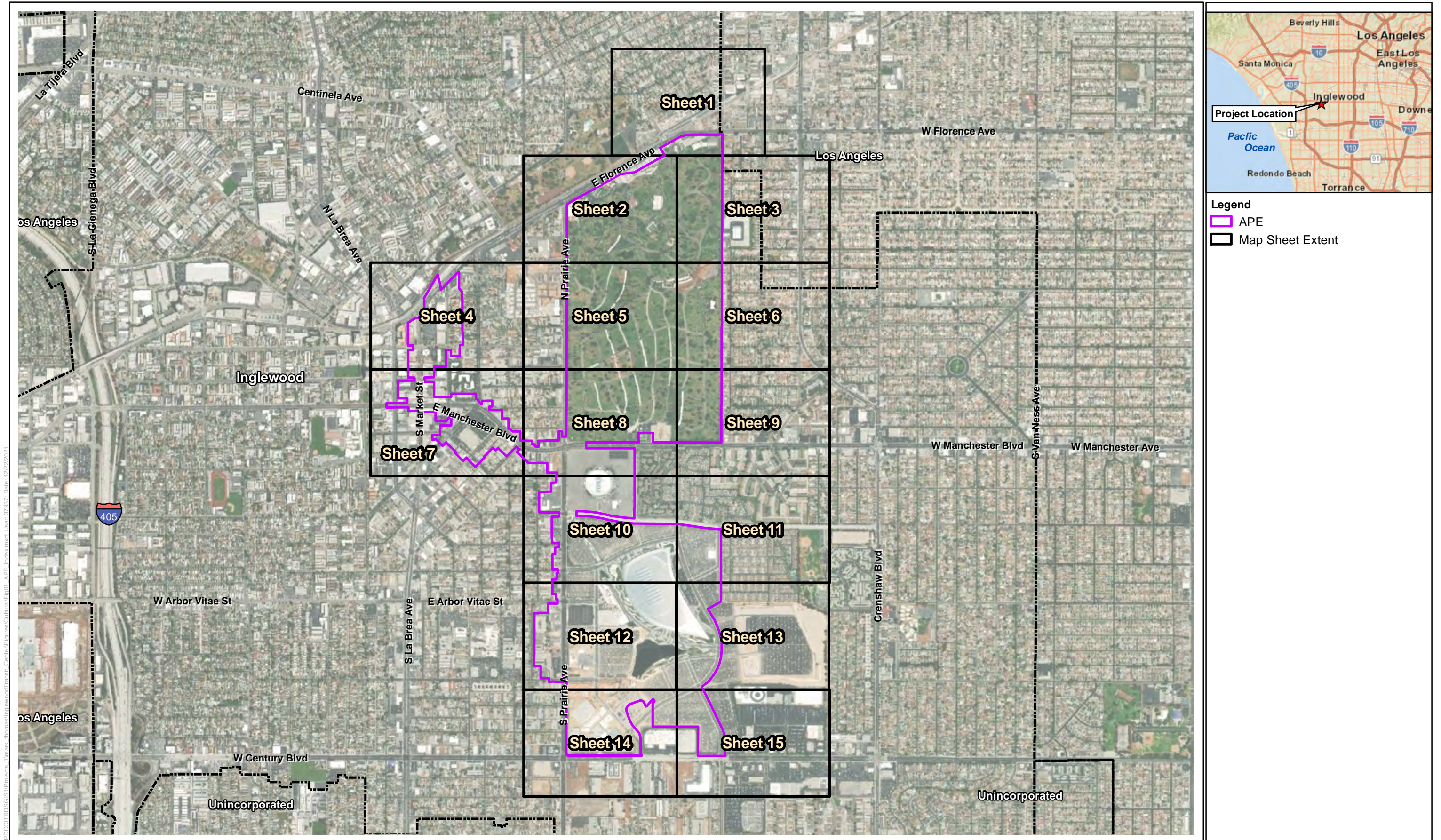
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project

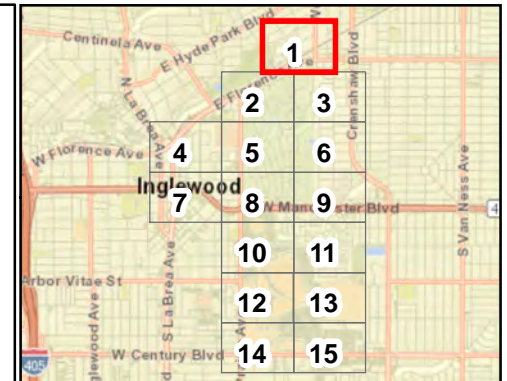
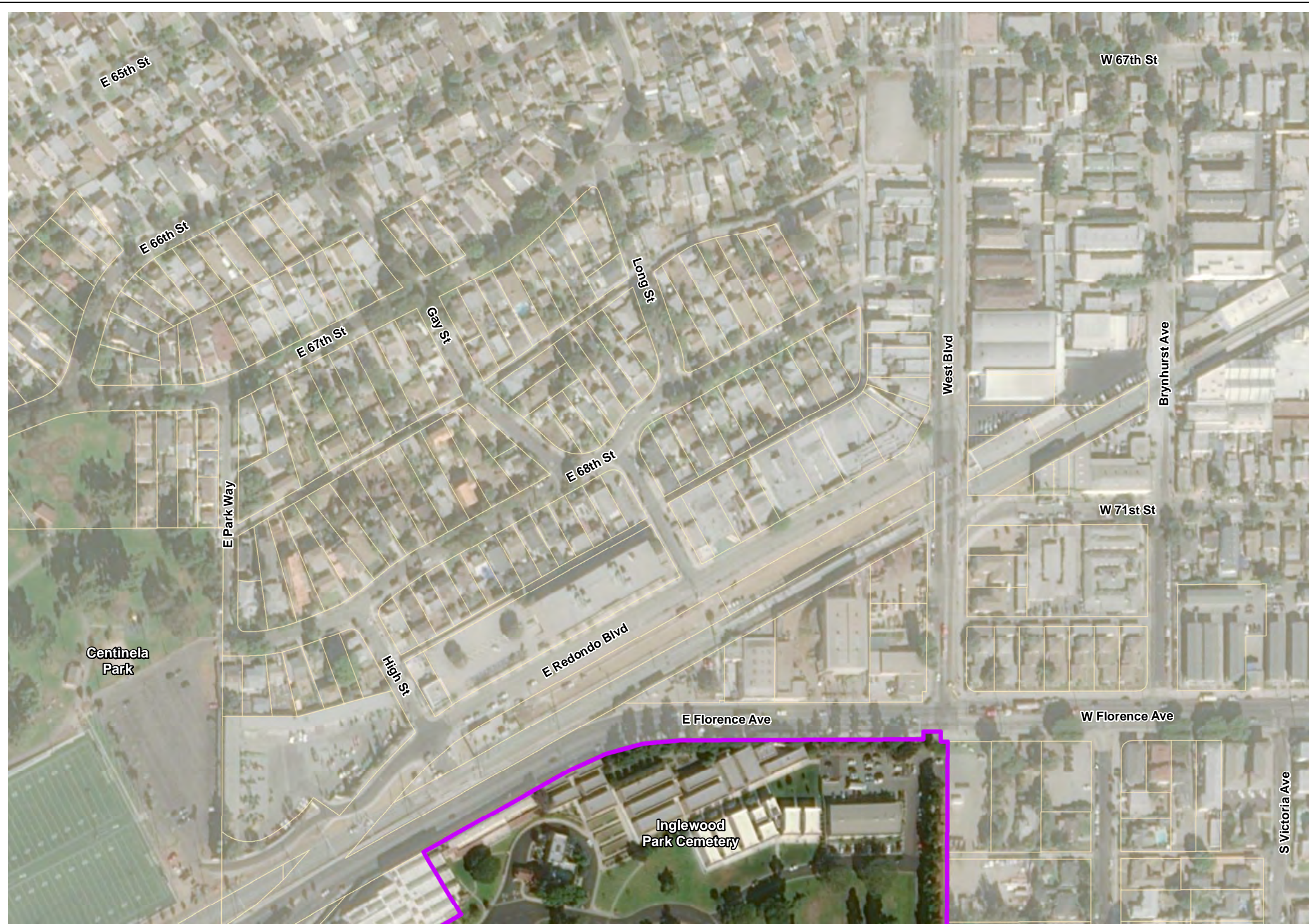




**Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector**

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

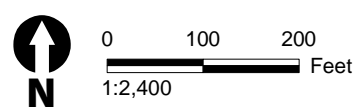
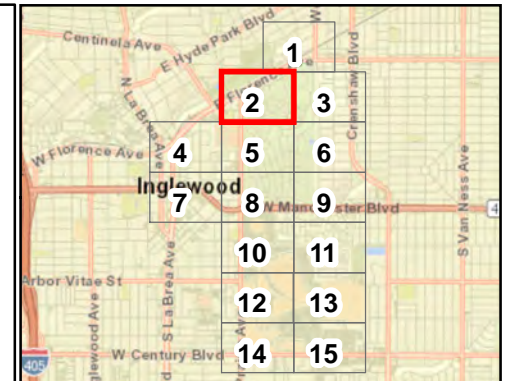
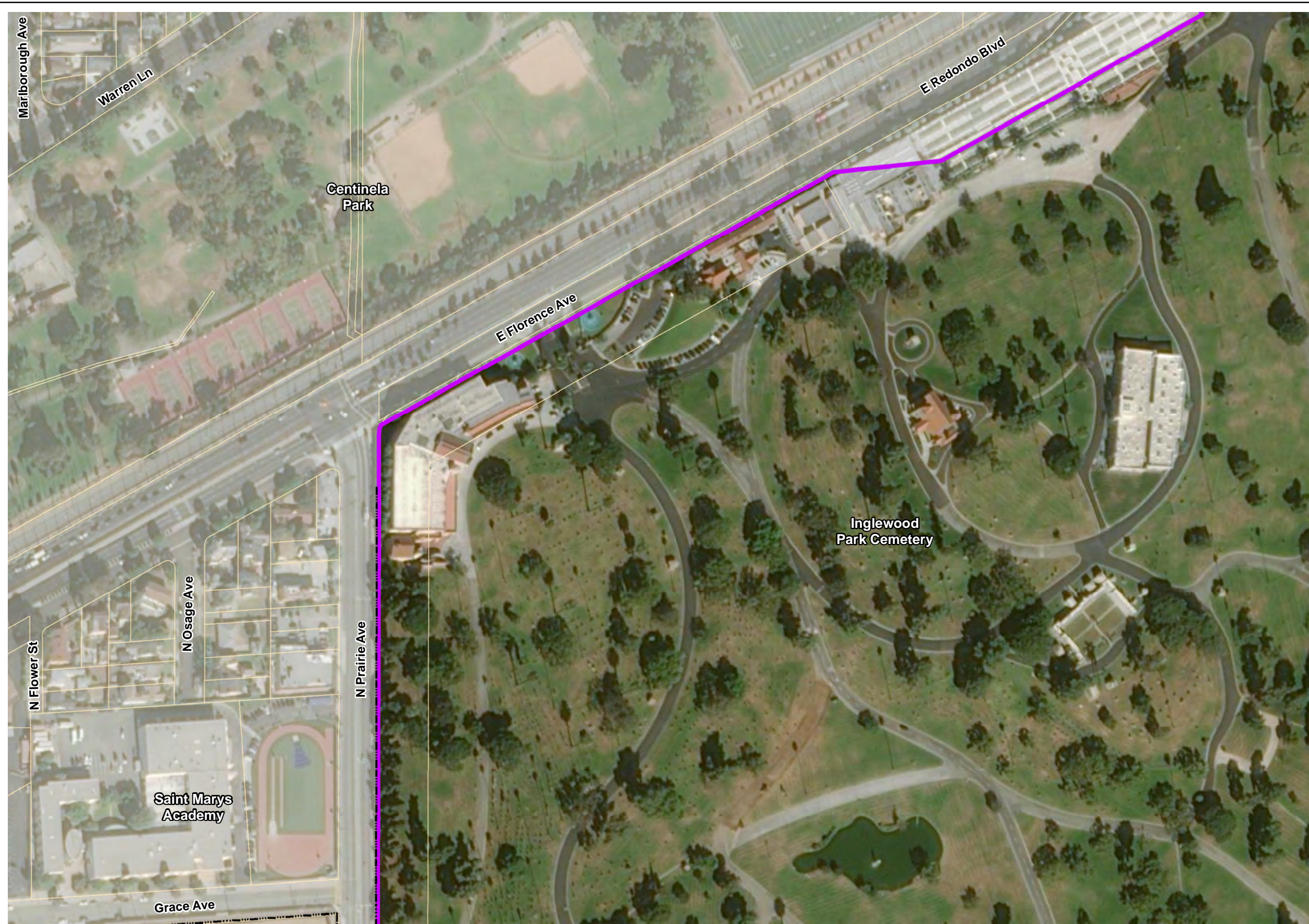


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

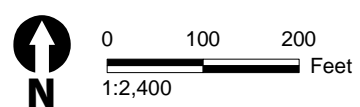
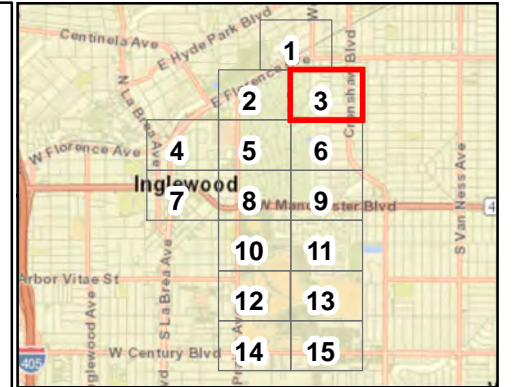
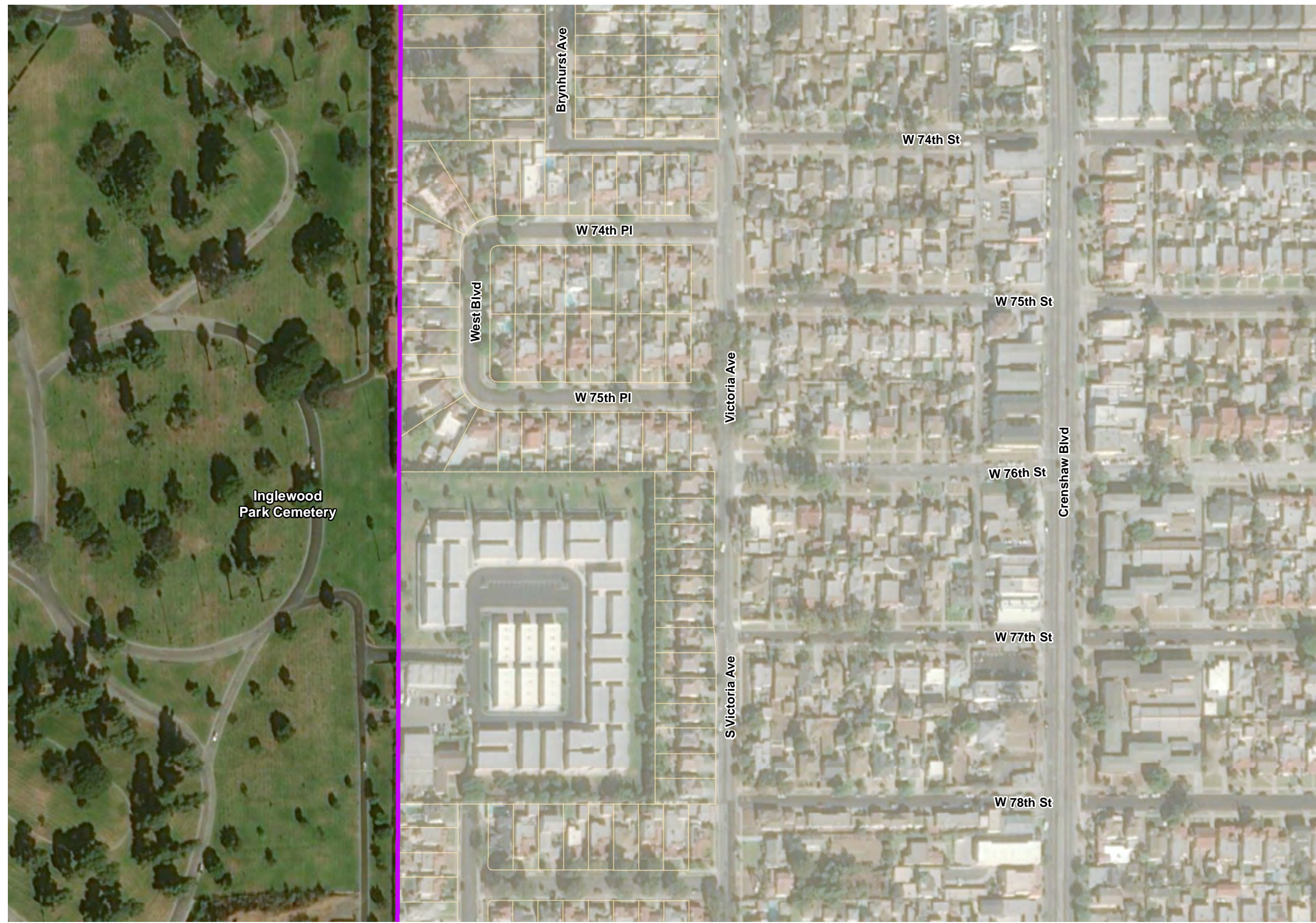


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

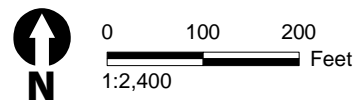
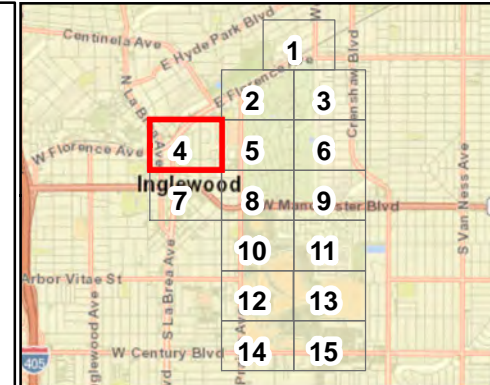
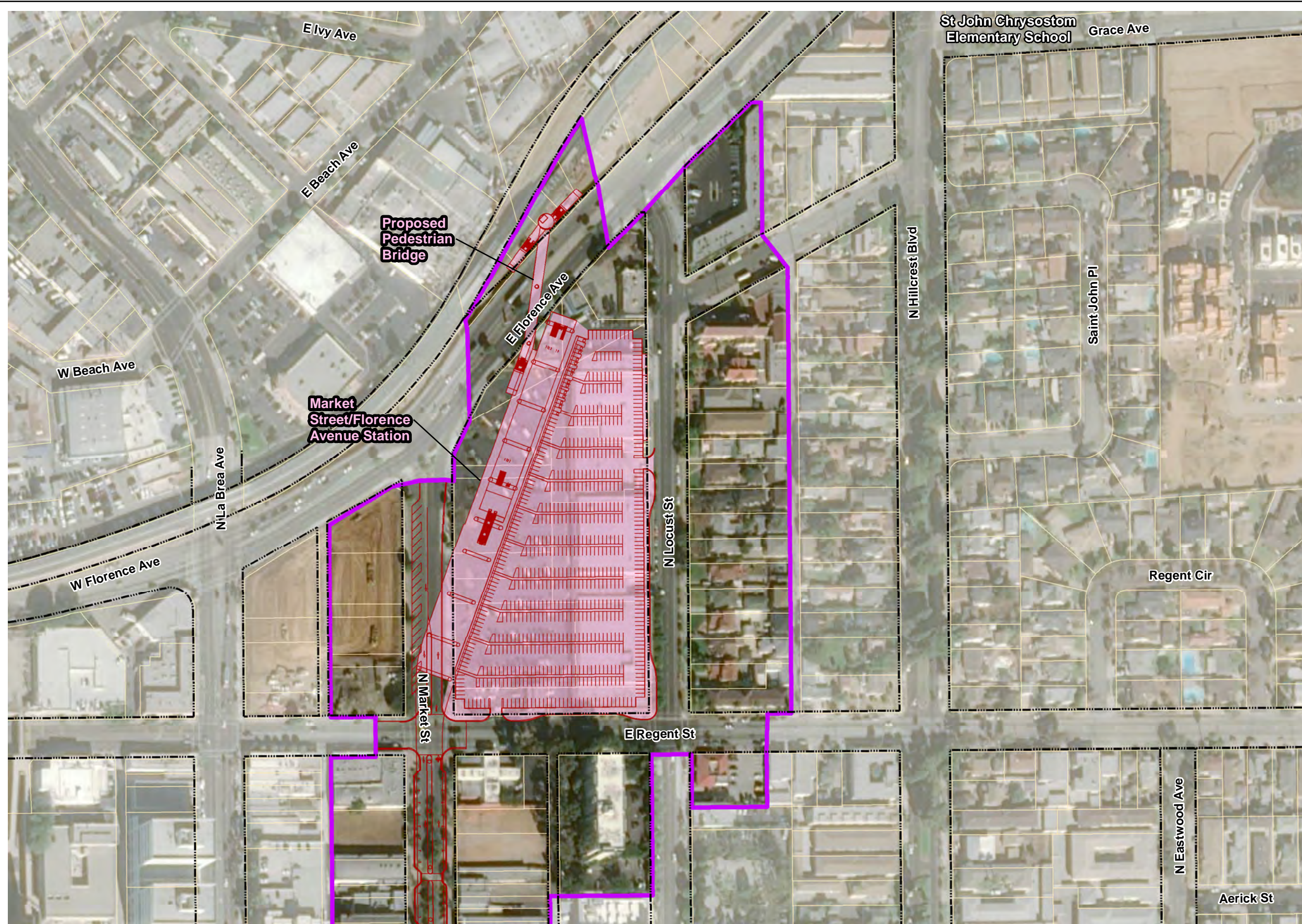


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

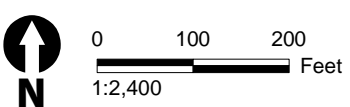


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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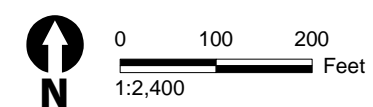
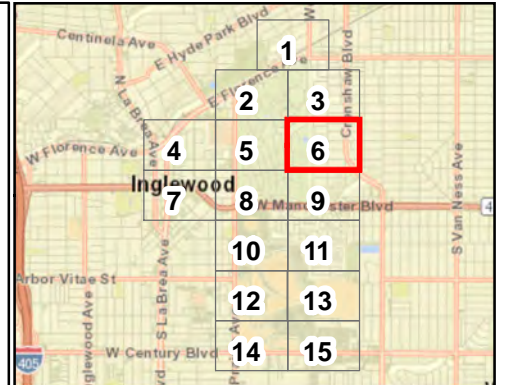


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

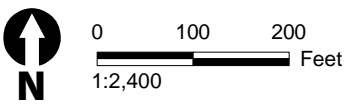
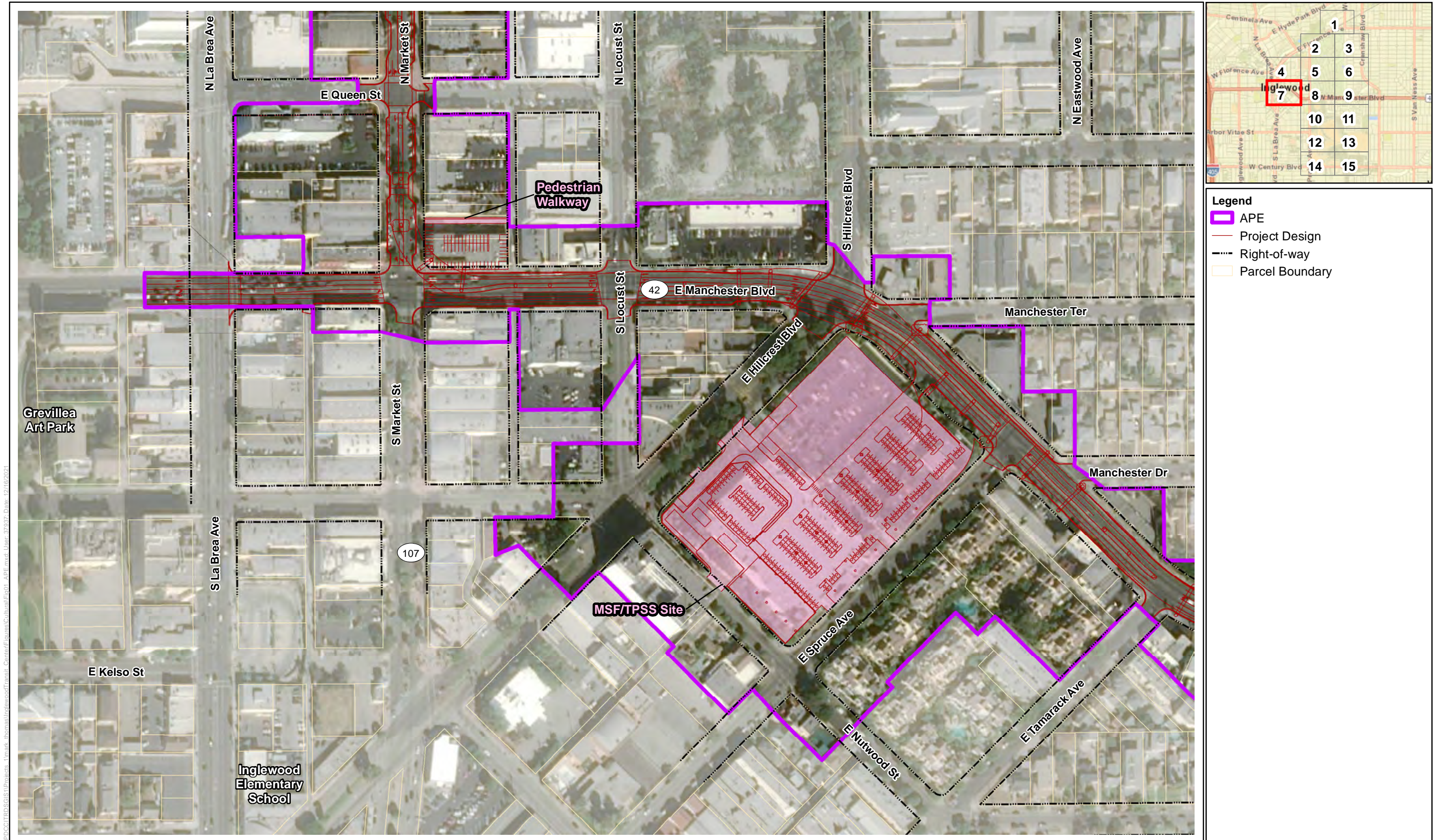


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

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

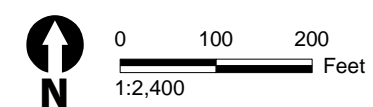
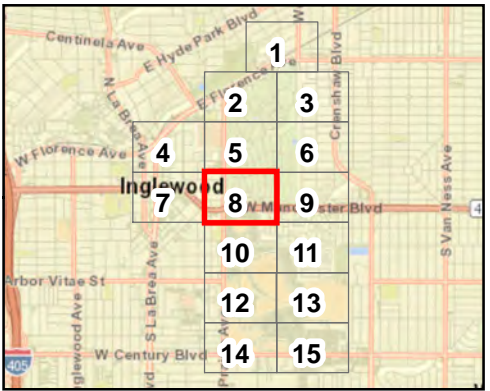
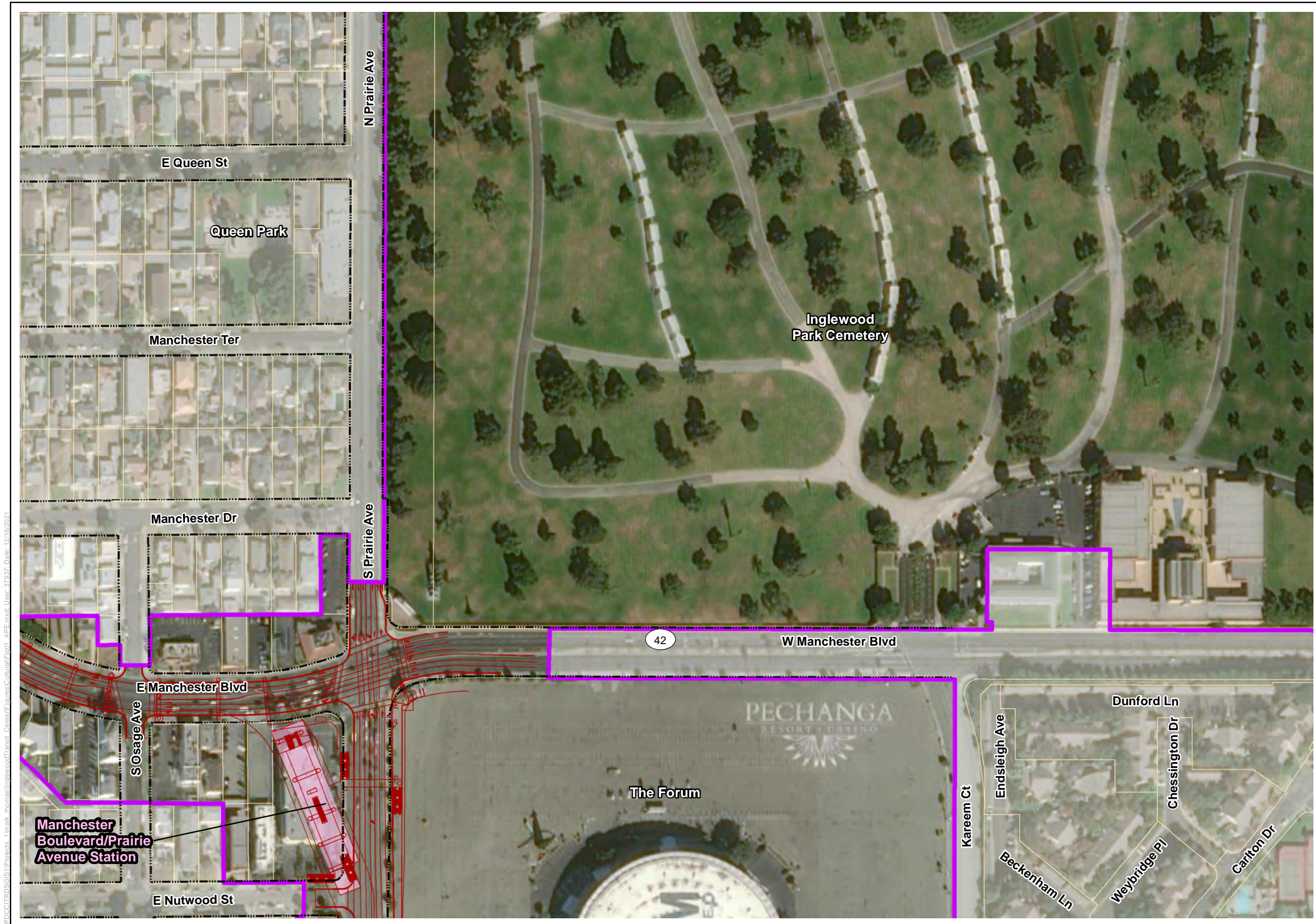


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

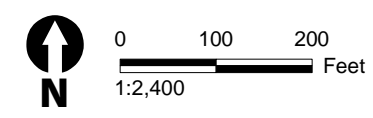
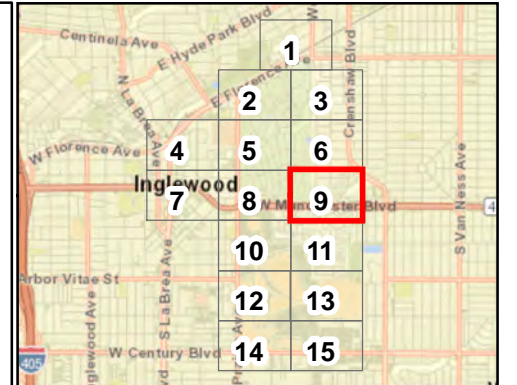


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Parcel Boundary

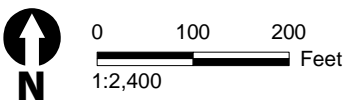
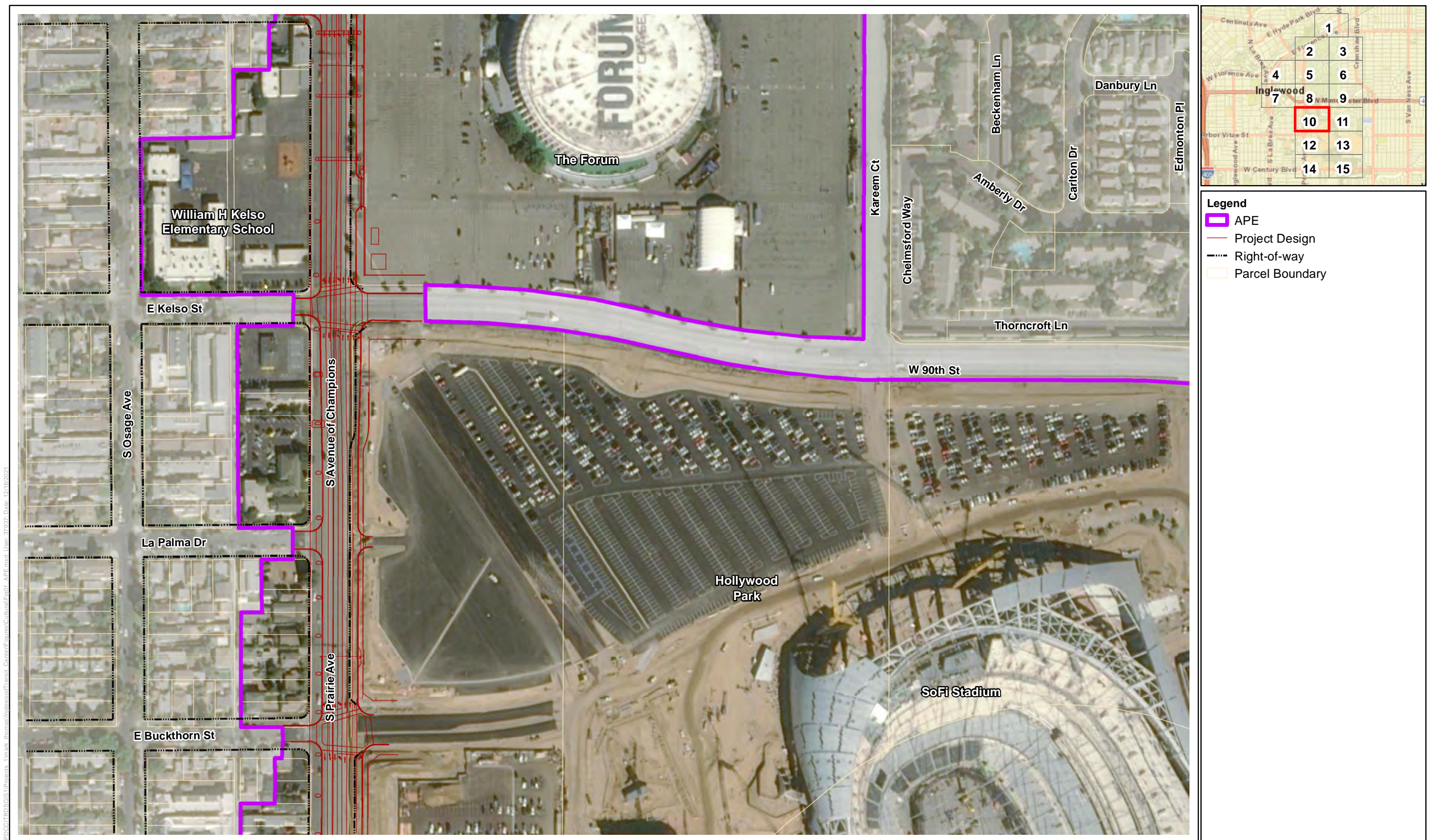


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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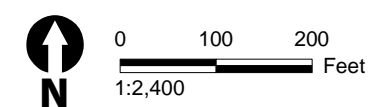
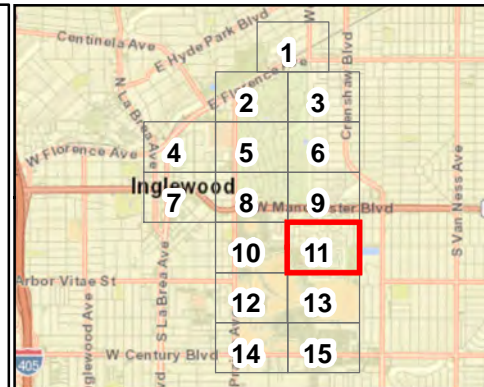


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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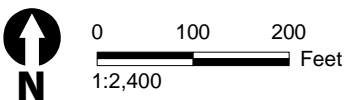
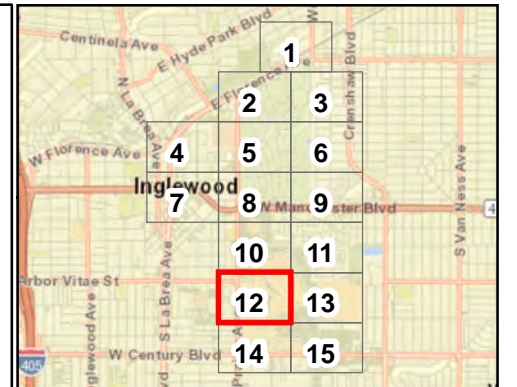
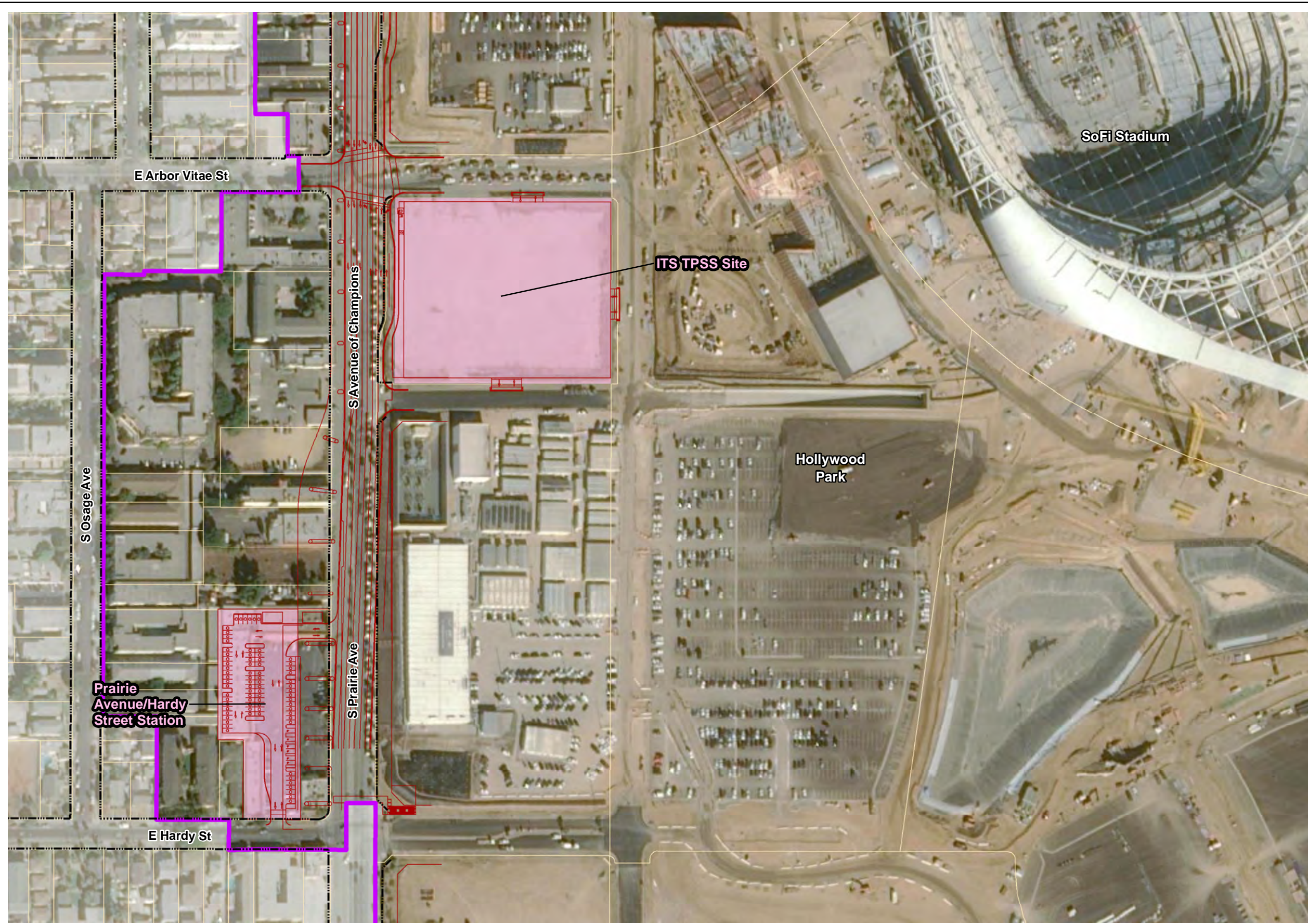


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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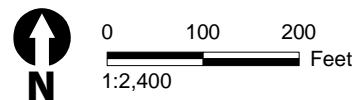
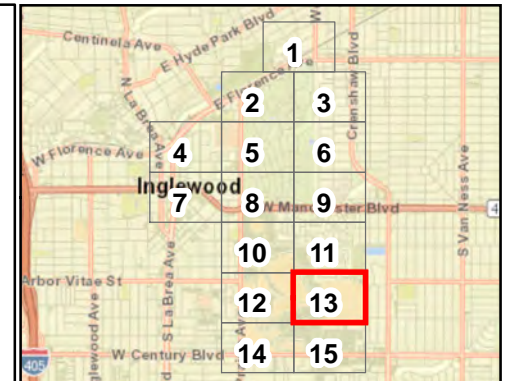


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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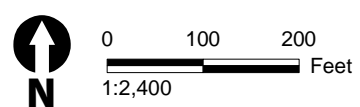
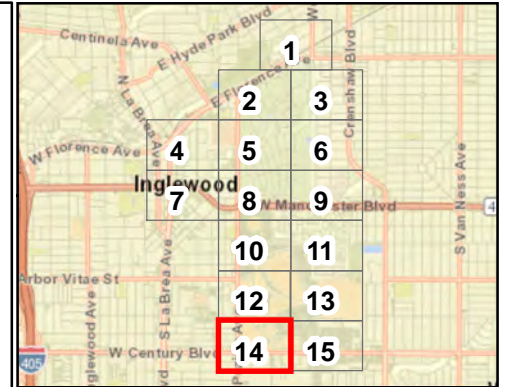


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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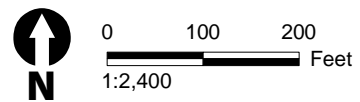
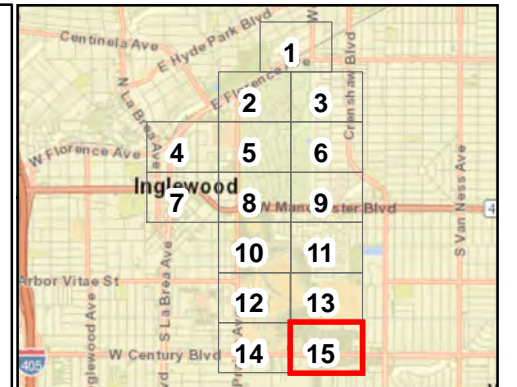
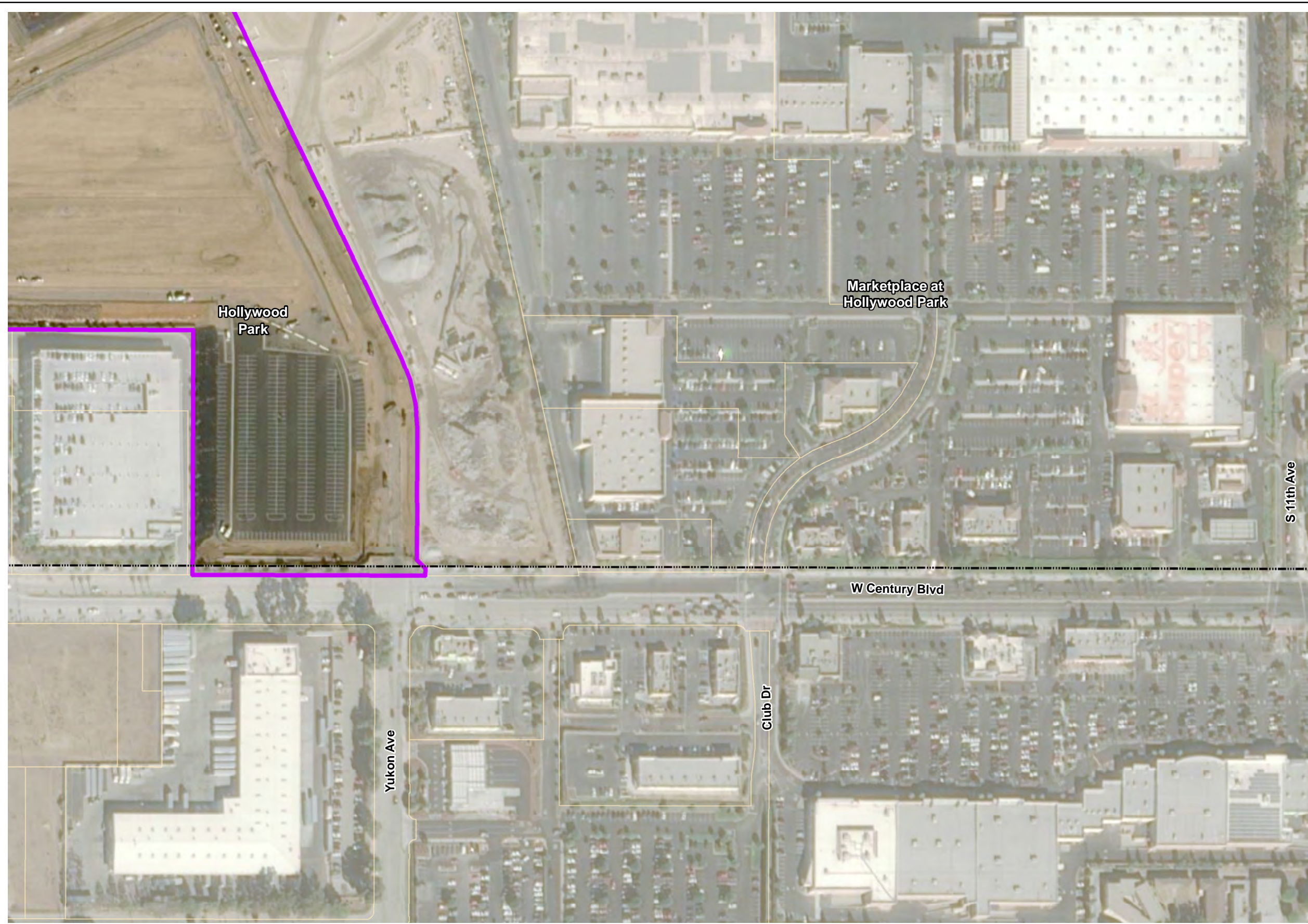


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

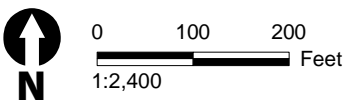


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Katherine Malone-France
Chief Preservation Officer
National Trust for Historic Preservation
2600 Virginia Way NW, Suite 1100
Washington D.C., 20037

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Malone-France,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

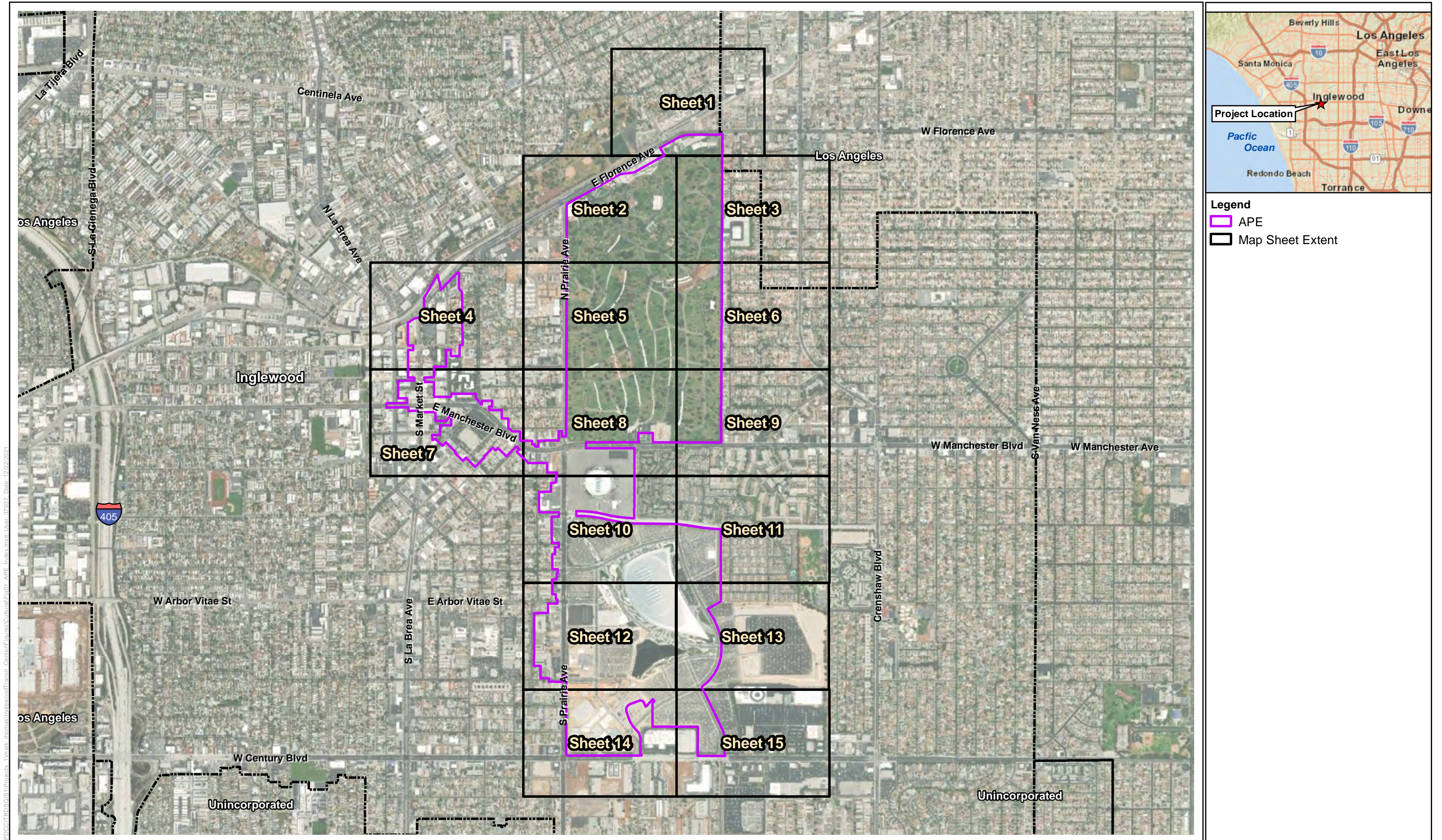
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project

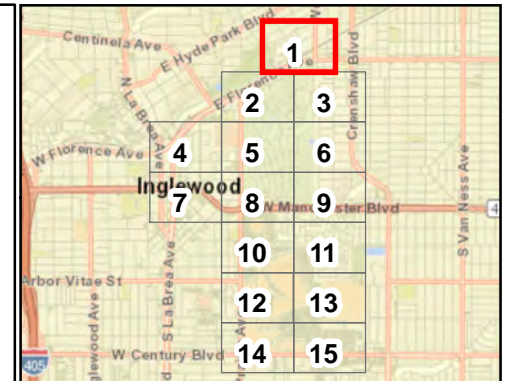
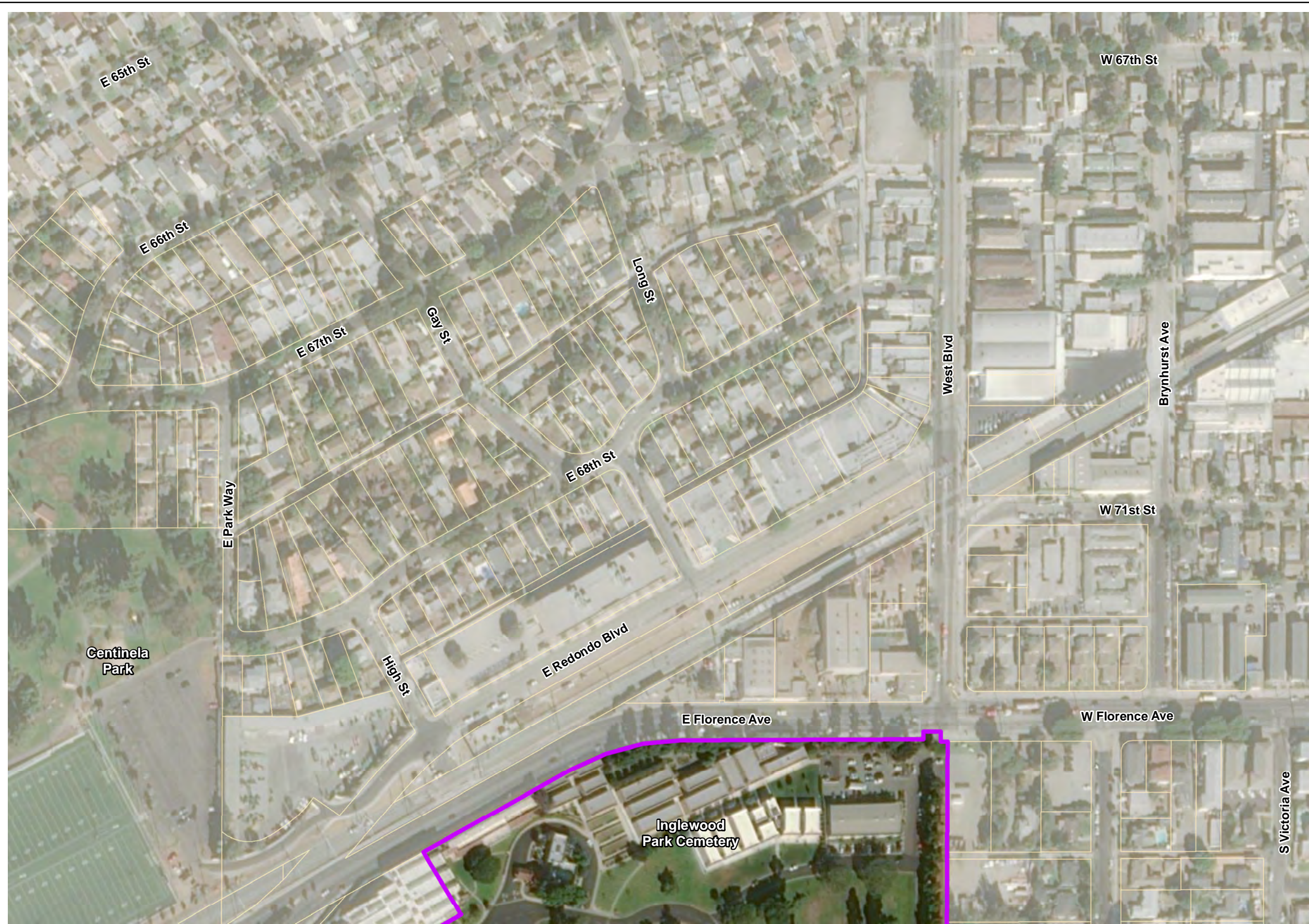




**Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector**

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

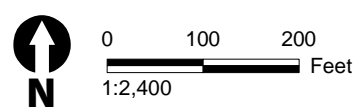
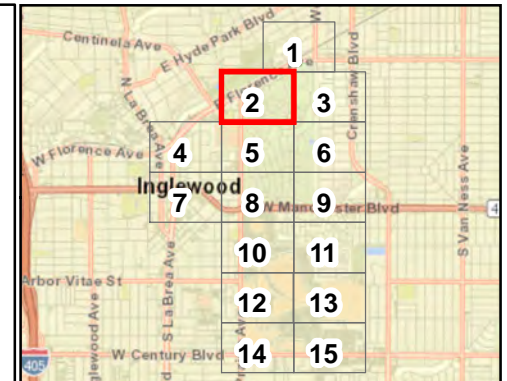
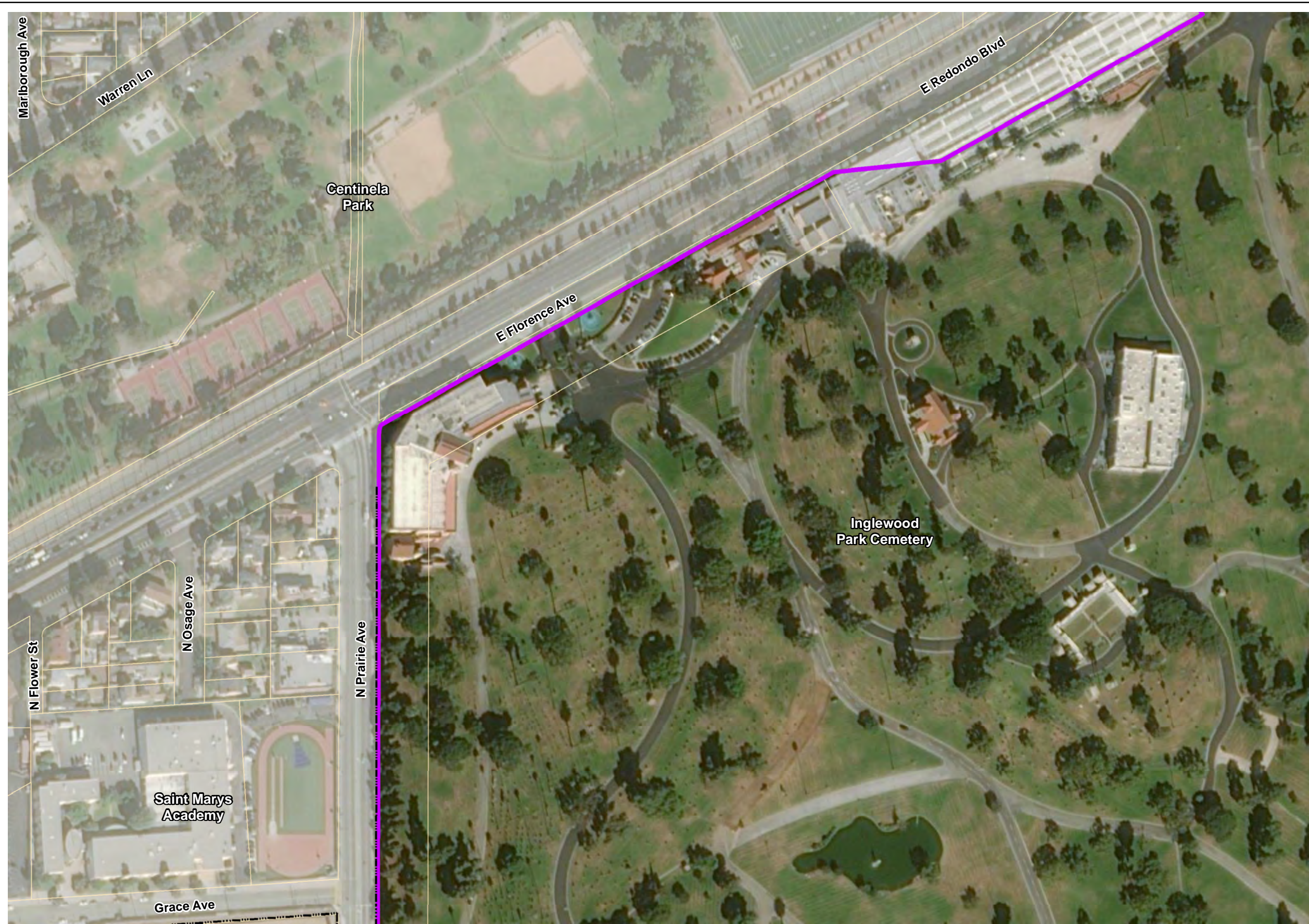


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

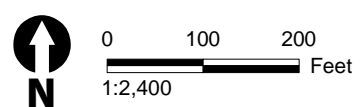
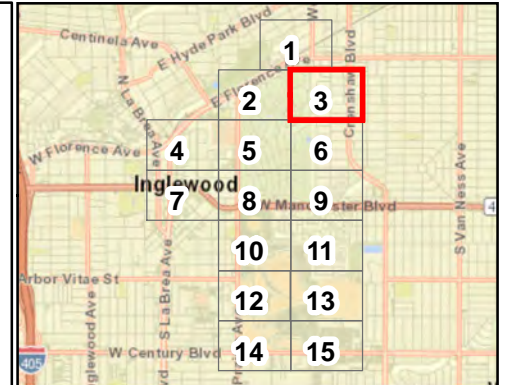
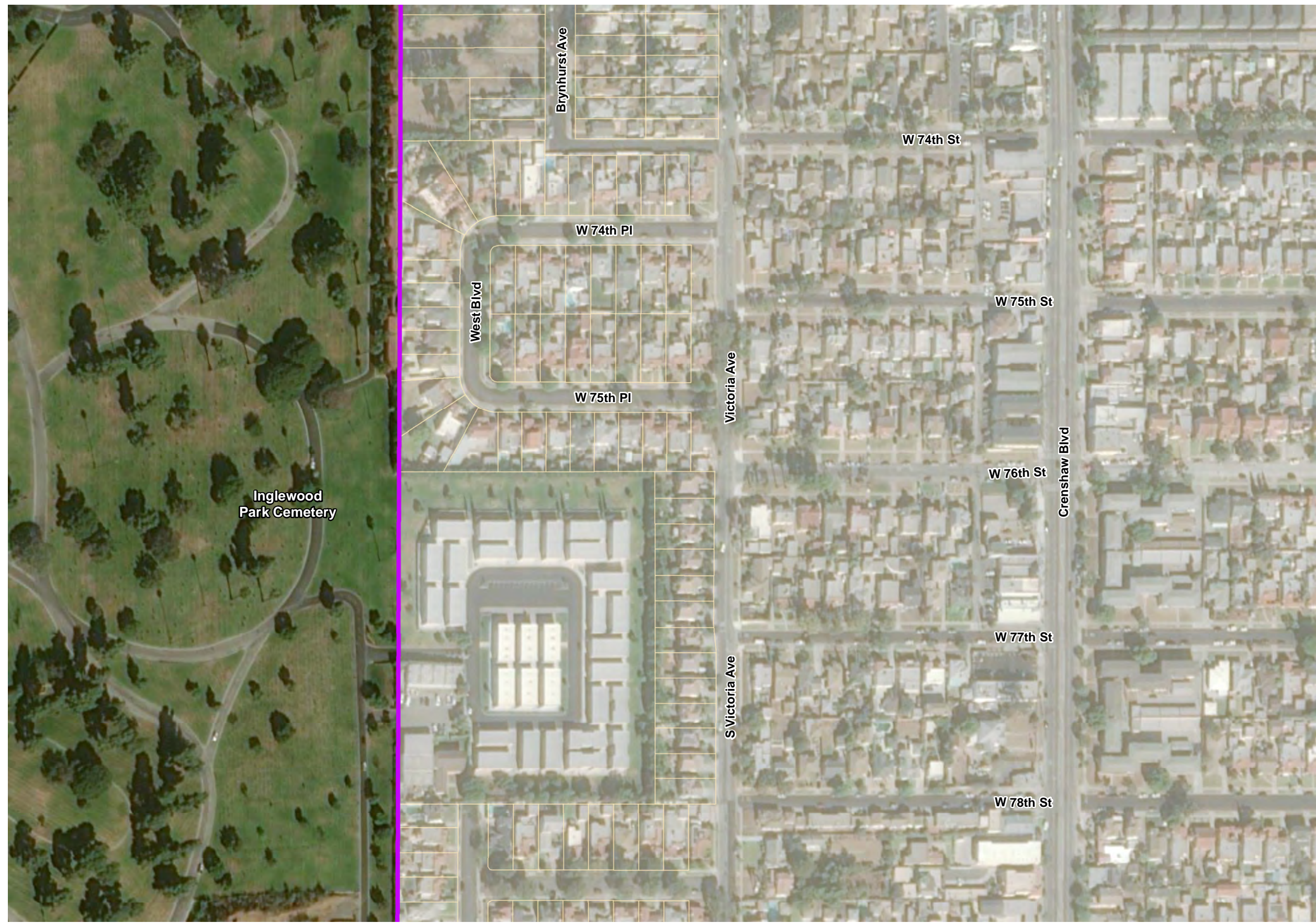


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

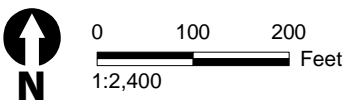
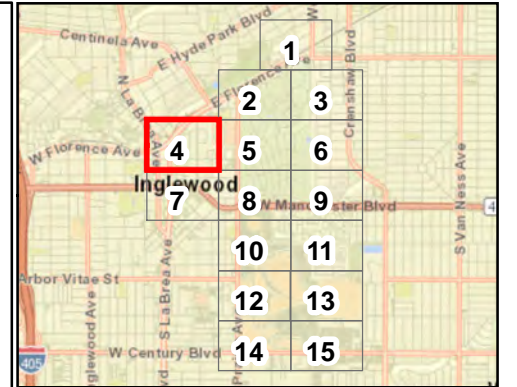
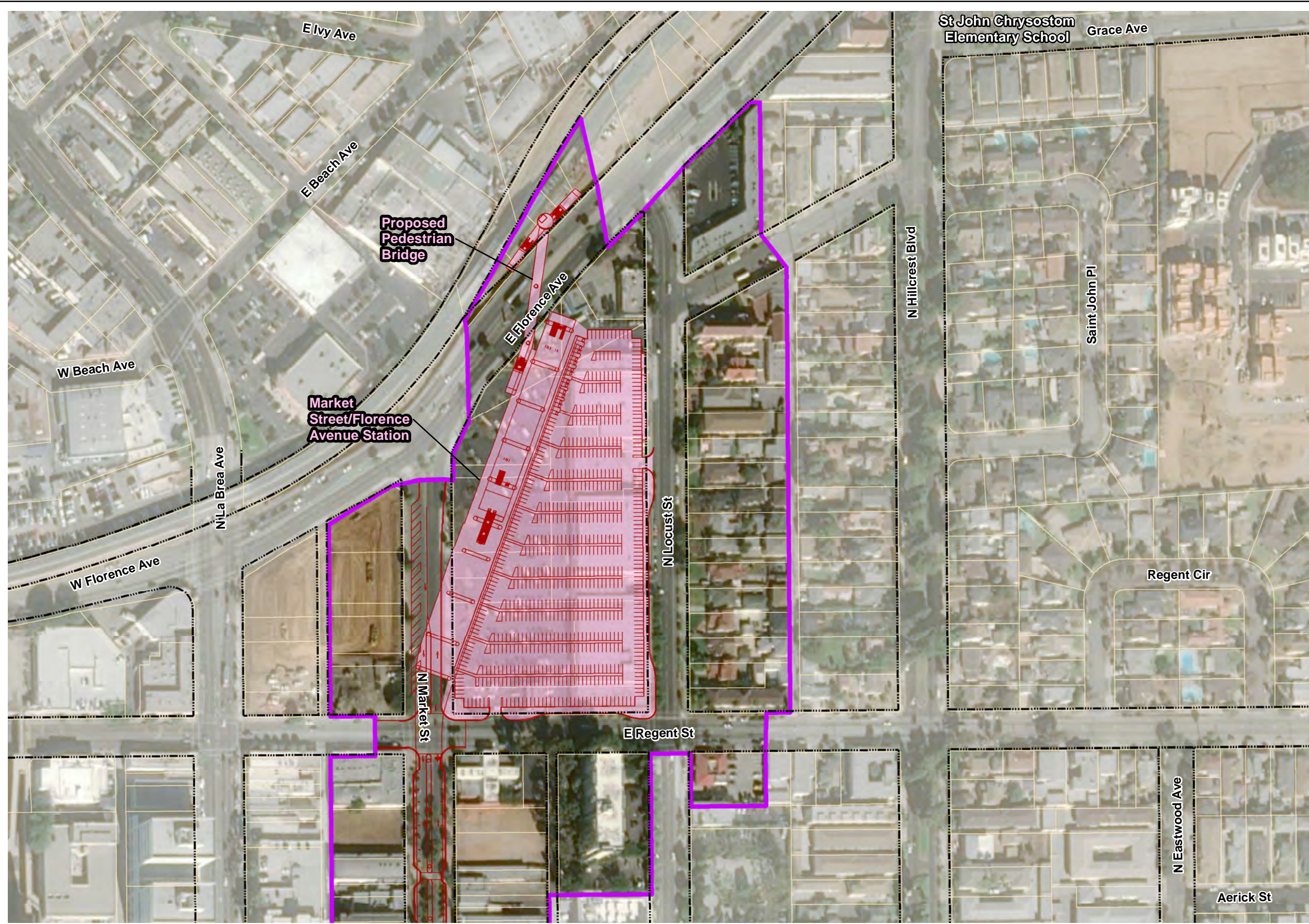


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

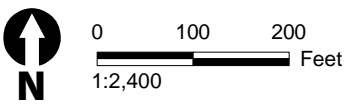


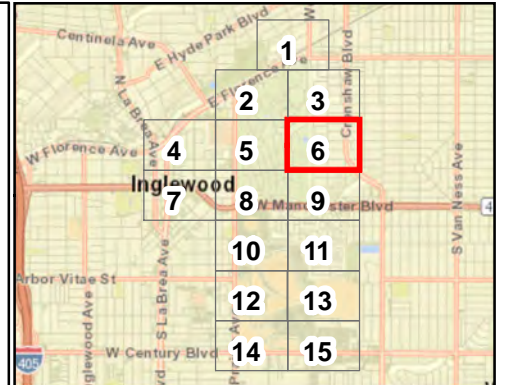
Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

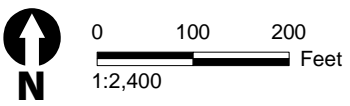
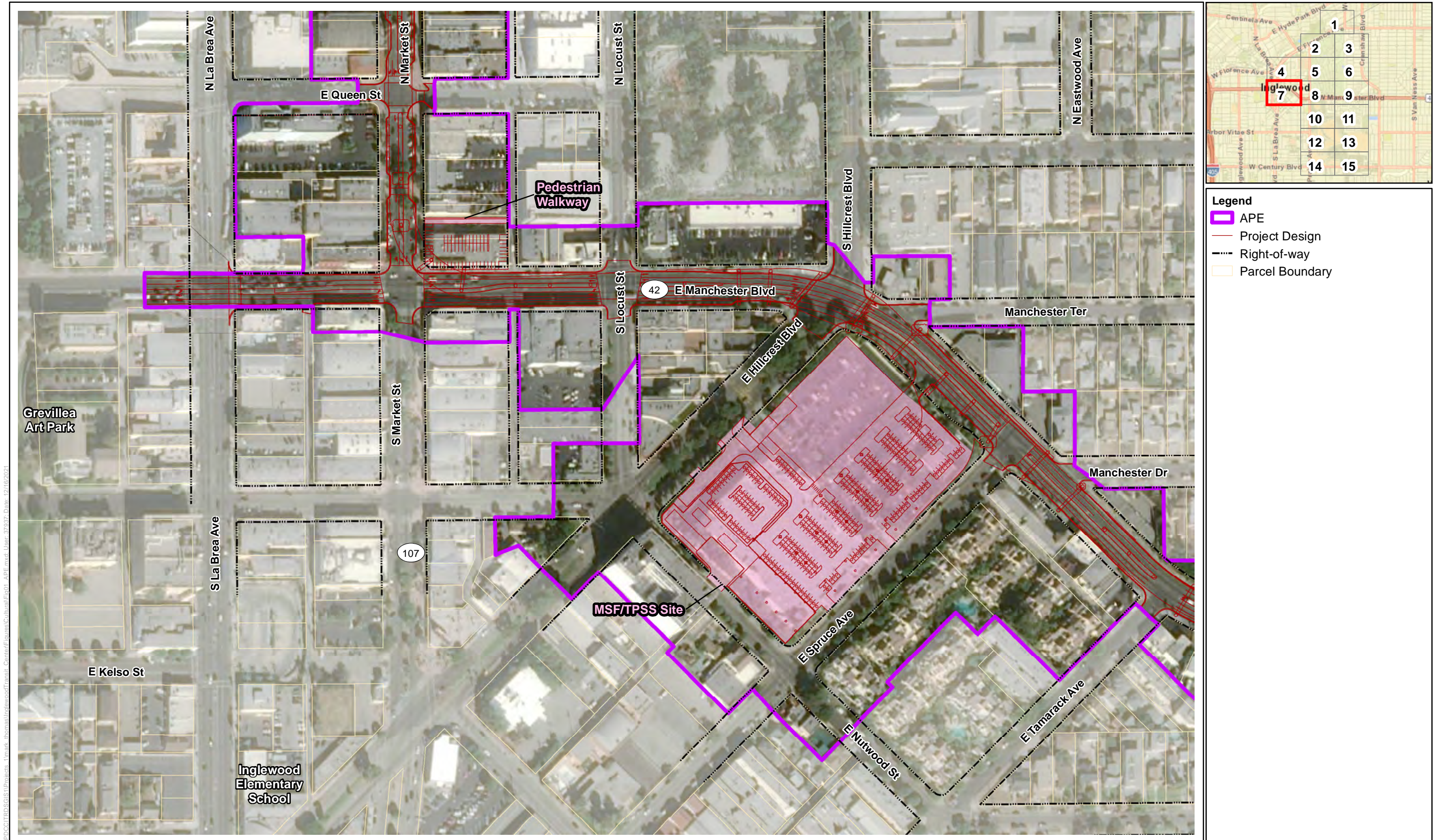
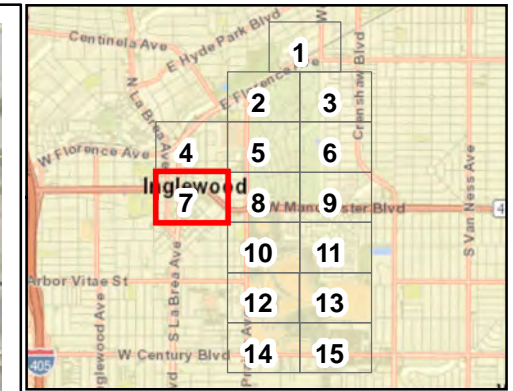


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

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



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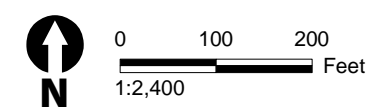
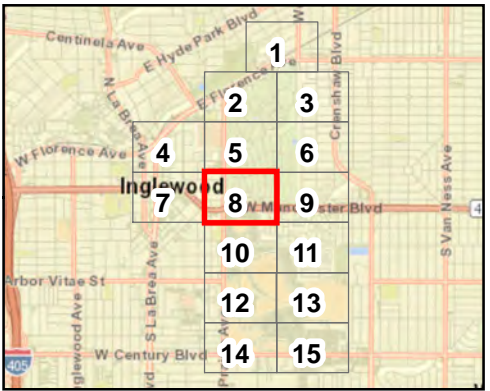
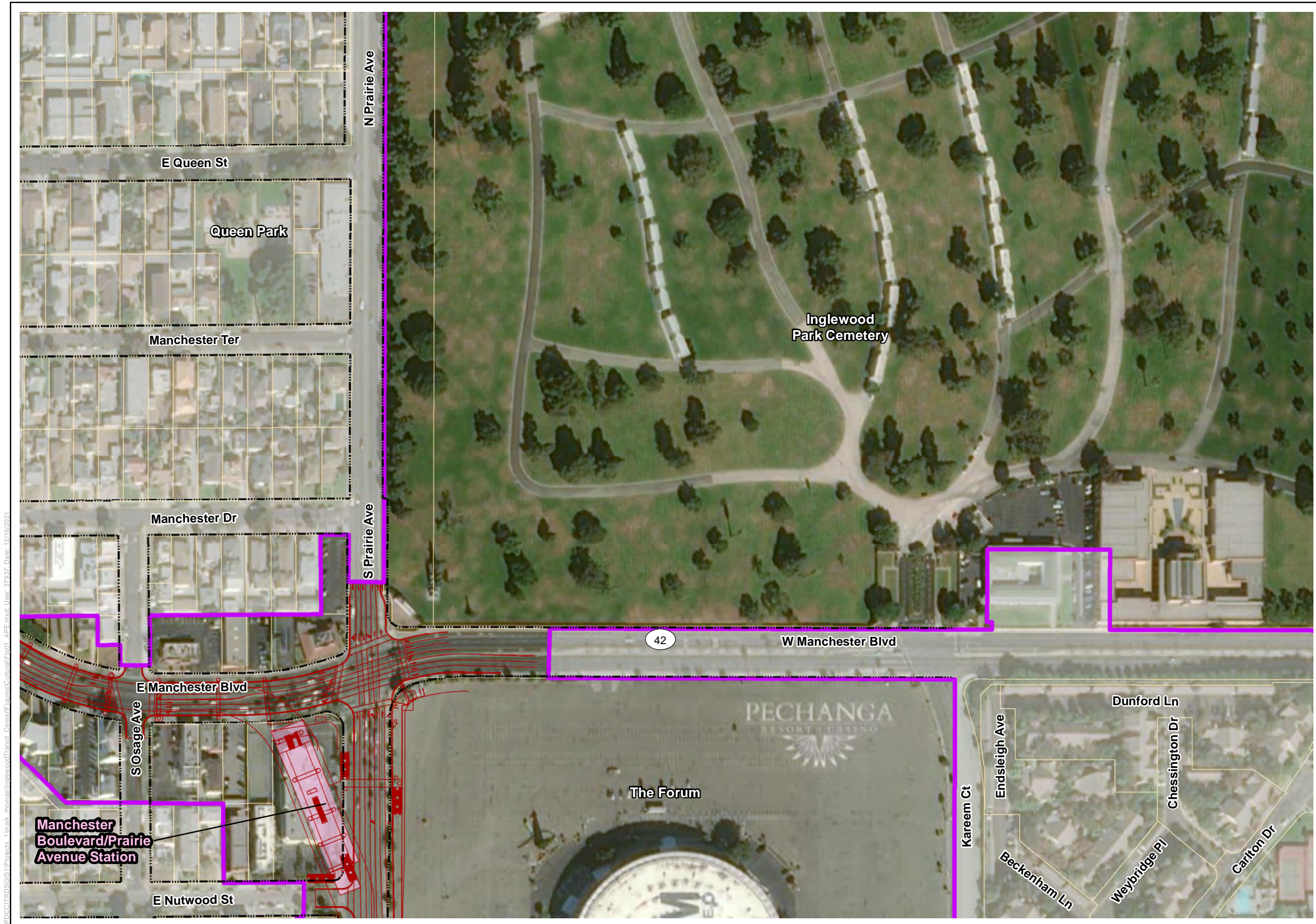


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

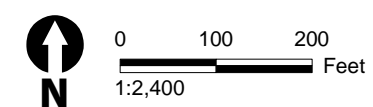


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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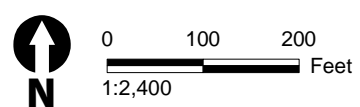
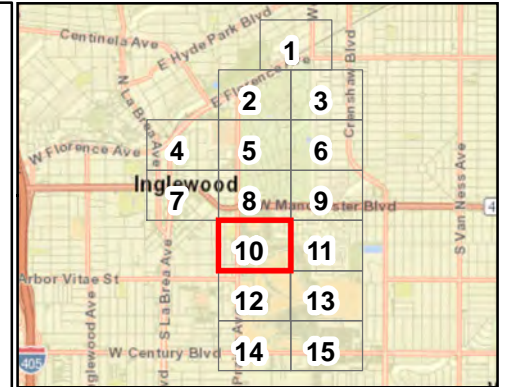
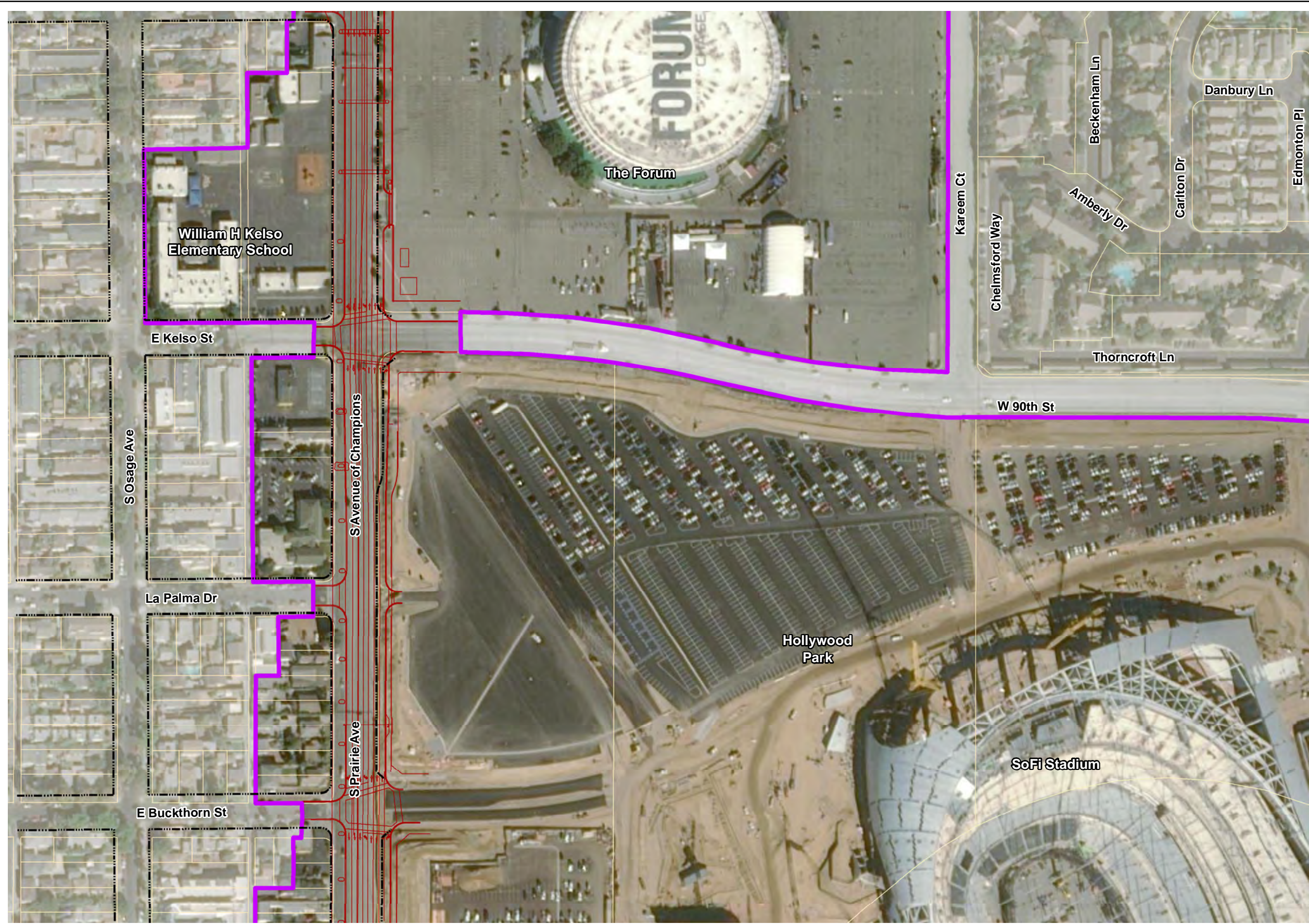
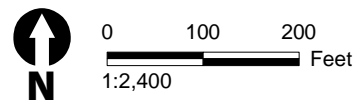


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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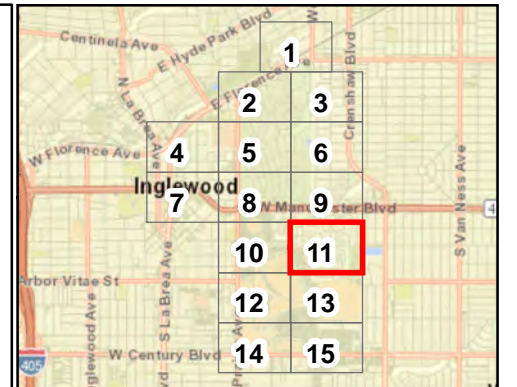


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 - Project Design
 - Right-of-way
 - Parcel Boundary



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

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 - Parcel Boundary

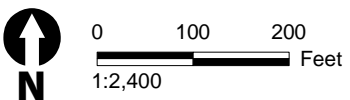
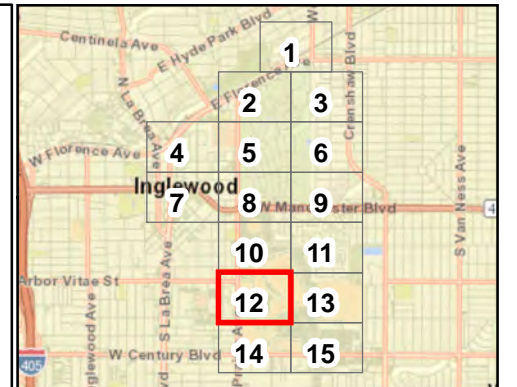
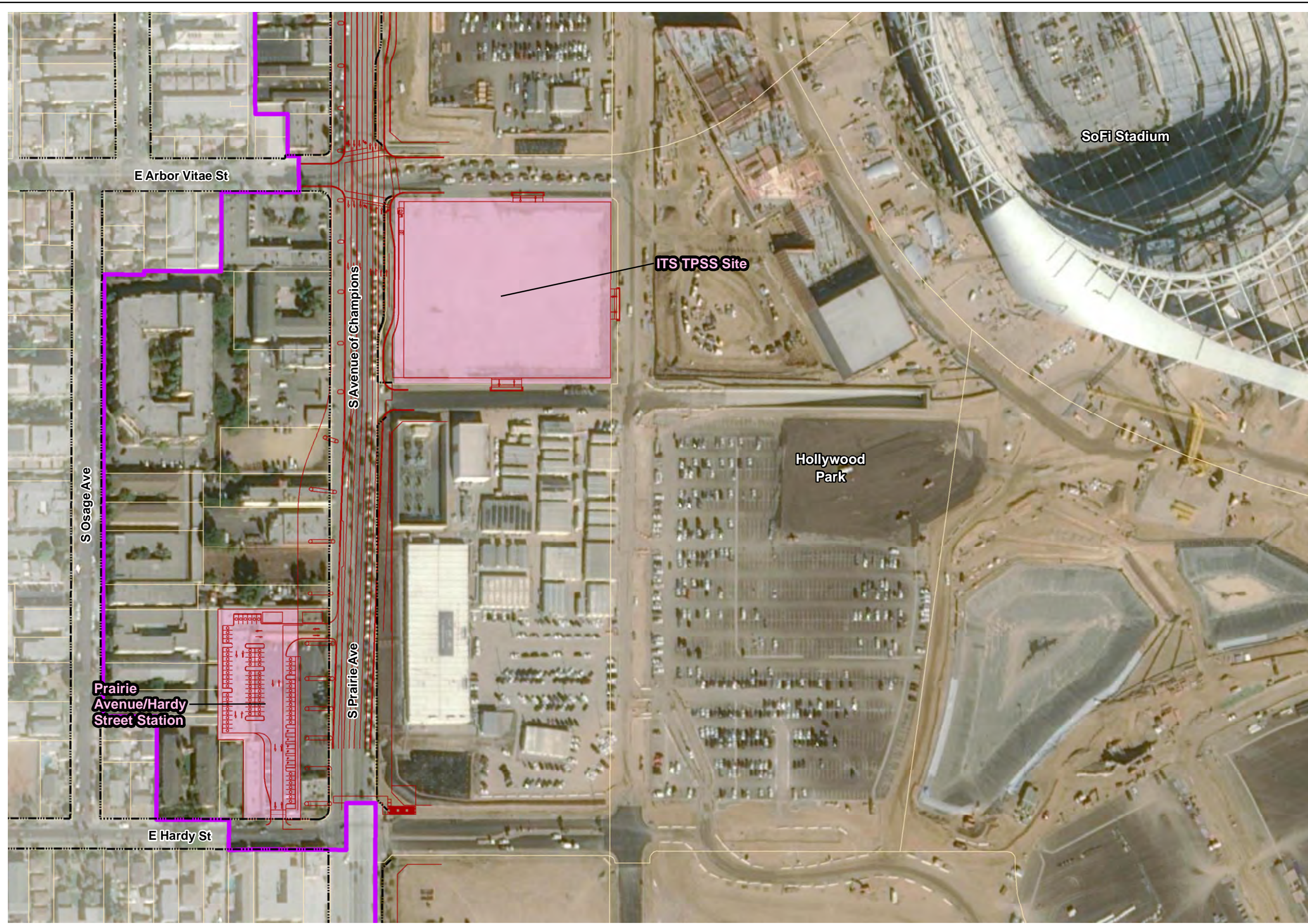


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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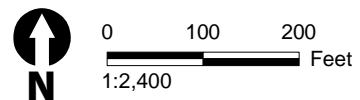
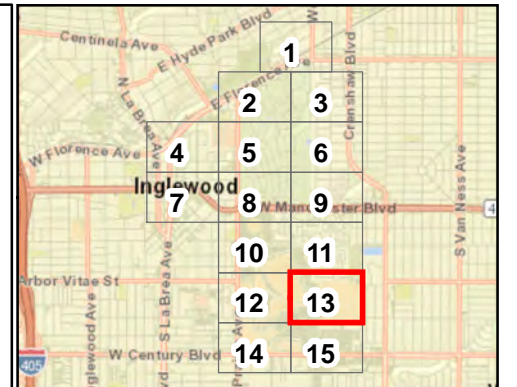


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

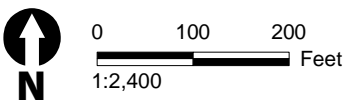
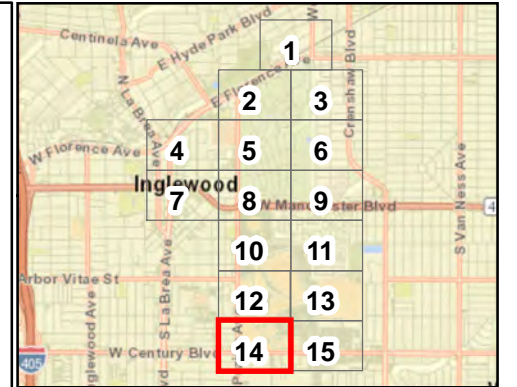


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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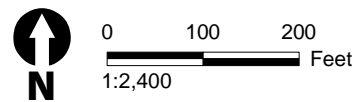
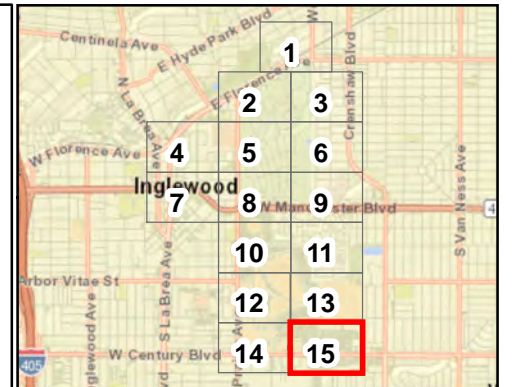


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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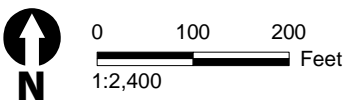


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Tiffany Nitsche
President
Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA, 90079

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Nitsche,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

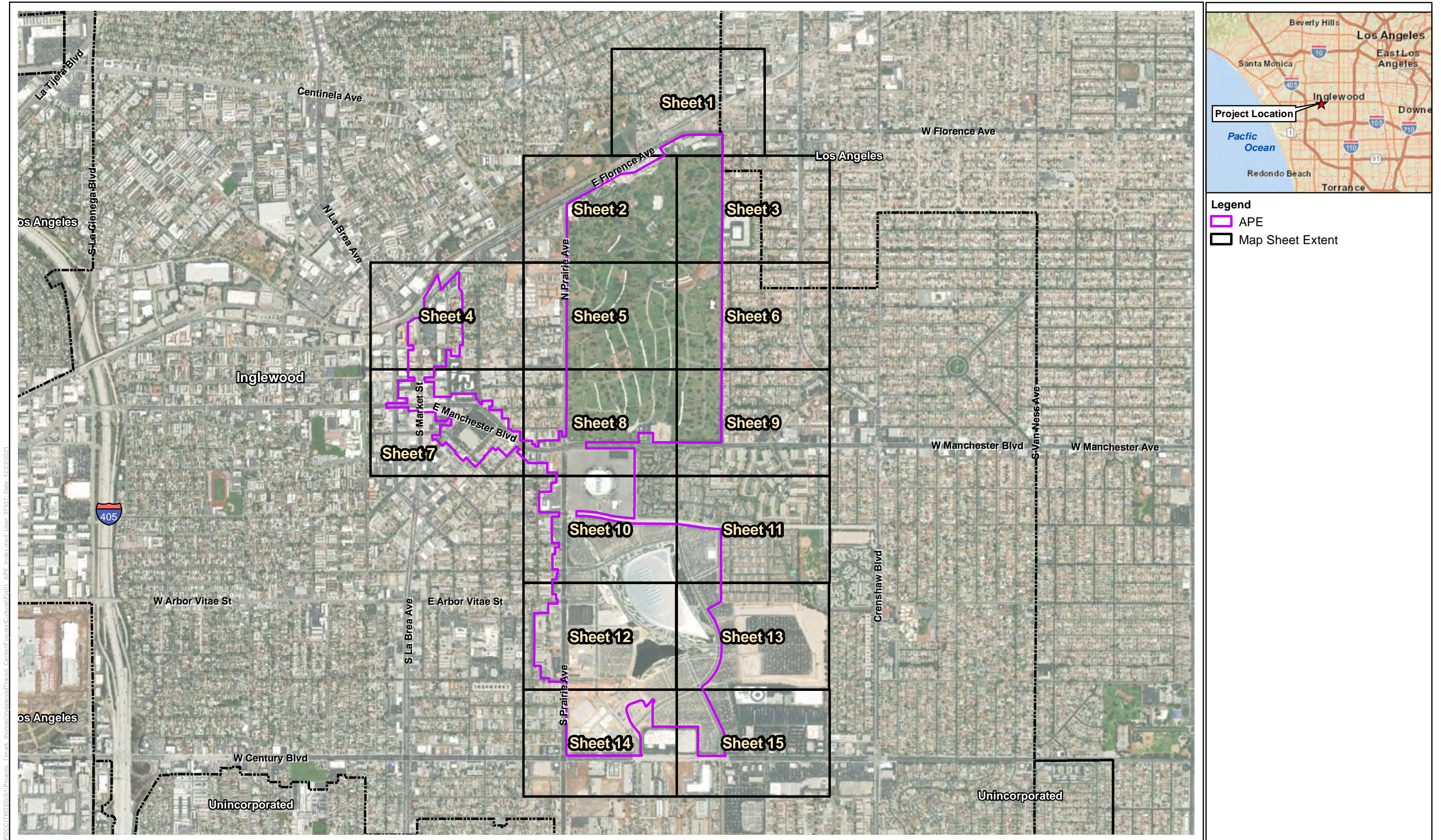
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

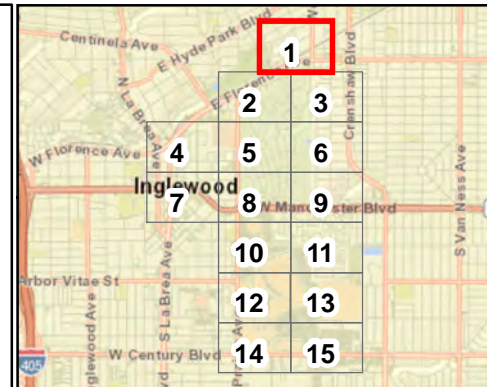
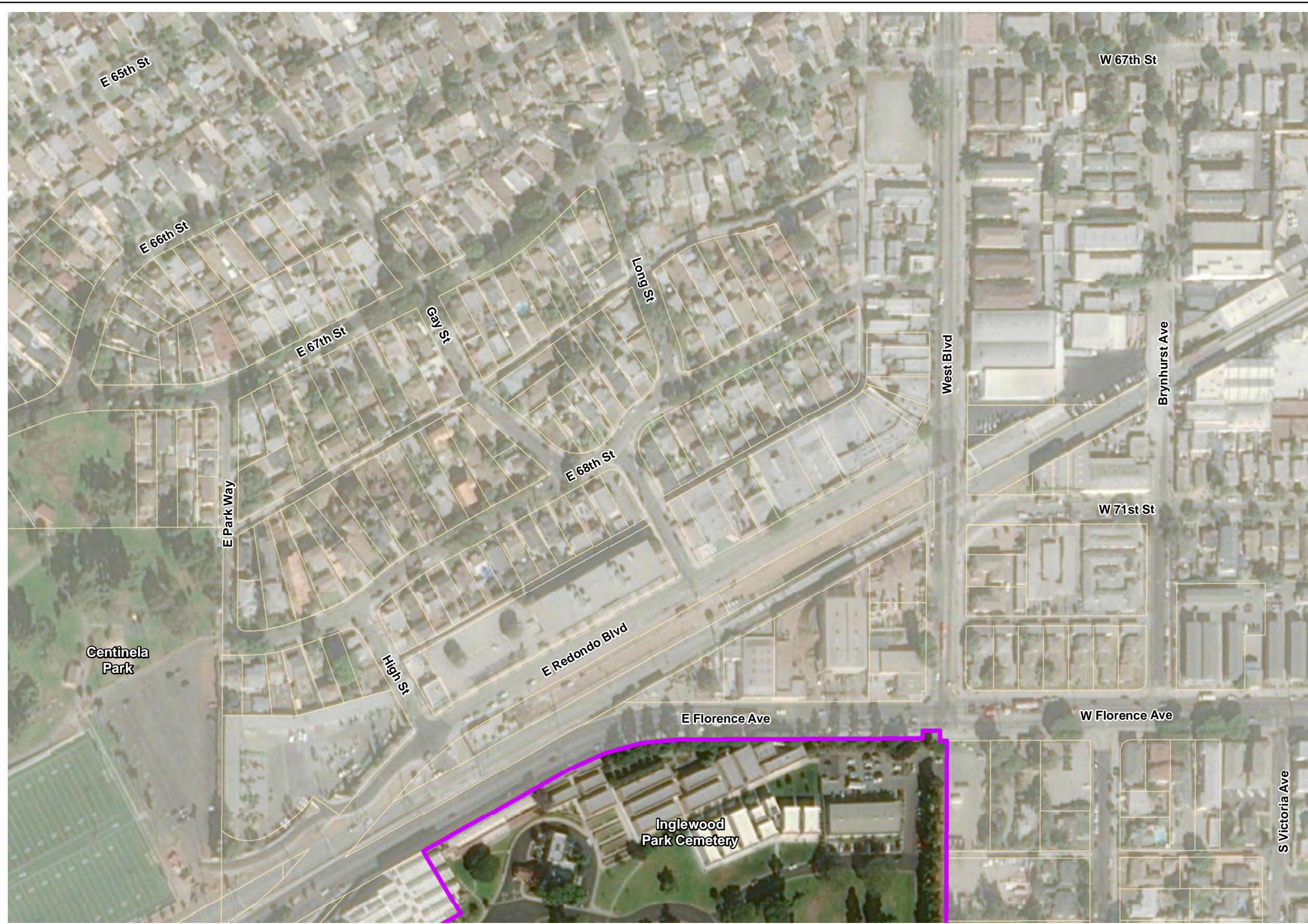
Figure 1: Location of proposed Project





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

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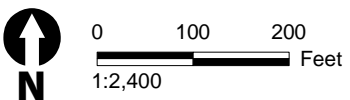
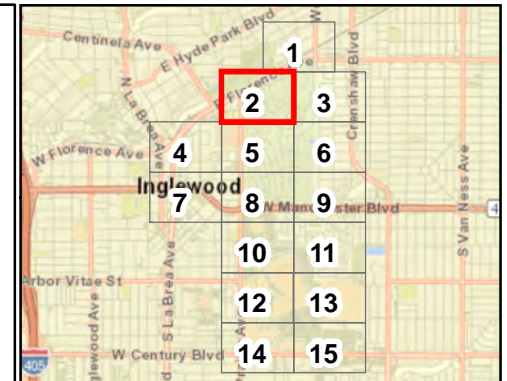
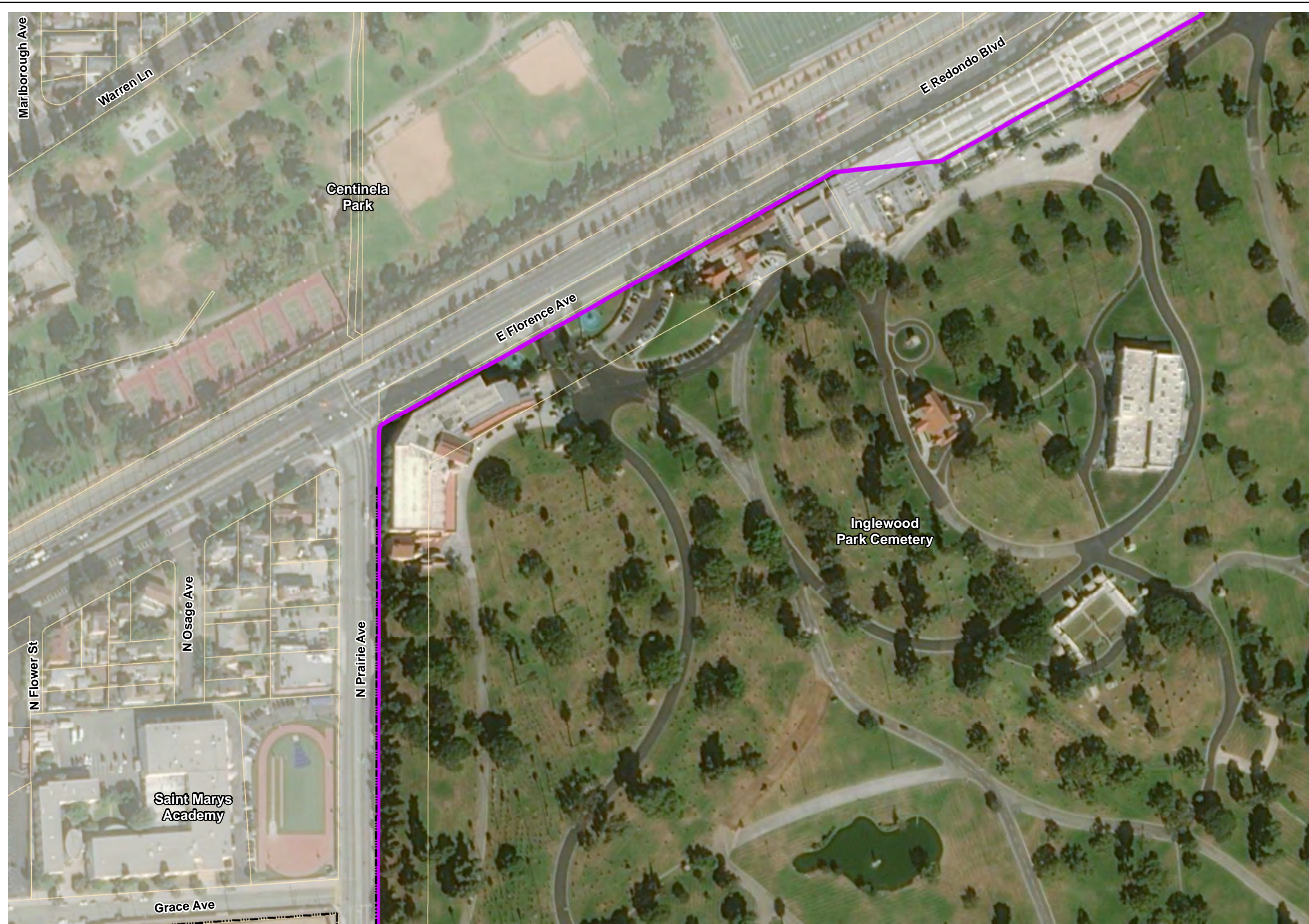


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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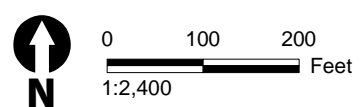
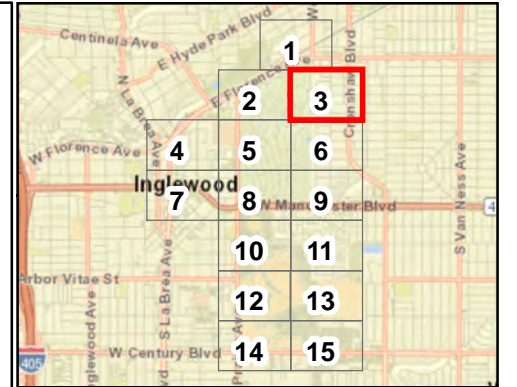
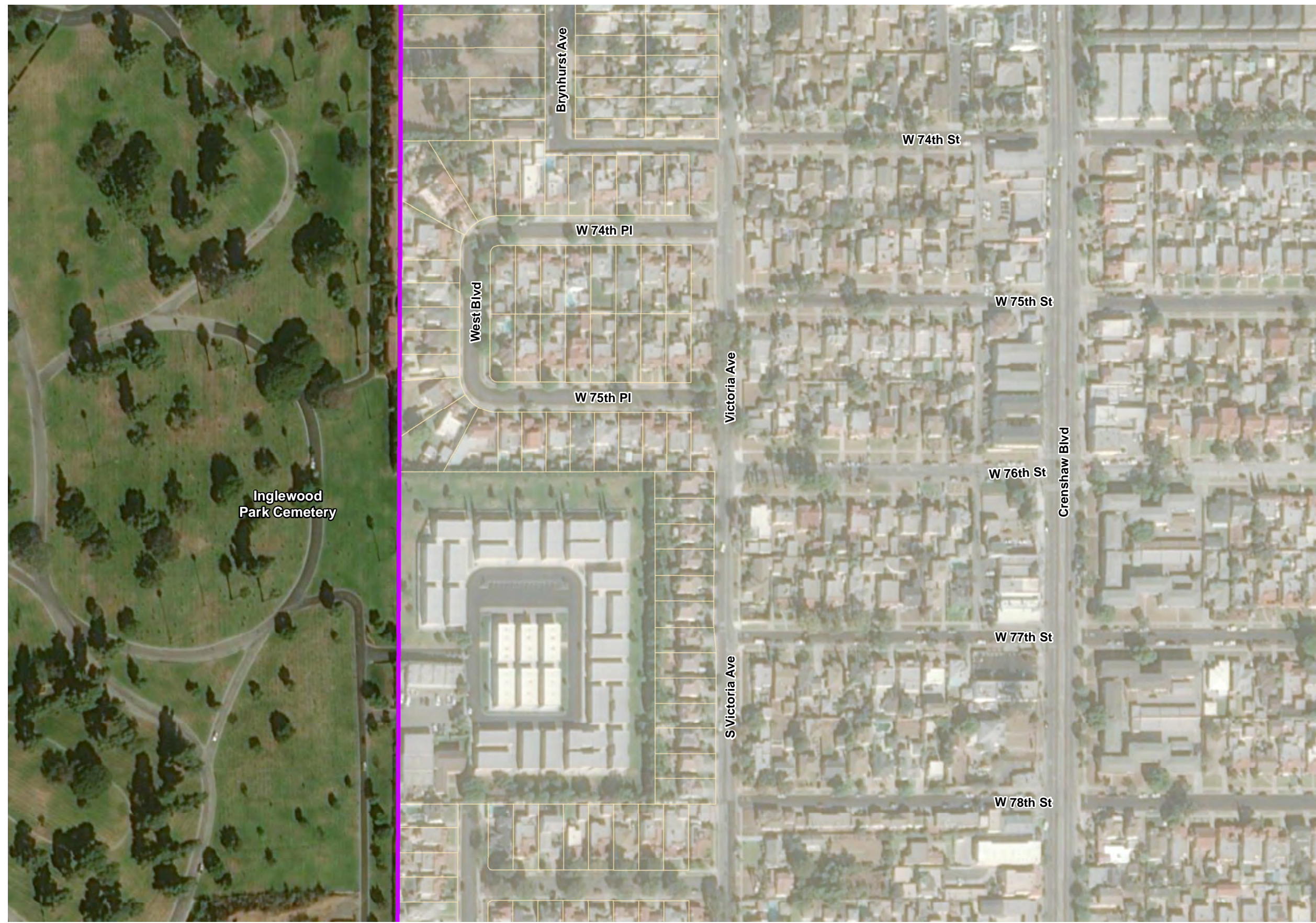


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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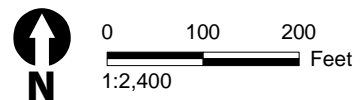
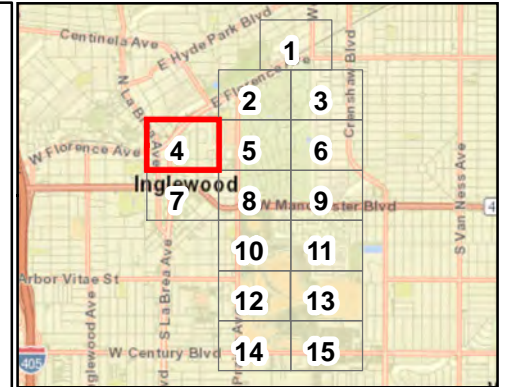
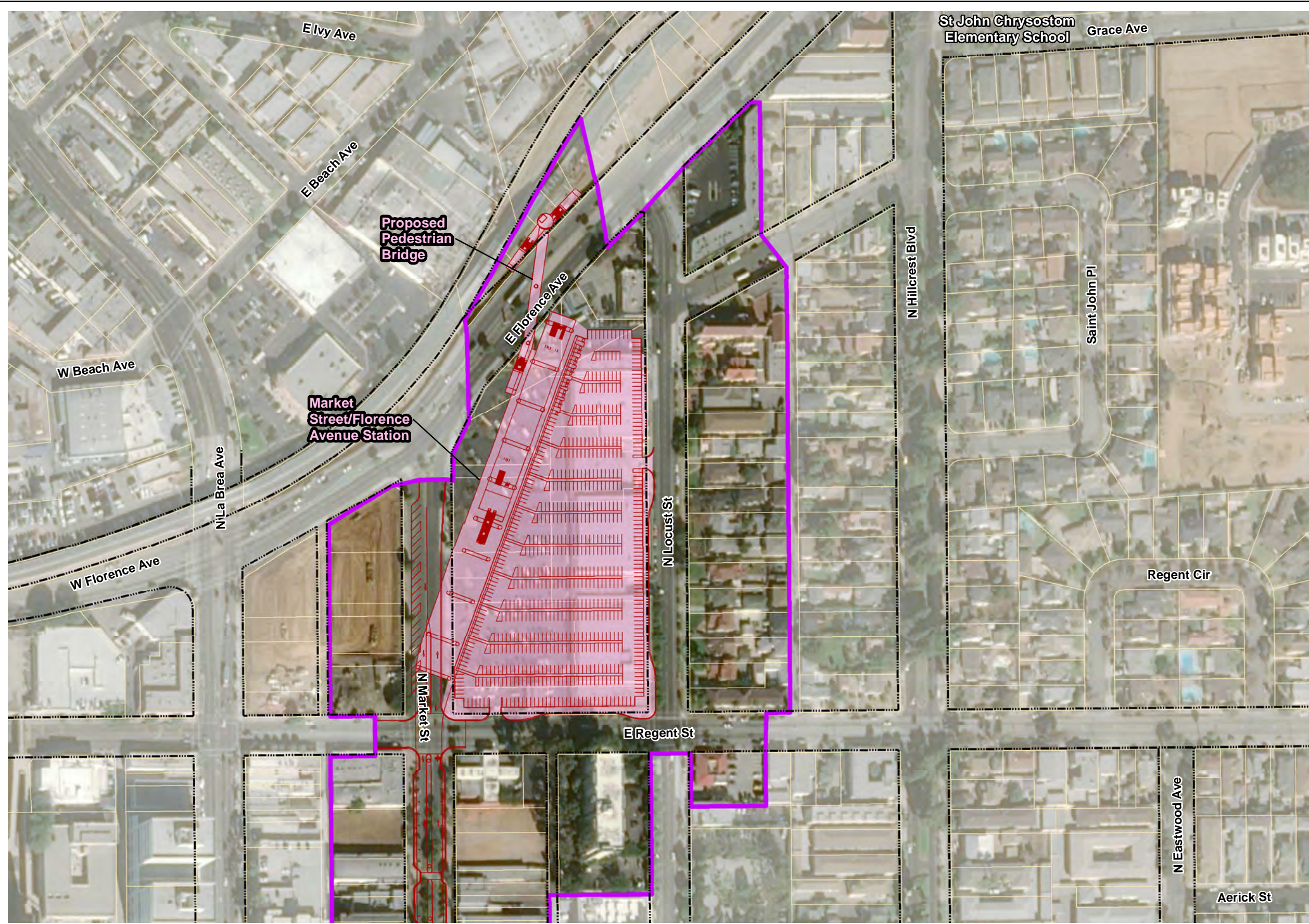


Figure 1, Sheet 3 of 15
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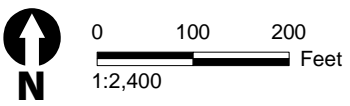


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
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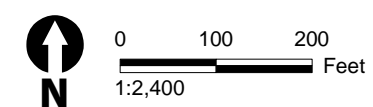
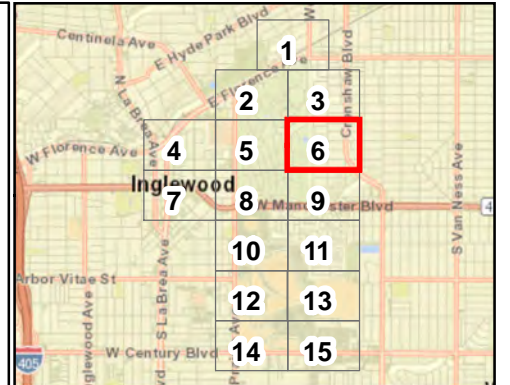


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
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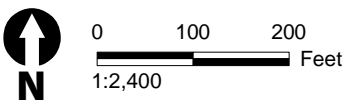
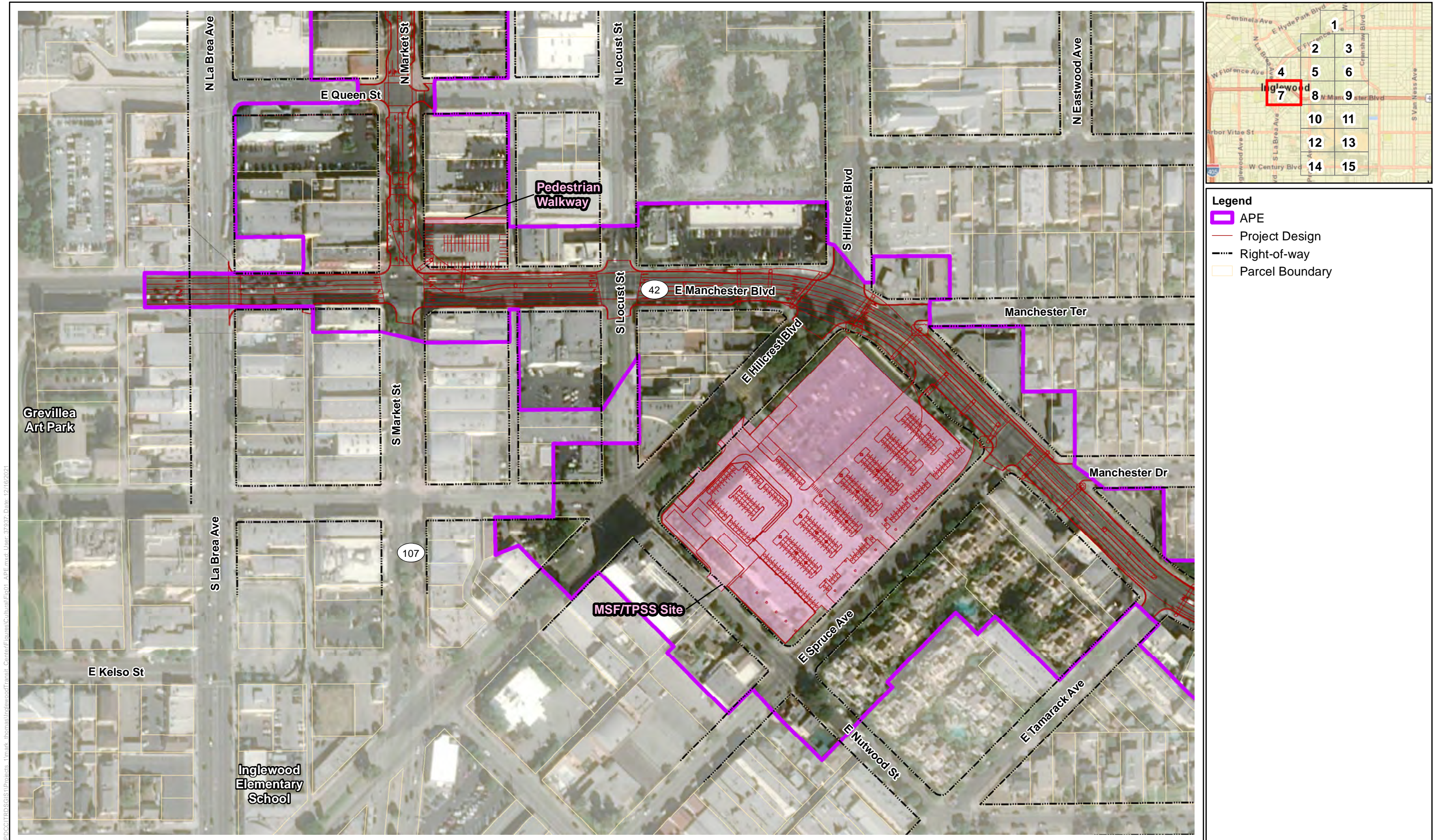


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

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- Parcel Boundary

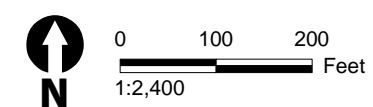
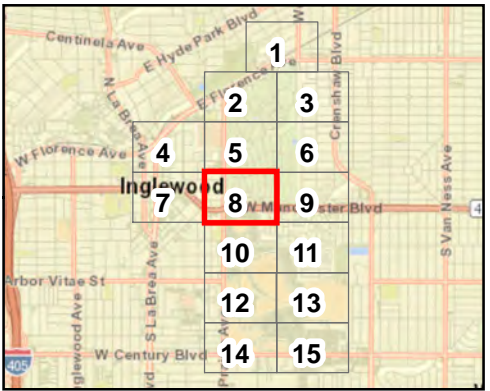
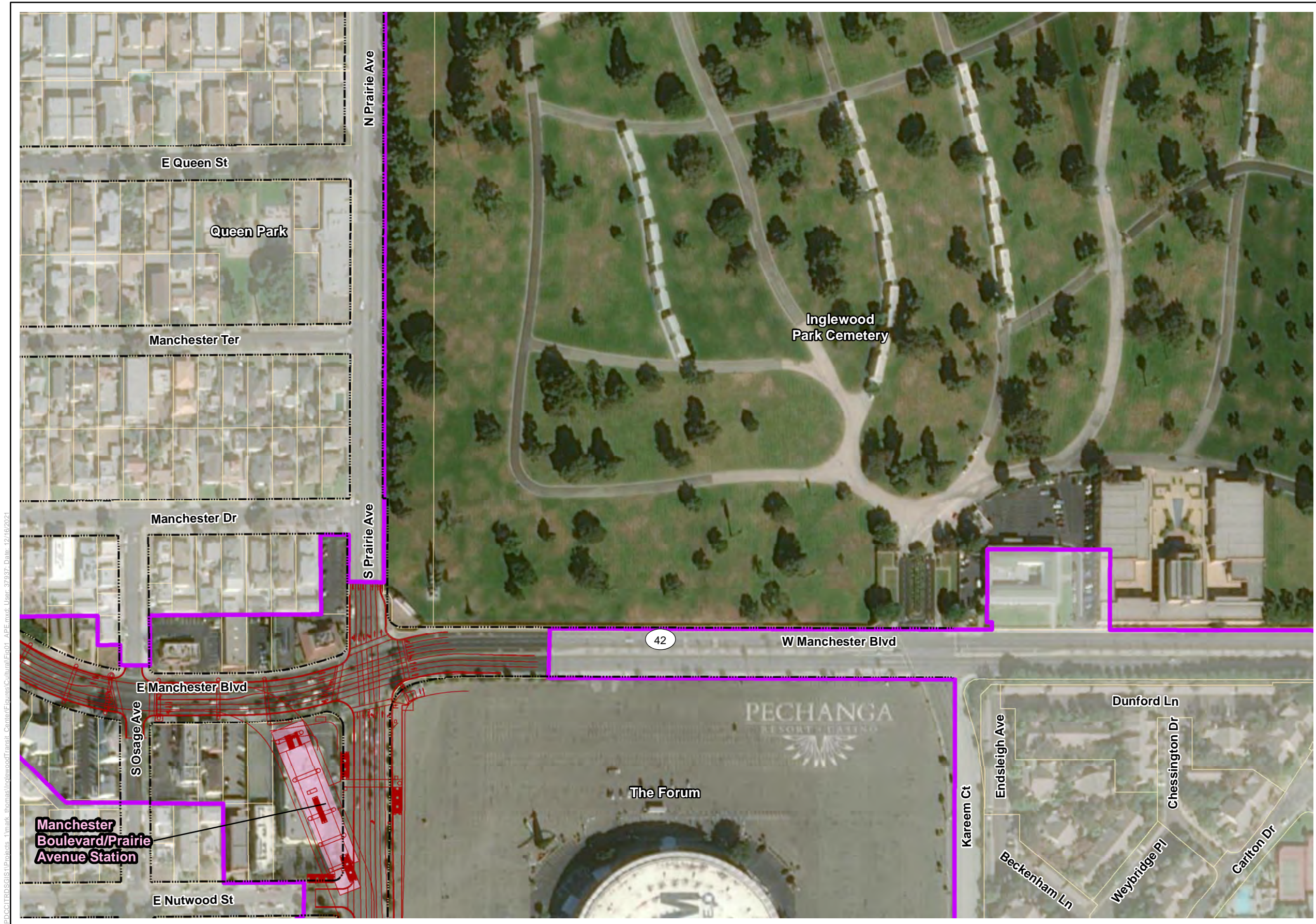


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

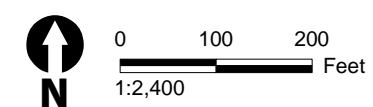
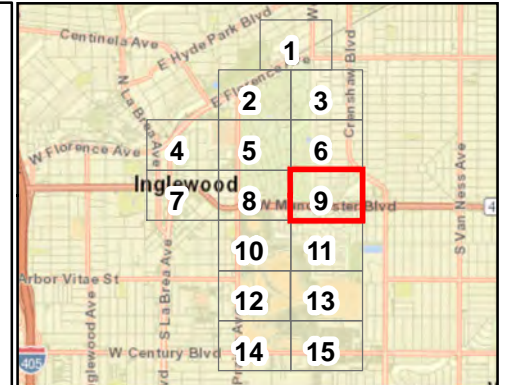


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

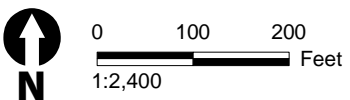
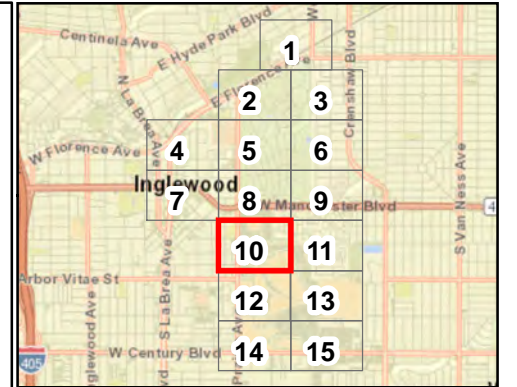
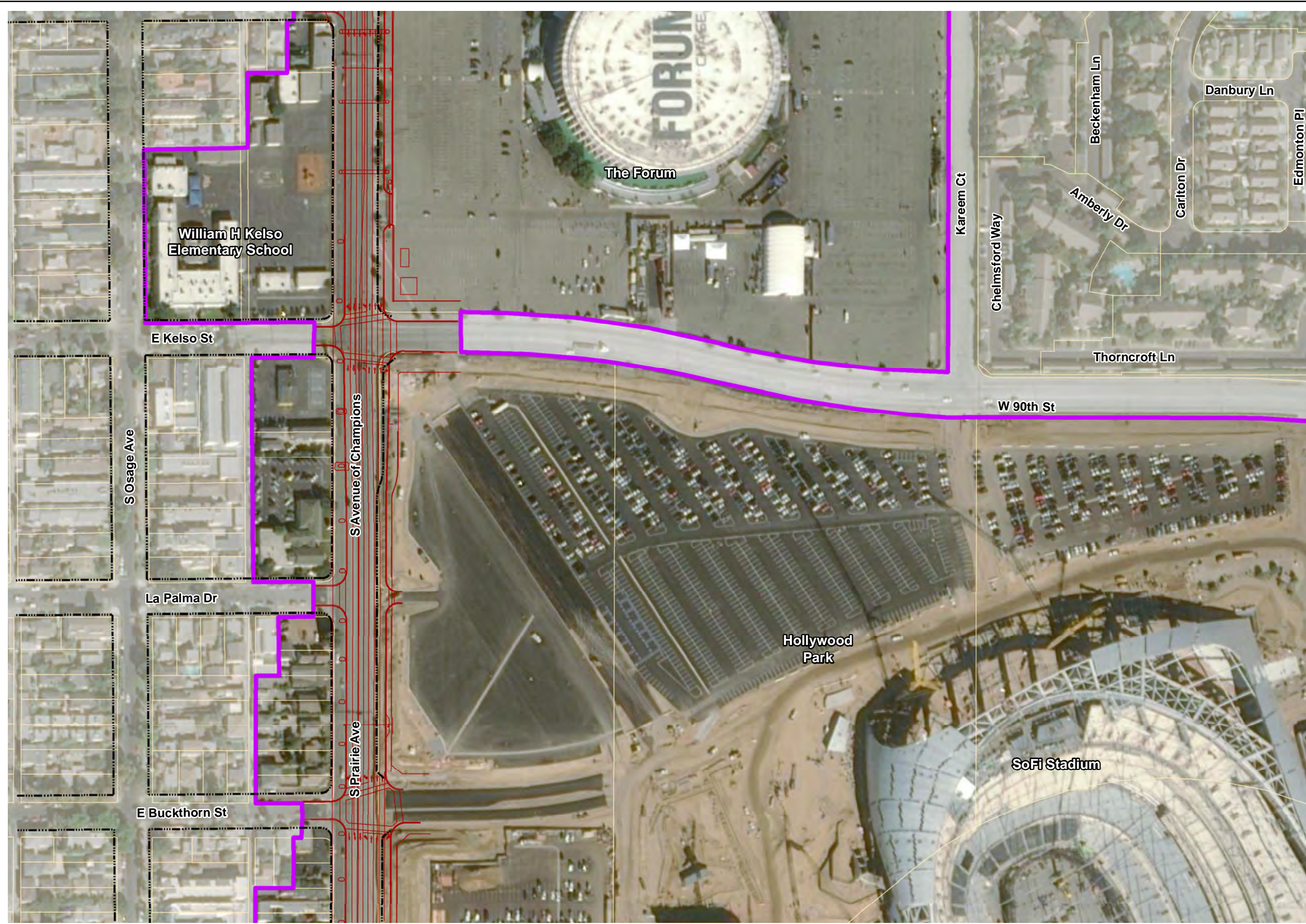


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

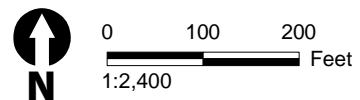
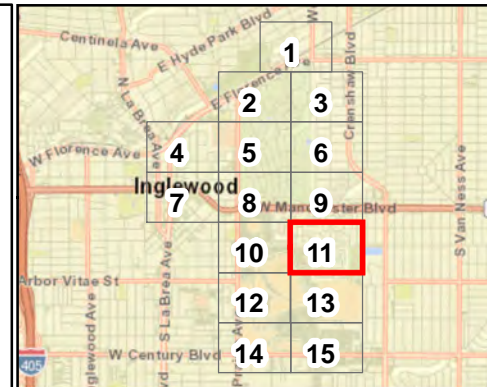


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

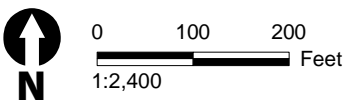
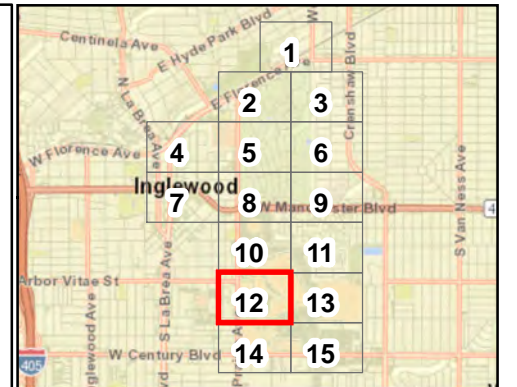
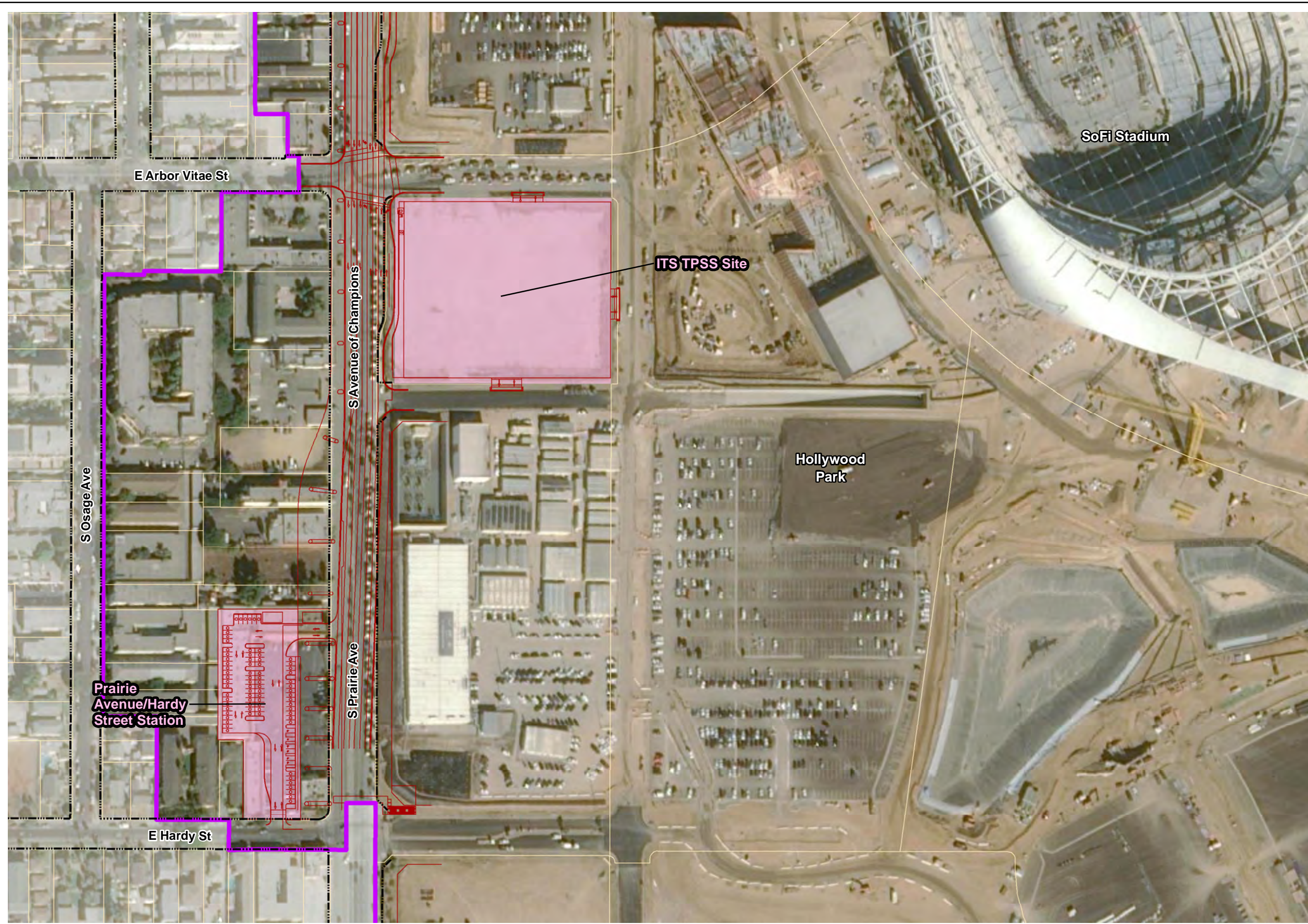


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

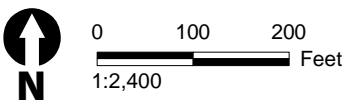
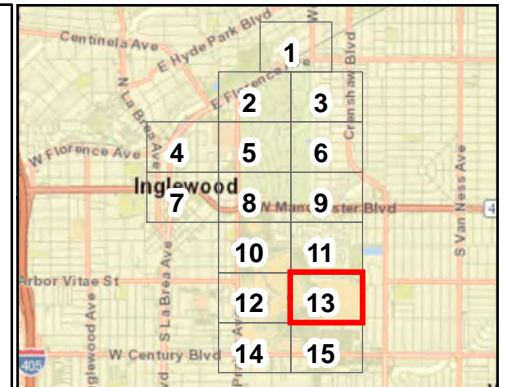


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

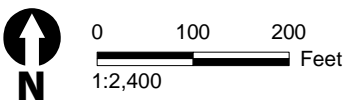
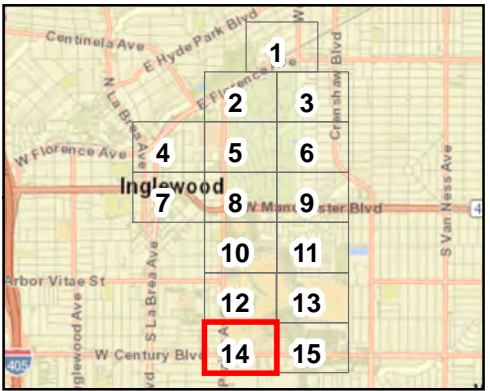


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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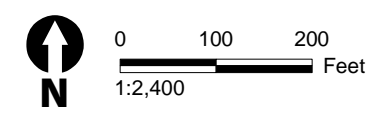
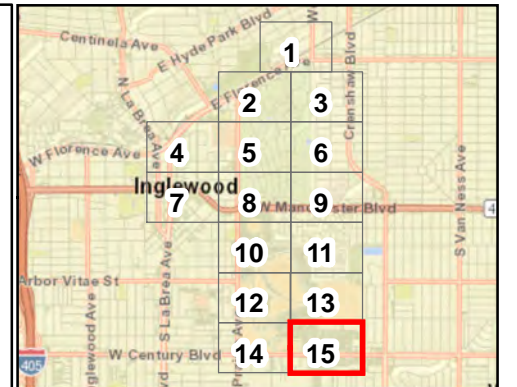
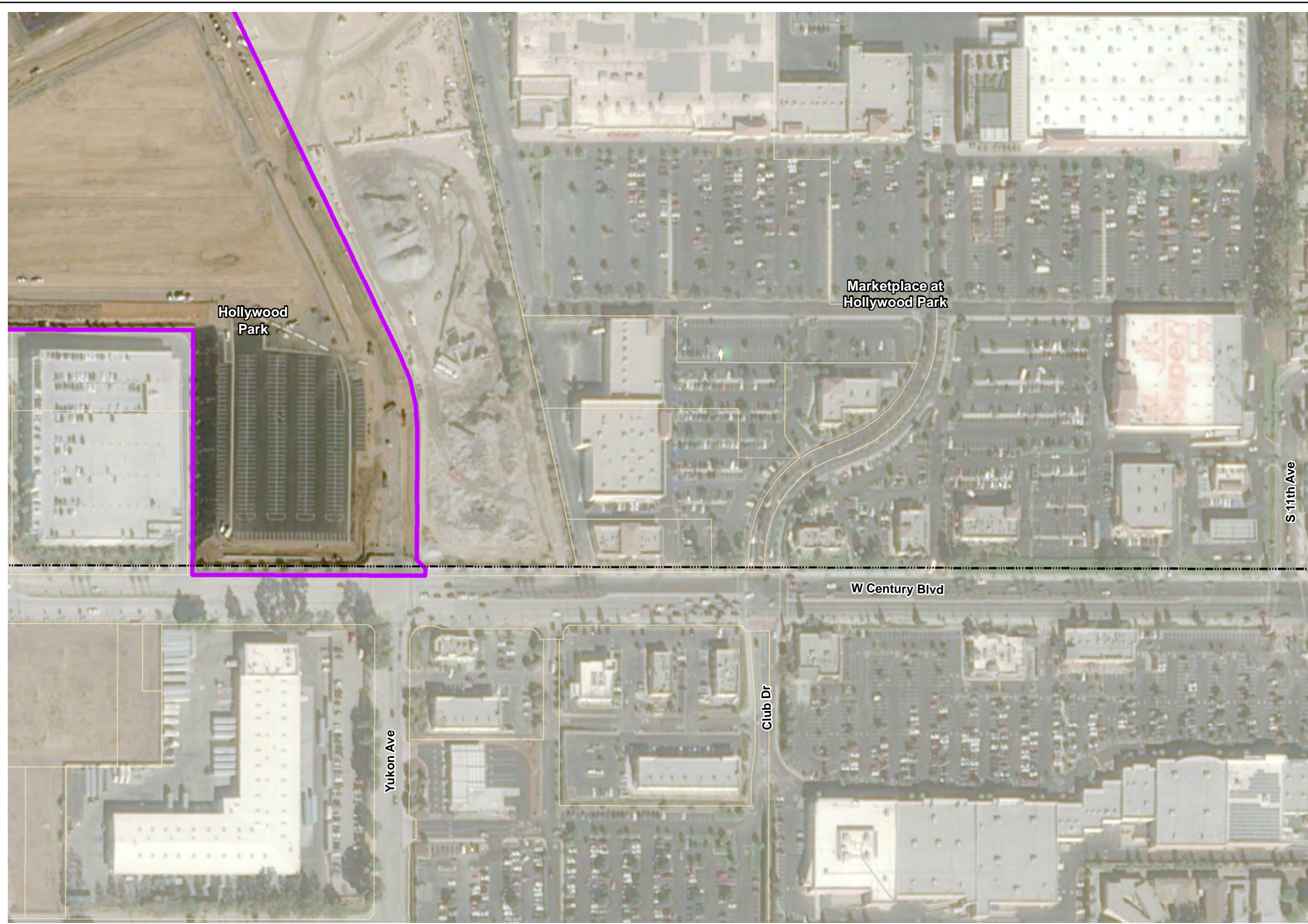


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

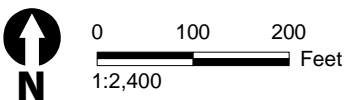


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Adrian Scott Fine
Directory of Advocacy
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, CA, 90014

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Mr. Scott Fine,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

TABLE 2: Potential Utility Conflicts

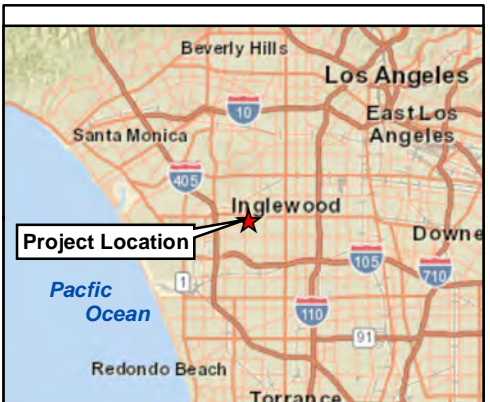
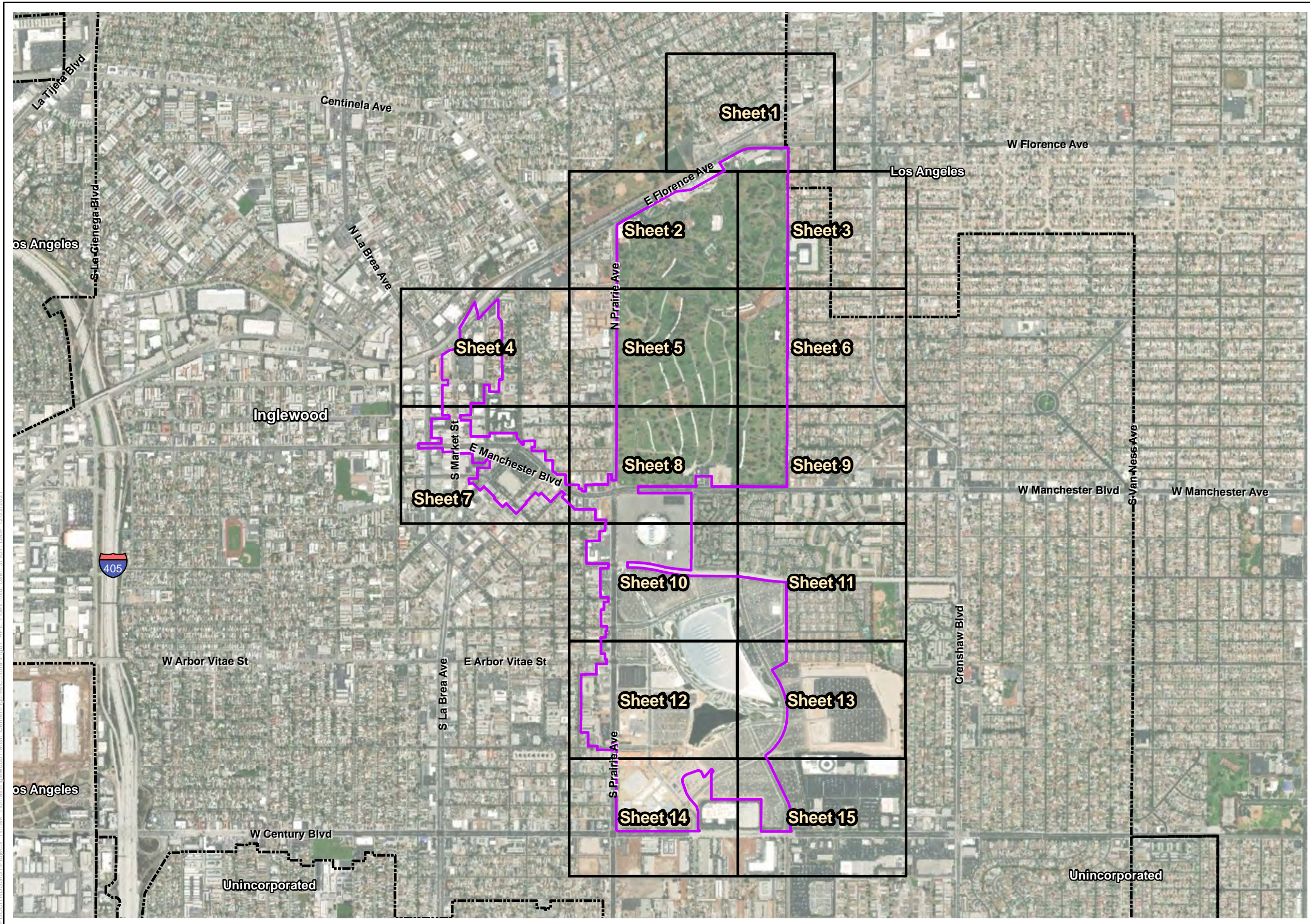
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

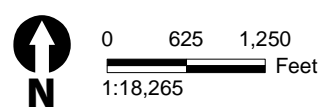
Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

Figure 1: Location of proposed Project





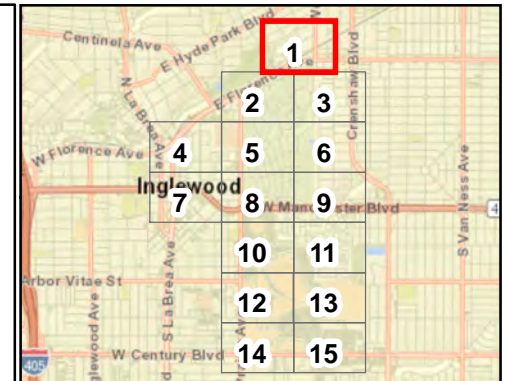
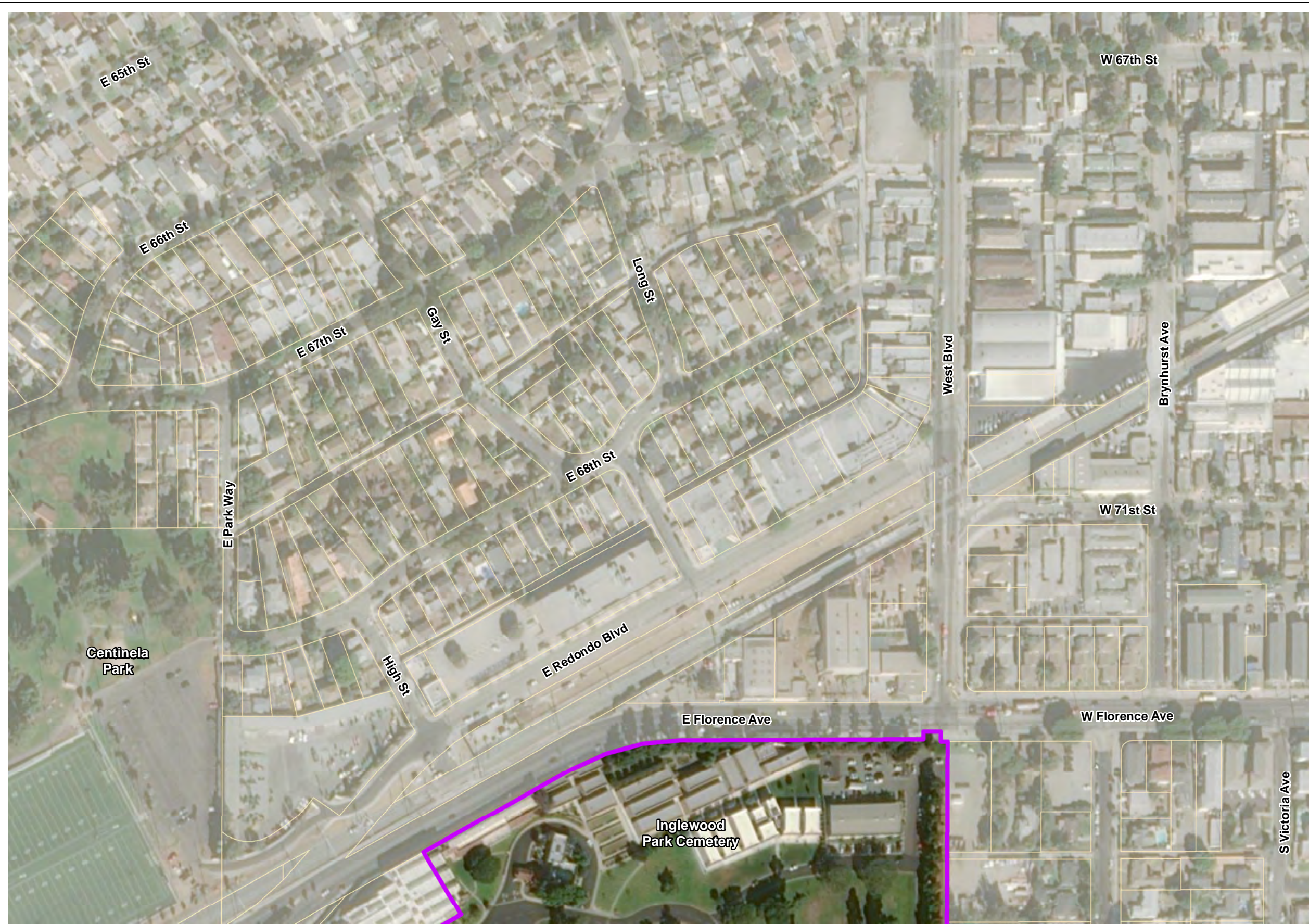
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**Figure 1, Index Sheet
 Area of Potential Effects (APE)
 Inglewood Transit Connector**

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

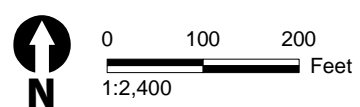
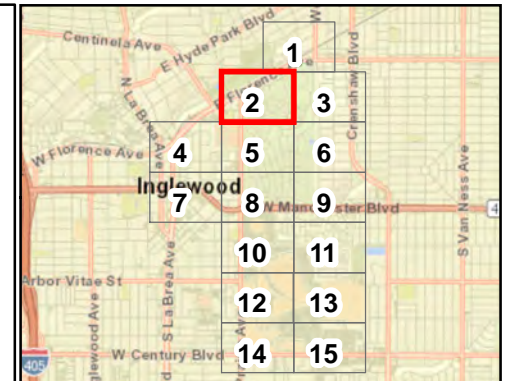
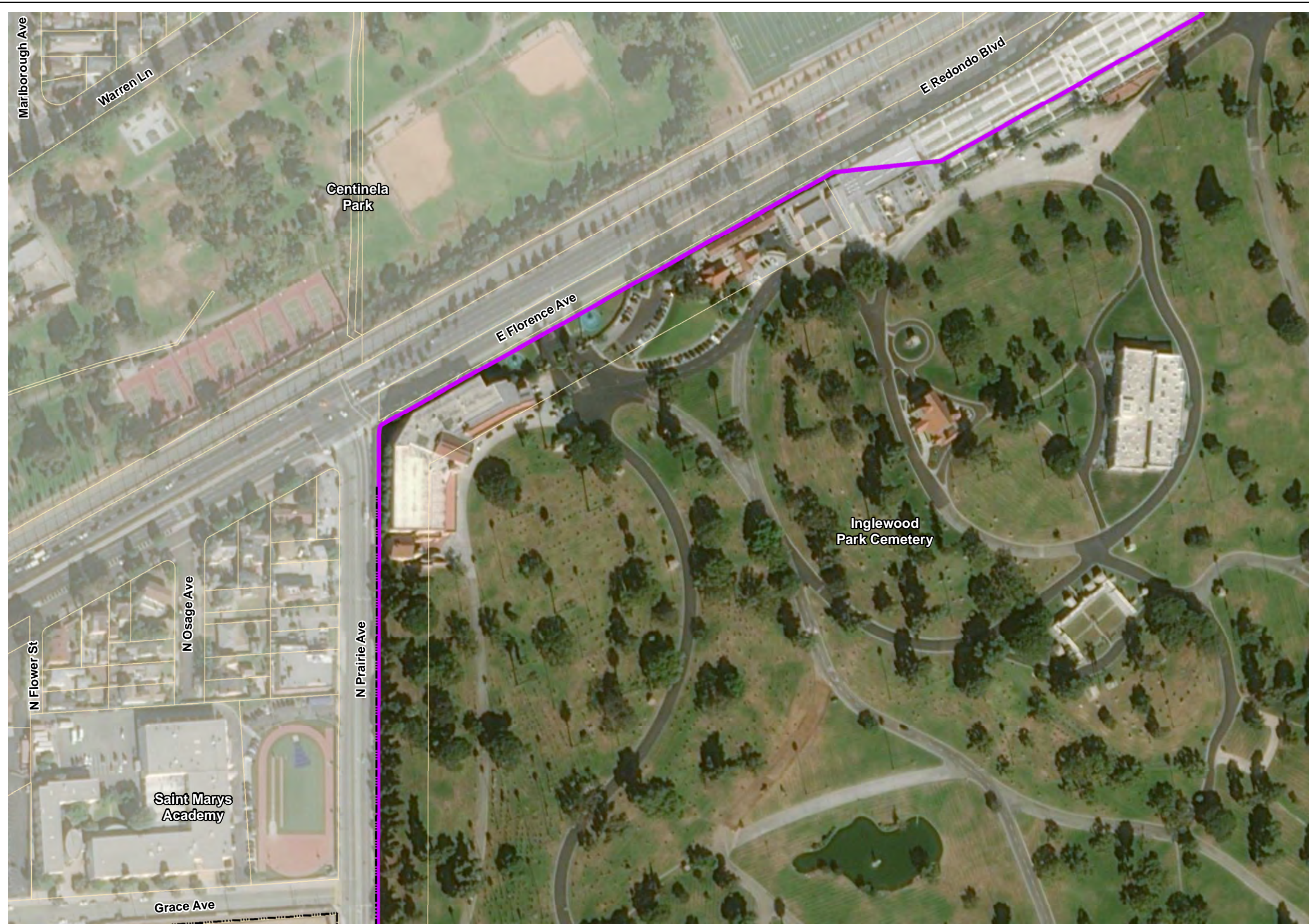


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

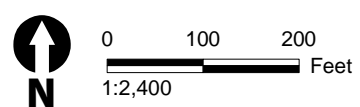
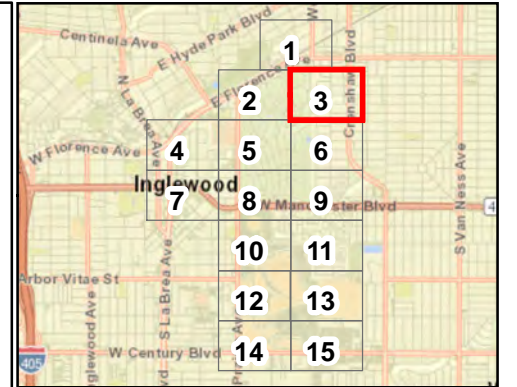
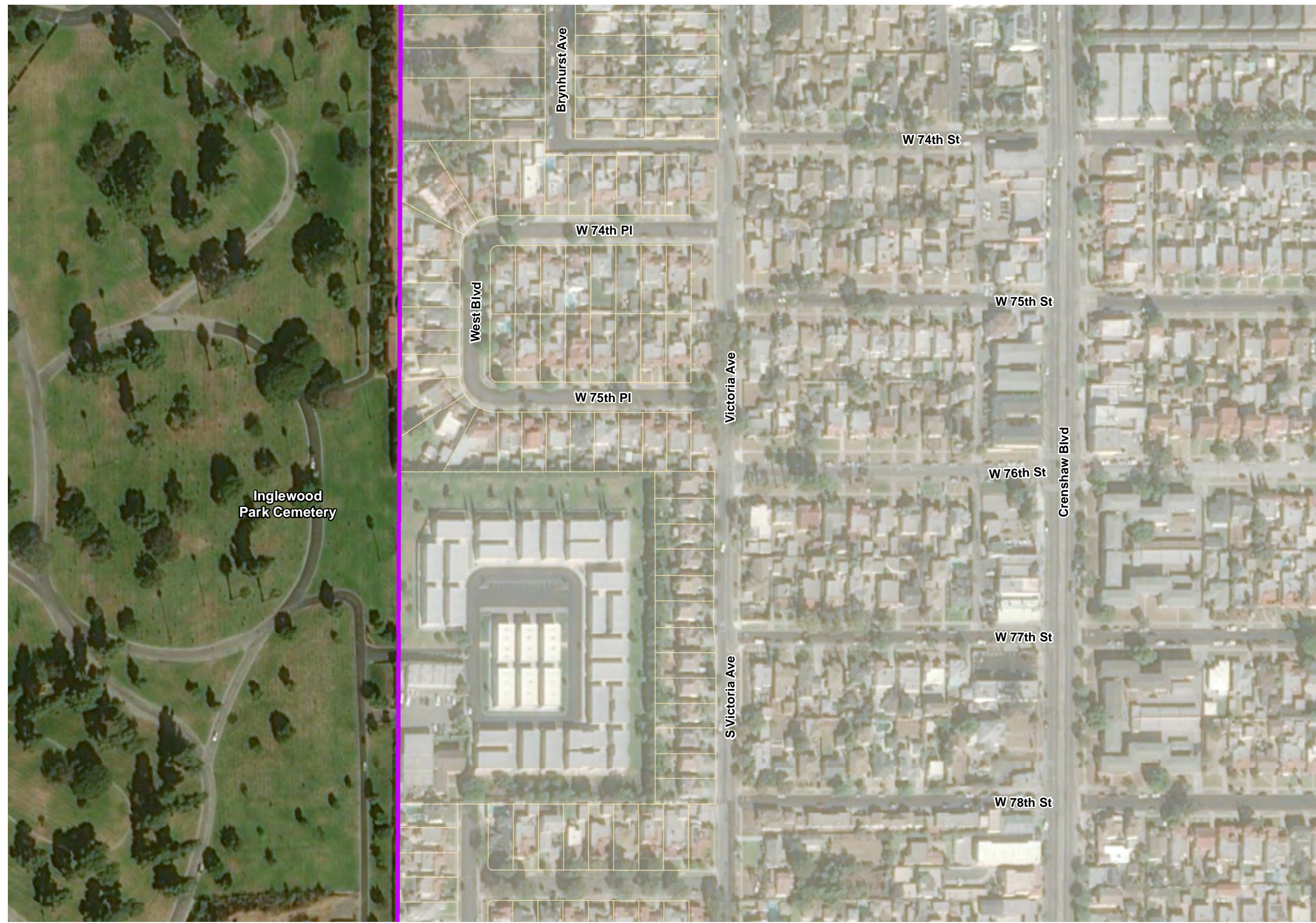


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

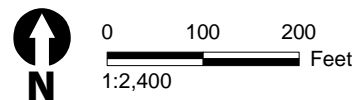
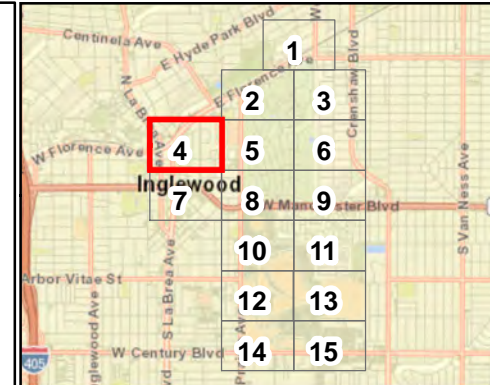
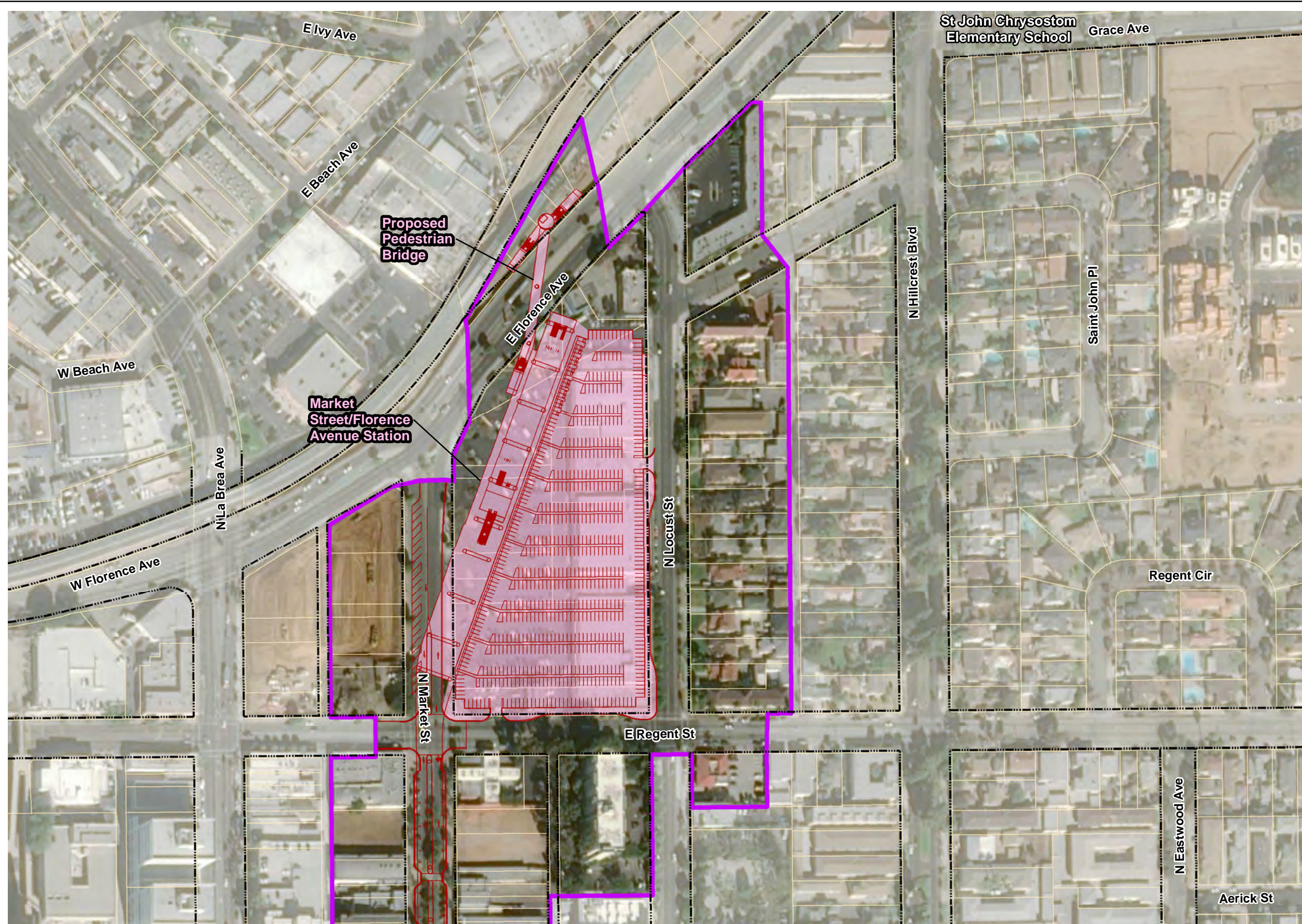


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

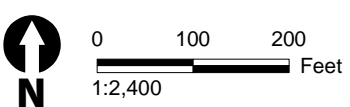


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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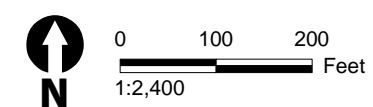
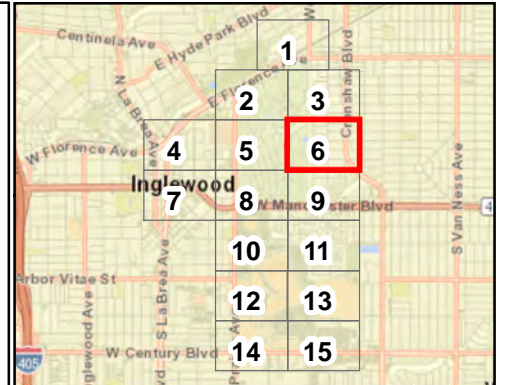


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

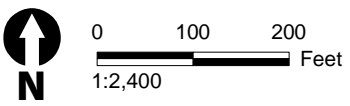
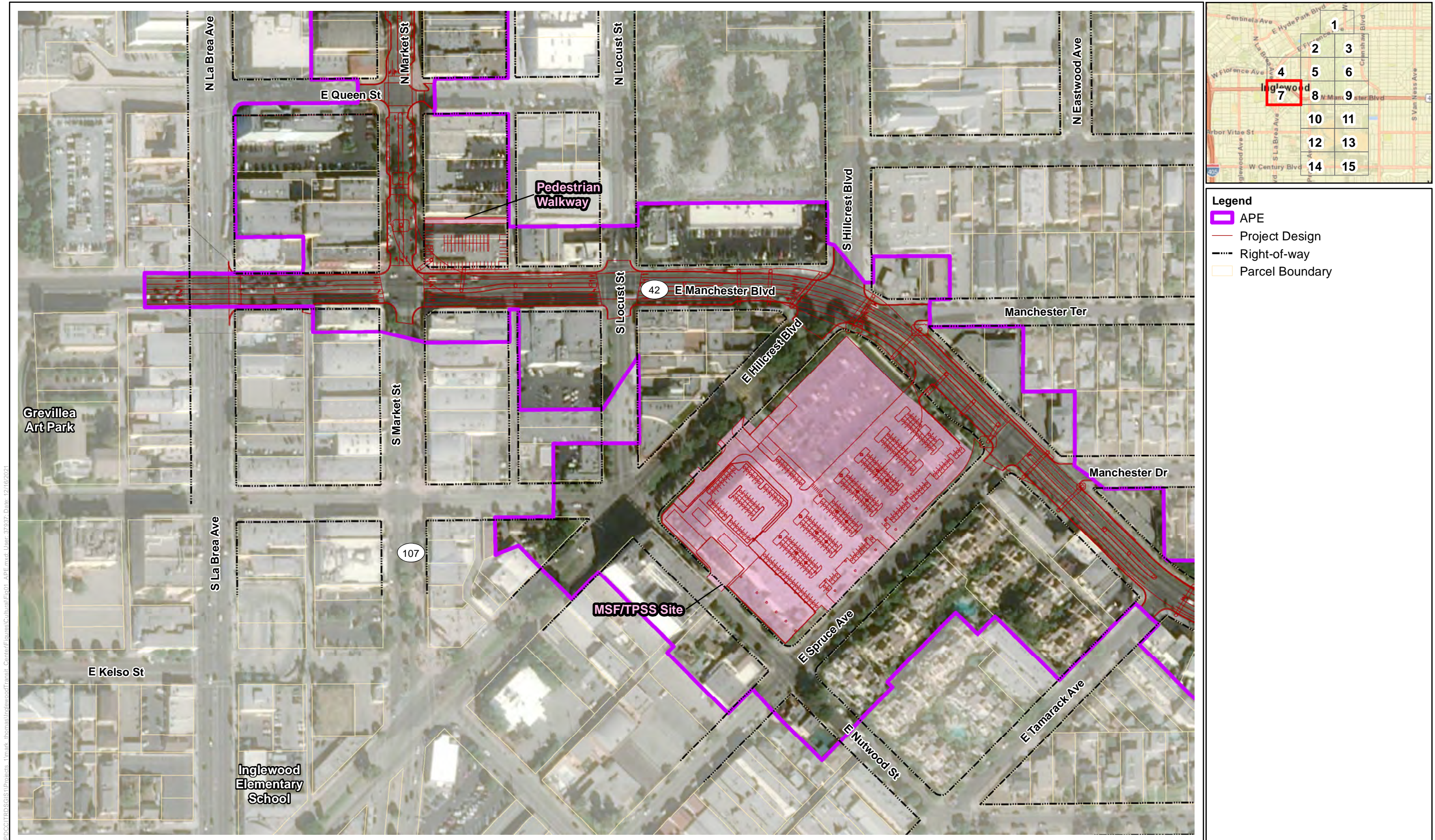


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



Legend

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

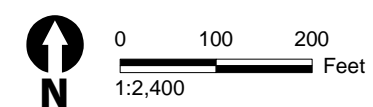
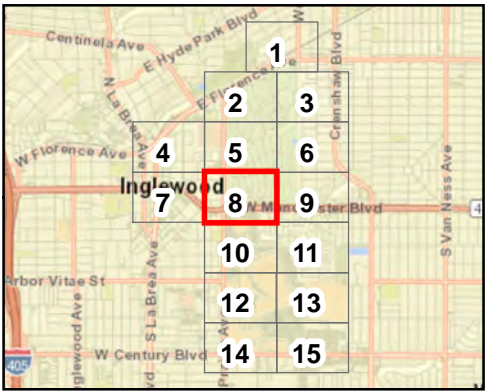
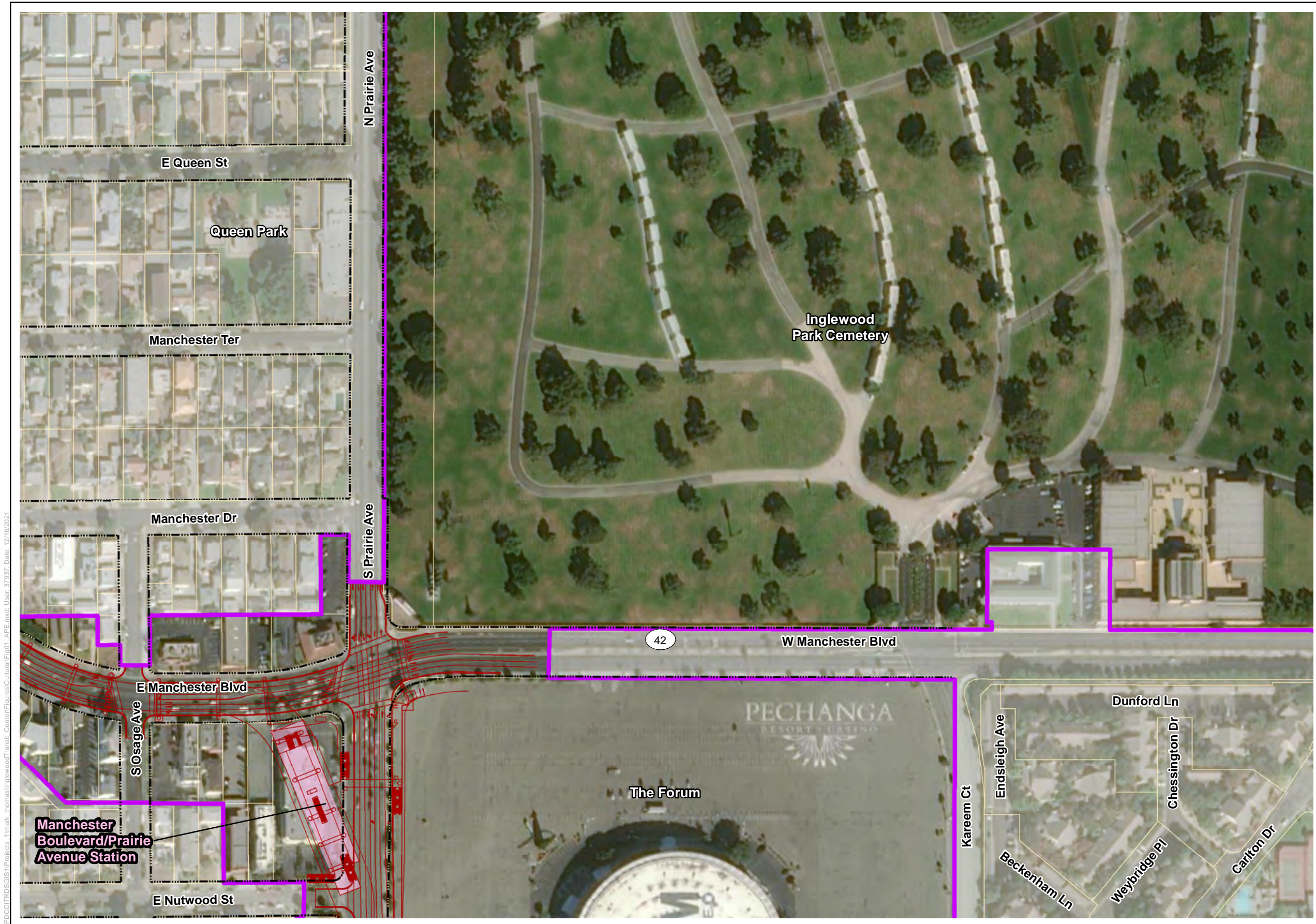


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

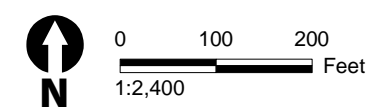
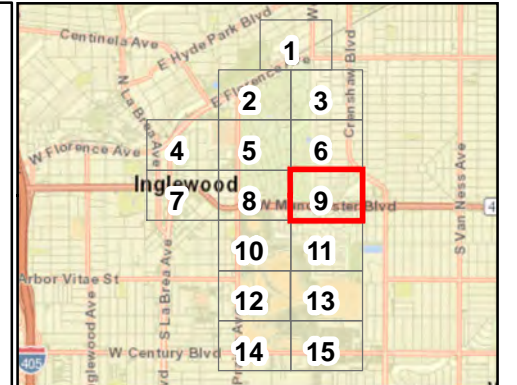


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

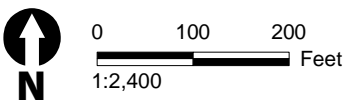
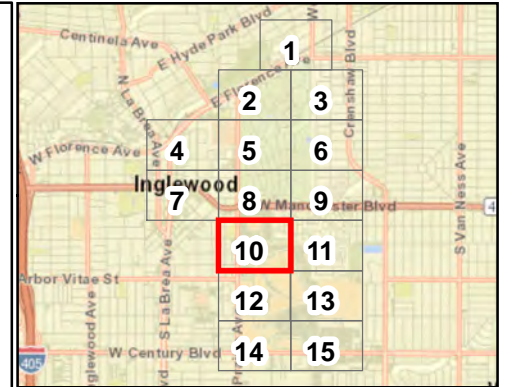
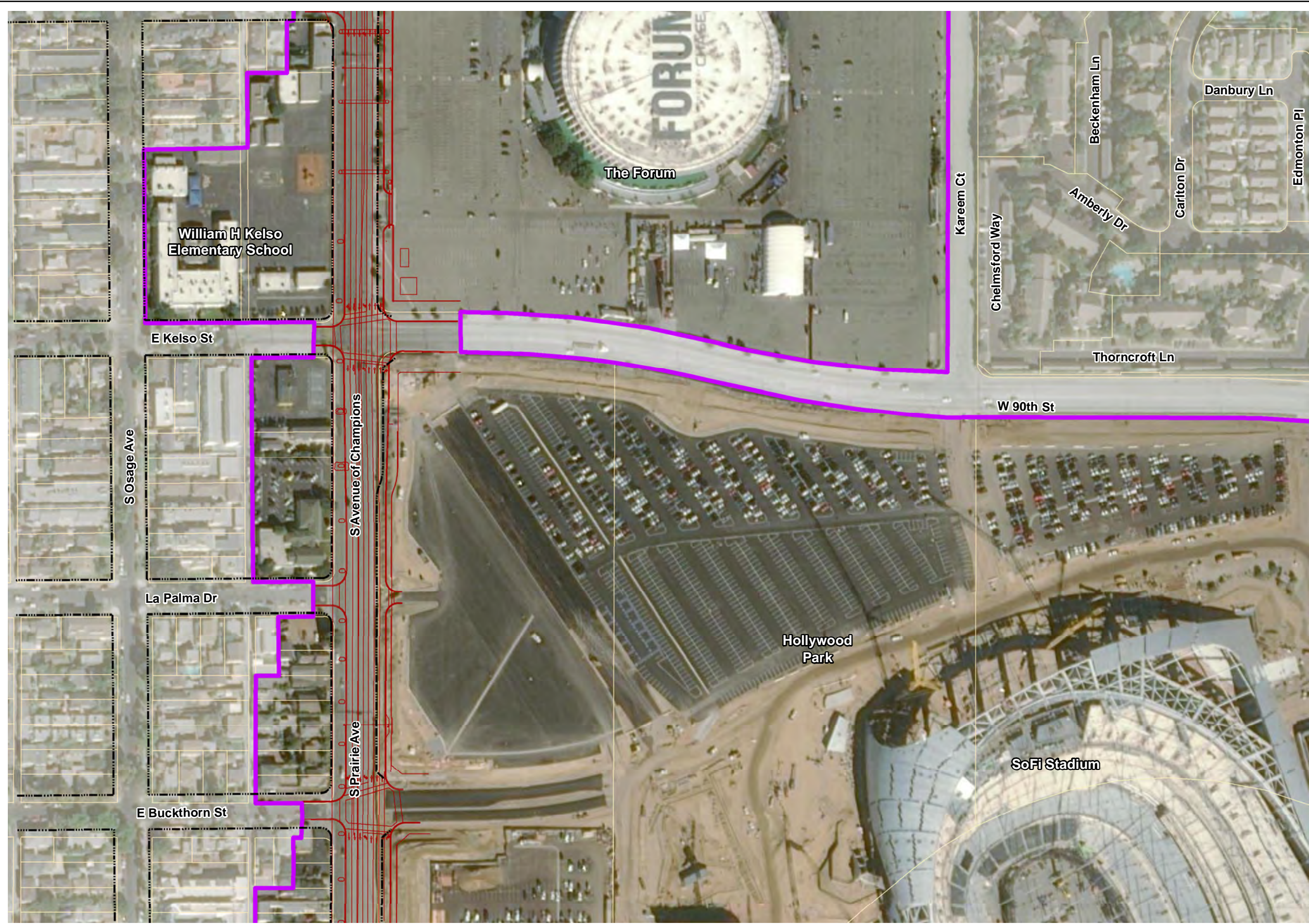
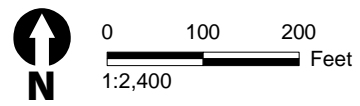


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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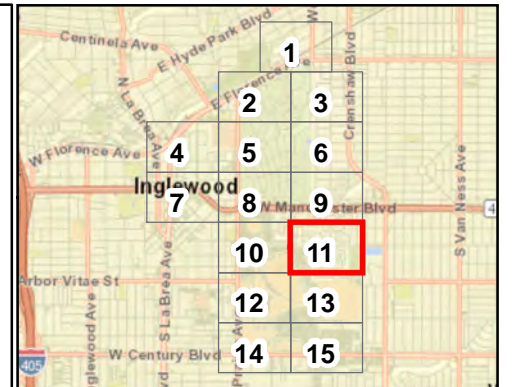


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- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary



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

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Legend

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- Project Design
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- Parcel Boundary

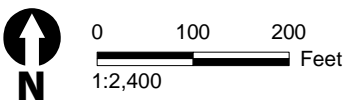
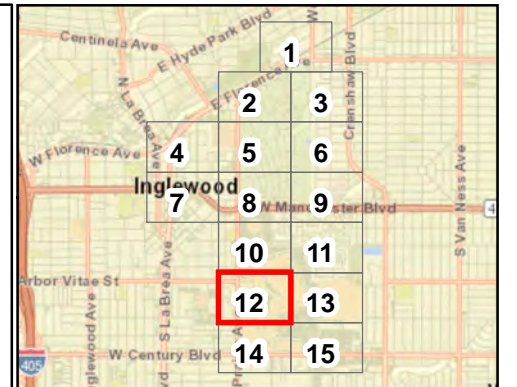
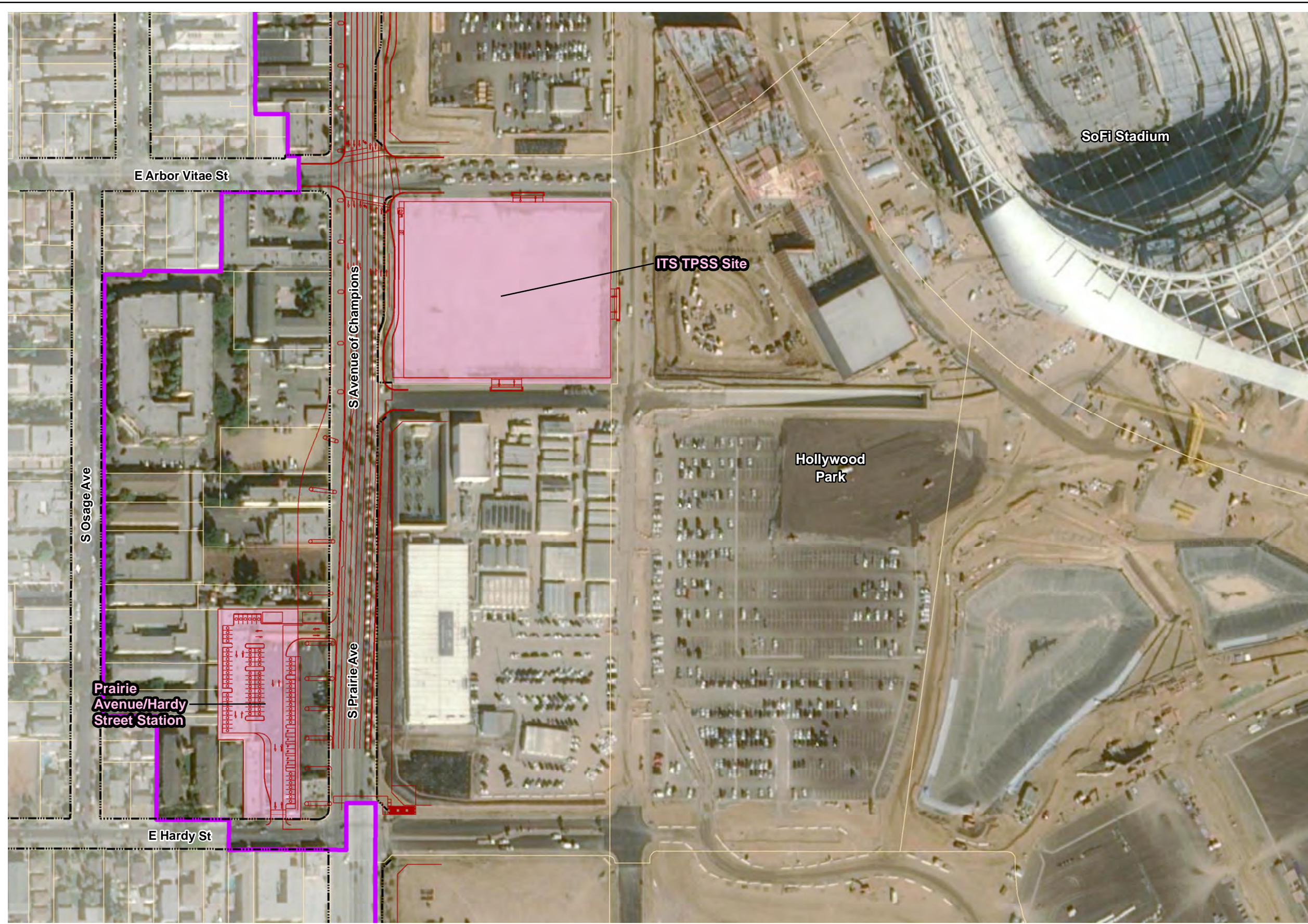


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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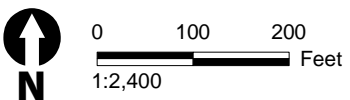
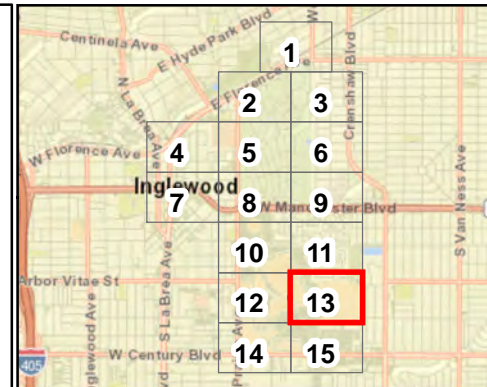


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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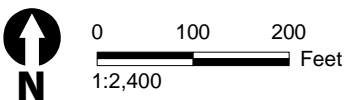
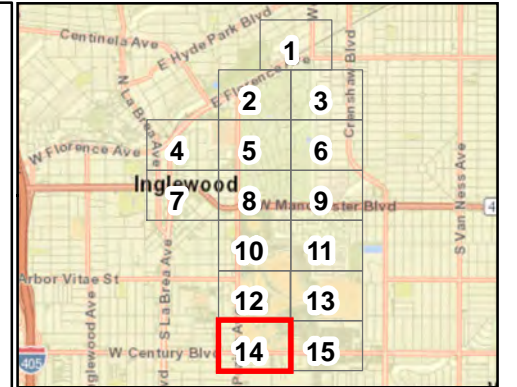


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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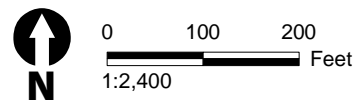
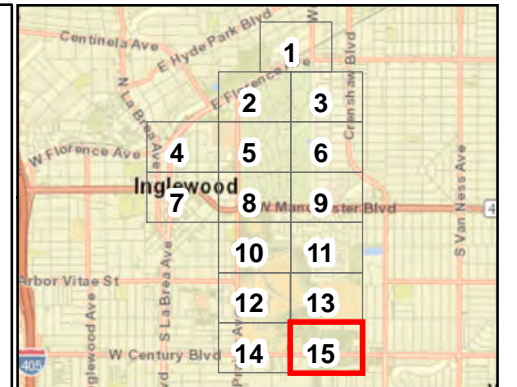
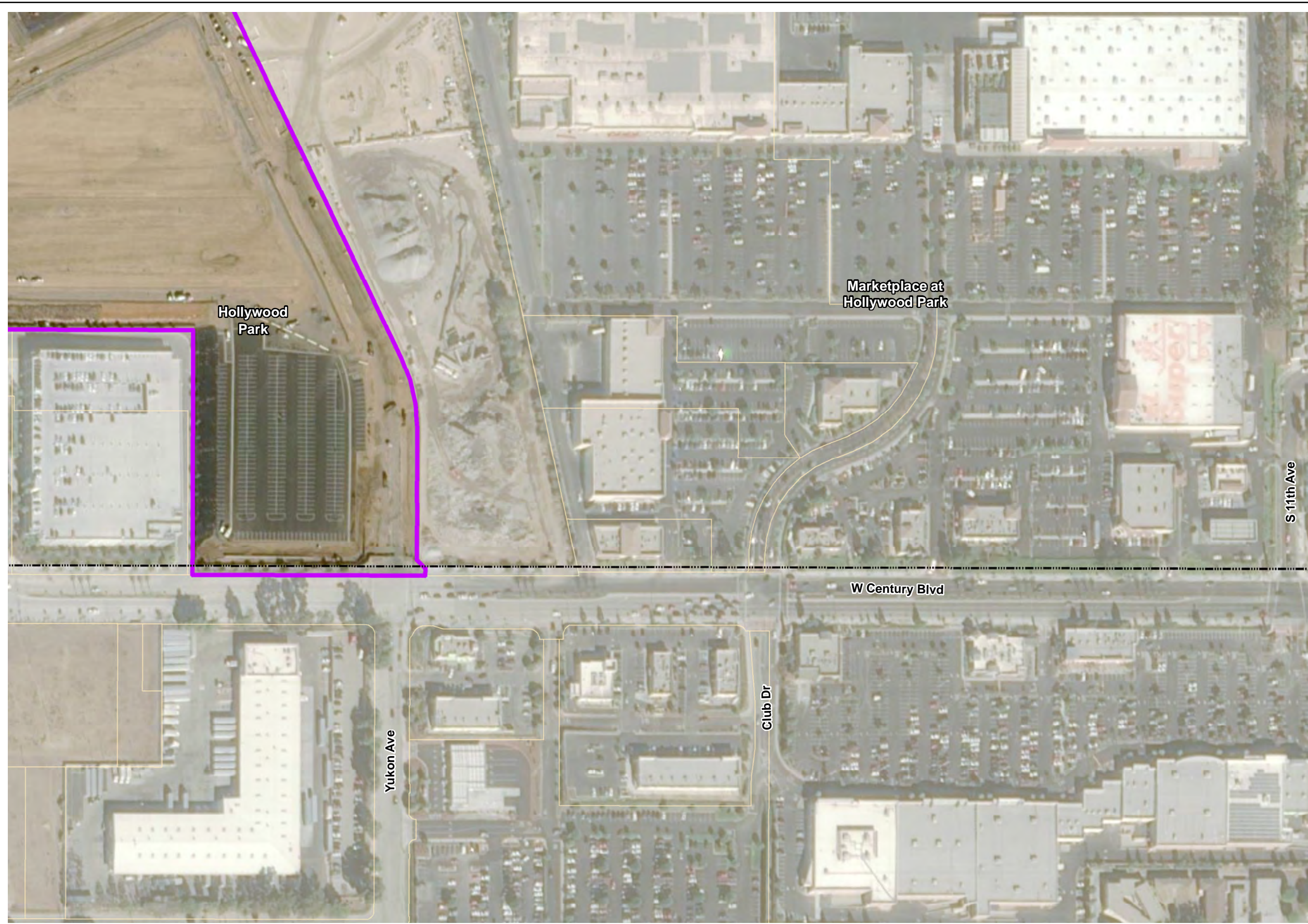


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
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 - Project Design
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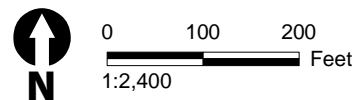


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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

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

90 7th 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. Anne Cheek LaRose
Executive Officer
Inglewood Historic Preservation Alliance
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Initiation of Section 106 Interested
Parties consultation for the Inglewood
Transit Connector (ITC) Project, City of
Inglewood, California

Dear Ms. Cheek La Rose,

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. In accordance with applicable federal regulations, including the National Environmental Policy Act (NEPA), Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2 (c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project.

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 website 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

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

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-019-902	317 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-904	319 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-905	325 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-906	327 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-019-907	333 E. Florence Ave	Future Downtown Inglewood Station of Crenshaw/ LAX Line	Easement or partial acquisition	Market Street/Florence Avenue Station pedestrian bridge connection
4015-027-030	310 E. Florence Ave	Restaurant - Antojitos Martin (Snack & Juice Bar)	Full Acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-031	300 E. Florence Ave	Restaurant- Fiesta Martin Bar and Grill	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-032	254 N. Market St	Small Businesses and Restaurants - House of Tacos, Water 4 U, Baja Inc. Mailbox Rentals, Amar's Wholesale Flowers, New Orleans Breakfast Take Out	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-033	250 N. Market St	O'Reilly Auto Parts	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-035	236 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-020	234 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-042	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4015-027-022	226 N. Market St	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-052	Address Not Available	Parking Lot	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-051	200 N. Market St	No Existing Business; Abandoned Building	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-038	240 N. Market St	Small Businesses – Silk Nails, Universal College of Beauty, Cash Advance America, Optometric Center, Beauty Supply, Beauty Salon	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-040	230 N. Market St	Clothing Store - DD's Discounts Store	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-041	224 N. Market St	GMD Store (general department store)	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-049	222 N. Market St	CVS Pharmacy	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4015-027-050	210 N. Market St	Westchester Dental Care, Randy's Donuts To-Go, Luxe Gold Station, Citifund Tax Financial & Notary / Selwyn's Jewelry / Senior Korner	Full acquisition	Market Street/Florence Avenue Station, vertical circulation, guideway, columns, construction staging, and future parking
4021-010-901	Address Not Available	Parking Lot	Full acquisition	Construction staging and future parking
4021-010-015	150 S. Market St.	World Hat and Boot Mart / Commercial	Full acquisition	Guideway, columns, construction staging, and future parking
4021-024-015	500 E. Manchester Blvd.	Retail Commercial Center with Gas Station, Planet Fitness, and Vons grocery store (with Starbucks and Chase Bank branch located inside Vons)	Partial acquisition	Maintenance and Storage Facility, guideway, power distribution system substation, construction staging, and future parking
4021-036-049 4021-036-027	401 S. Prairie Ave.	Vacant	Full acquisition	Prairie Ave./Manchester Blvd. Station, guideway, future parking
4024-008-015	923 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Easements or partial acquisition	Guideway

TABLE 1: ANTICIPATED REAL ESTATE ACQUISITIONS

APN #	Property Address	Existing Use/Primary Business	Anticipated Acquisition Type	Project Needs
4024-009-004	937 S. Prairie Avenue	Vacant/Undeveloped	Easements or partial acquisition	Guideway
4024-009-005 4024-008-003	945 S. Prairie Avenue	Retail Commercial/Restaurant	Full or partial acquisition	Guideway
4024-009-007	1003 S. Prairie Avenue	Office-Warehouse/Peak Performance Training Center	Full or partial acquisition	Guideway
4024-009-008	1007 S. Prairie Avenue	Vacant/Undeveloped	Full or partial acquisition	Guideway
4024-009-015	1011 S. Prairie Avenue	Vacant Buildings/Surface Parking Lot	Full acquisition	Guideway
4024-009-033	1035 S. Prairie Ave.	Retail Commercial Center with several restaurants, nail/hair salons, retail commercial businesses, tax service, medical office	Full acquisition	Prairie Ave./Hardy St. Station, power distribution system substation (potential), vertical circulation, guideway, columns, construction staging, and future parking
4025-001-002	3900 W. Manchester Blvd.	The Forum (parking) Commercial Recreation	Easements or partial acquisition	Roadway, sidewalks, and parkway, and pedestrian bridge connection from Prairie Ave./Manchester Station
4025-011-064	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-065	600 S. Prairie Ave.	Parking Lot	Easement or partial acquisition	Roadway, sidewalks, and parkway
4025-011-901	Address Not Available	City of Inglewood Intermodal Transit Facility	Easement or partial acquisition	Roadway, sidewalks, parkway, and power distribution system substation (potential)
4025-011-086	Address Not Available	Parking Lot / Temporary Trailers	Easement or partial acquisition	Pedestrian bridge connection to Prairie Avenue/Hardy Street Station, roadway, sidewalks, and parkway

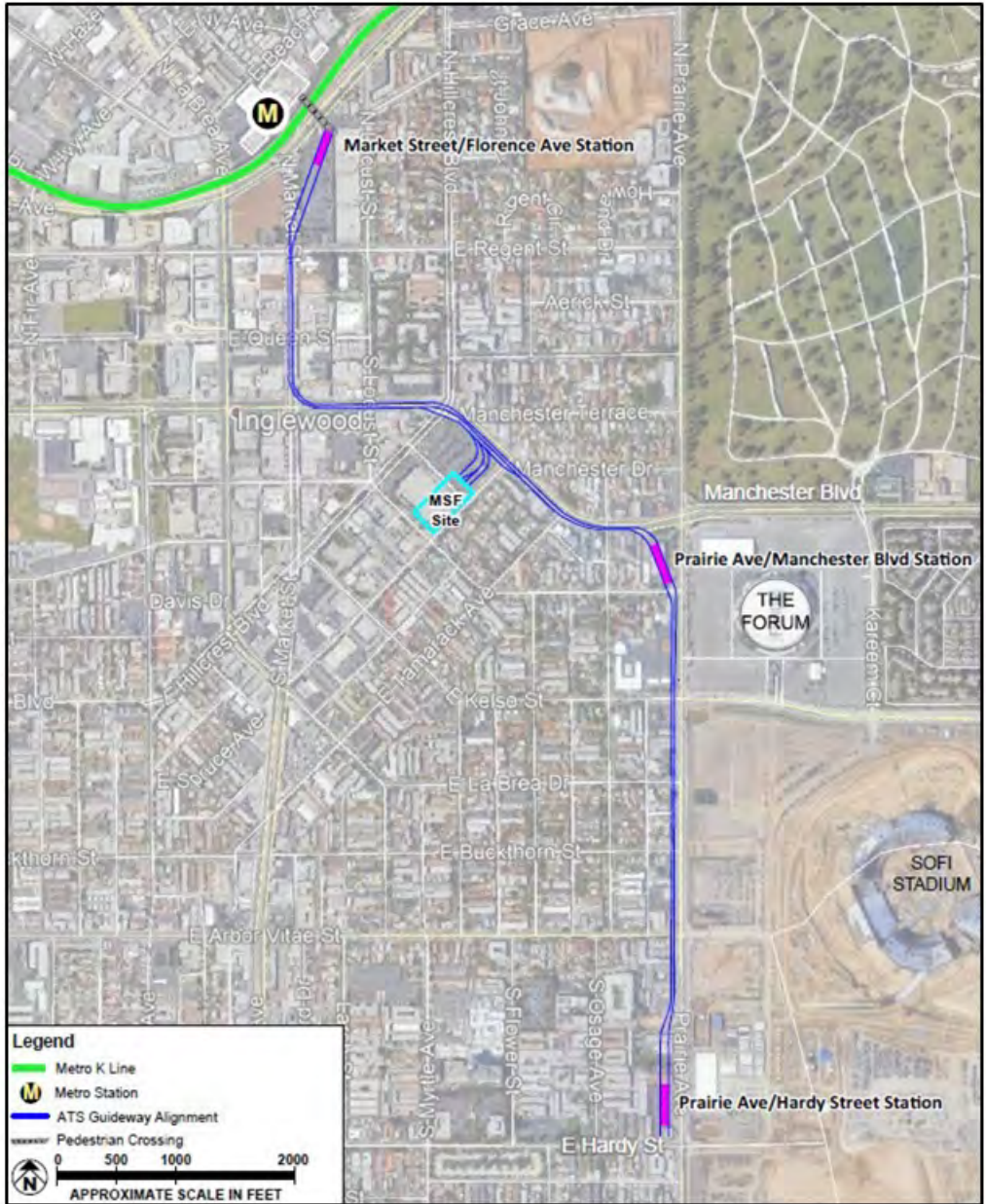
TABLE 2: Potential Utility Conflicts

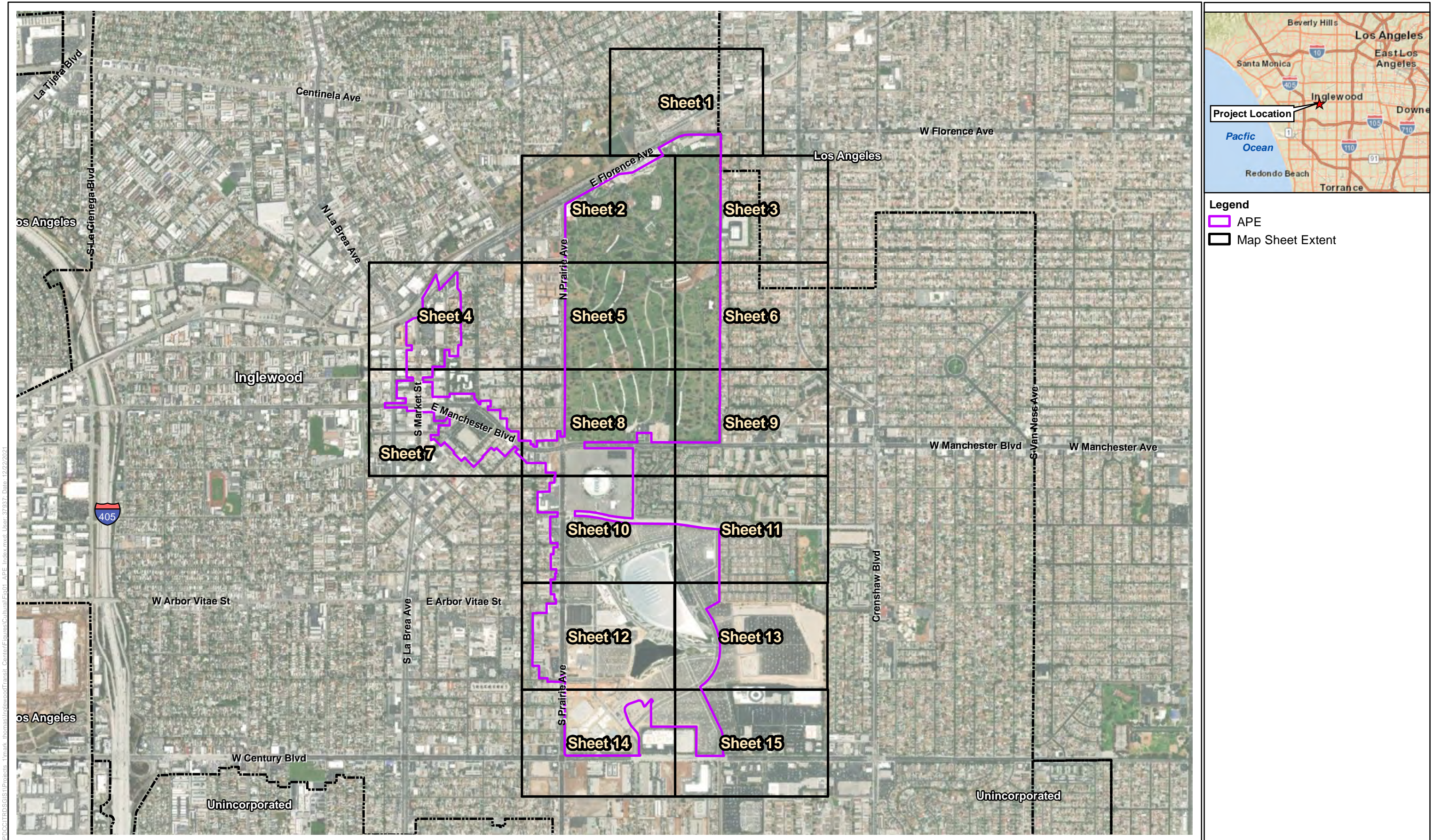
Segment	Utility and Location
Market Street	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the intersection of Market Street and Regent Street. • Unknown water line that would potentially conflict with a proposed column Market Street and north of Regent Street. • Unknown water line that would potentially conflict with a proposed column between Regent Street and Queen Street along Market Street. • Three water lines that would potentially conflict with a proposed column south of Queen Street and along Market Street. • AT&T telecommunications line that would potentially conflict with a proposed column at the northeast corner of Manchester Boulevard and Market Street. • Several storm drains along Market Street which may require relocation due to column placement.
Manchester Boulevard	<ul style="list-style-type: none"> • Potential column conflicts with street lights at the northeast corner of Market Street and Manchester Boulevard and along the north and south sides of Manchester Boulevard from Locust Street to Hillcrest Boulevard. • Street lights would potentially conflict with nearly all south/west-side and some north/east-side straddle-bent columns along Manchester Boulevard from Hillcrest Boulevard to Prairie Avenue. • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Underground Southern California Edison (SCE) lines that would potentially affect all four proposed columns in the corners at the intersection of Hillcrest Boulevard and Manchester Boulevard. • Unknown sewer line running north-south across Manchester Boulevard between the intersections of Market Street and Locust Street that is in close proximity to a proposed column. • Unknown water line which would potentially conflict with a proposed column along Manchester Boulevard between Market Street and Locust Street. • Two water line laterals which would potentially conflict with a guideway column on Manchester Boulevard, south of Manchester Drive. • A 3-inch gas line running north-south that would potentially conflict with one proposed column along Manchester Boulevard between Market Street and Locust Street. • A 2-inch gas line which would potentially conflict with one proposed column and is in closer proximity to several others leading east to Prairie Avenue on the southern side of Manchester Boulevard, just south of Spruce Street.
Prairie Avenue	<ul style="list-style-type: none"> • A street light line runs directly through the proposed station on the southwest corner of Manchester Boulevard and Prairie Avenue. • Street light lines would potentially conflict with at least one proposed column at the intersections of Kelso Street, Touchdown Drive, and Arbor Vitae Street, with Prairie Avenue, • Underground SCE line would potentially affect the station and every proposed column until Arbor Vitae Street along the west side of Prairie Avenue beginning at Manchester Boulevard.

TABLE 2: Potential Utility Conflicts

Segment	Utility and Location
	<ul style="list-style-type: none">• Underground SCE lines which either directly impact, or are very close to, almost every proposed column along Prairie Avenue from Arbor Vitae Street to Hardy Street.• Overhead SCE line running east-west across the Kelso Street and Prairie Avenue intersection which would potentially conflict with the proposed guideway depending on height.• A 12-inch sewer line which runs north-south along Prairie Avenue and is very close proximity to several proposed columns from Manchester Boulevard to Kelso Street.• A City 8-inch sewer line that would potentially affect every proposed column until Victory Street South of Arbor Vitae Street, along the western sidewalk of Prairie Avenue.• An 8-inch water line which would potentially conflict with, or is in very close proximity to, every proposed column from Victory Street to Hardy Street Along Prairie Avenue.• An 8-inch gas line on the west side of Prairie Avenue which would potentially affect every proposed column up until Victory Street South of Kelso Street.• A gas line of unknown dimension which would potentially affect one proposed column on each straddle bent to the end of the line South of Victory Street and west of Prairie Avenue.• Unknown telecommunications line on the west side of Prairie Avenue from La Palma Drive to Buckthorn Street that would potentially conflict with four columns.

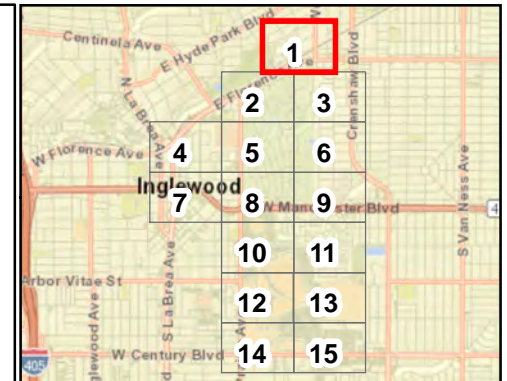
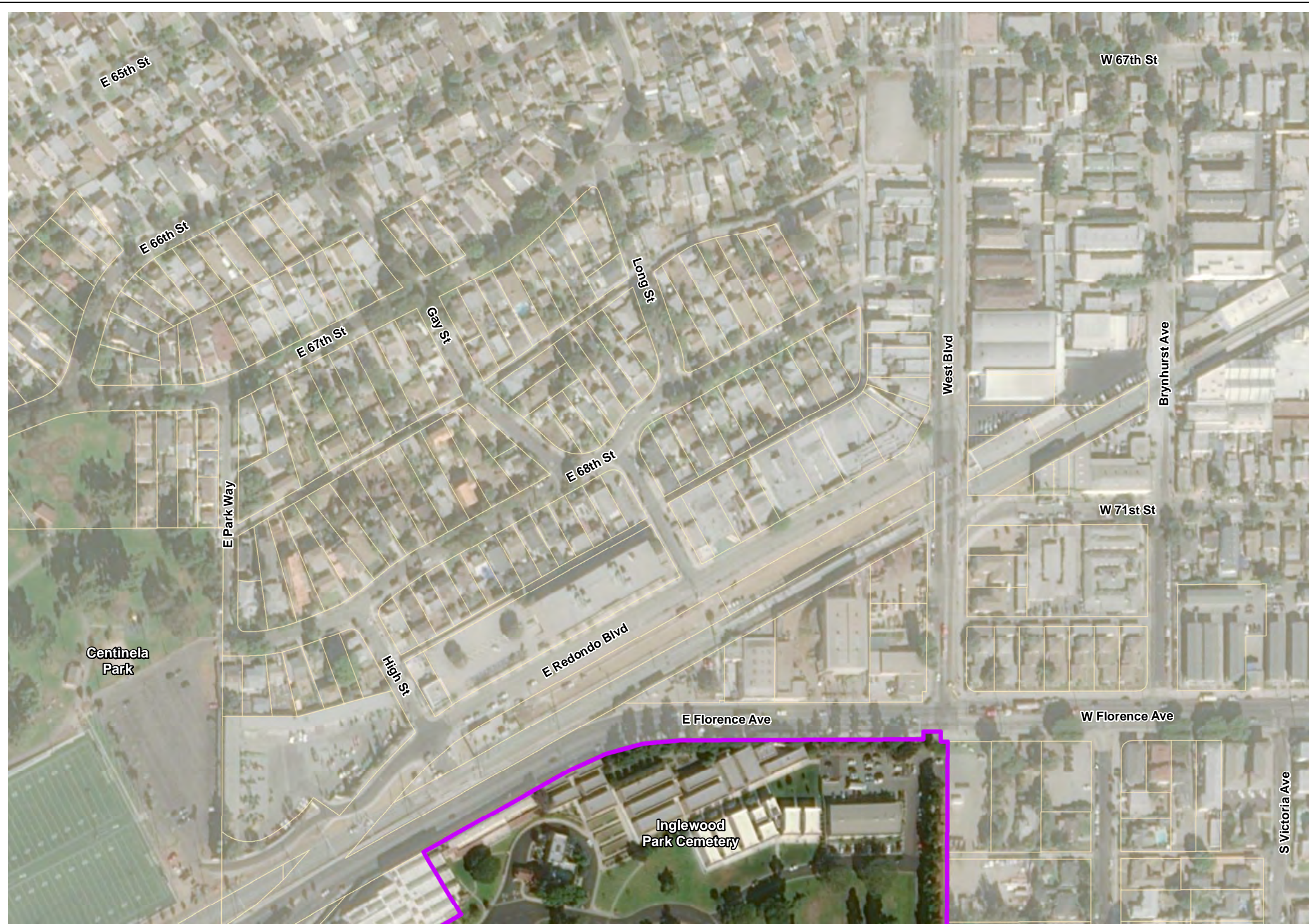
Figure 1: Location of proposed Project





**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

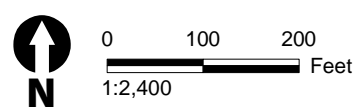
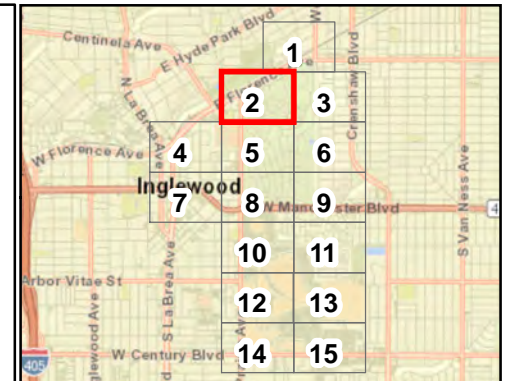
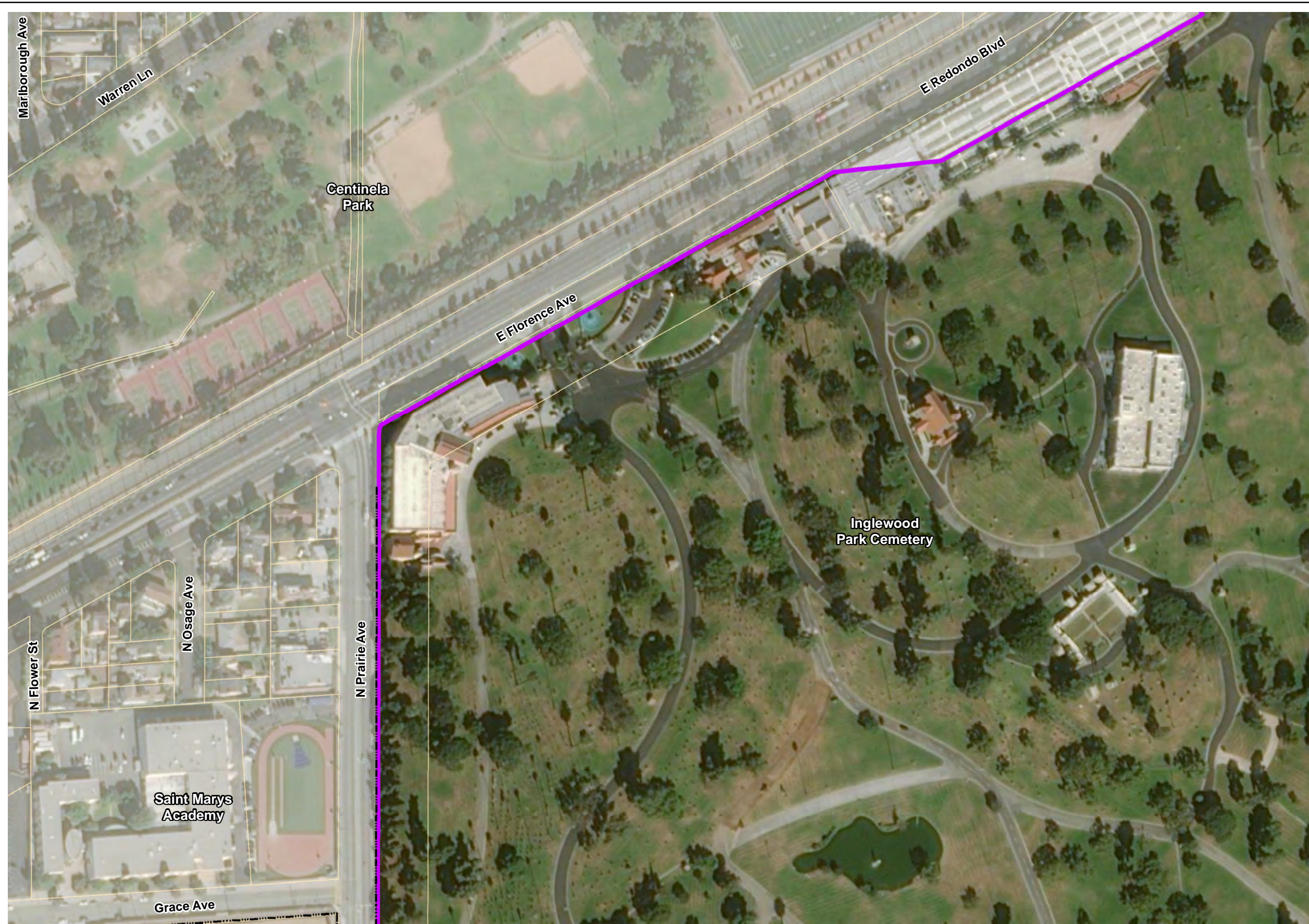


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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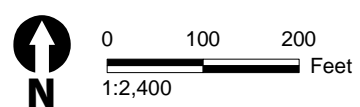
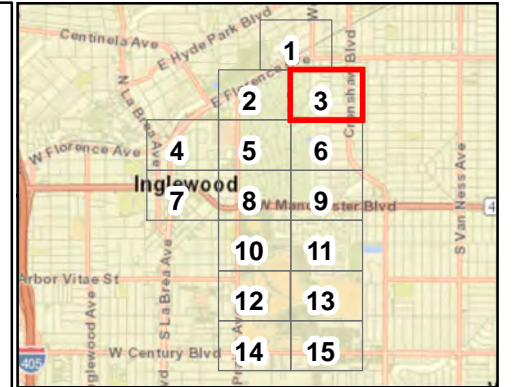
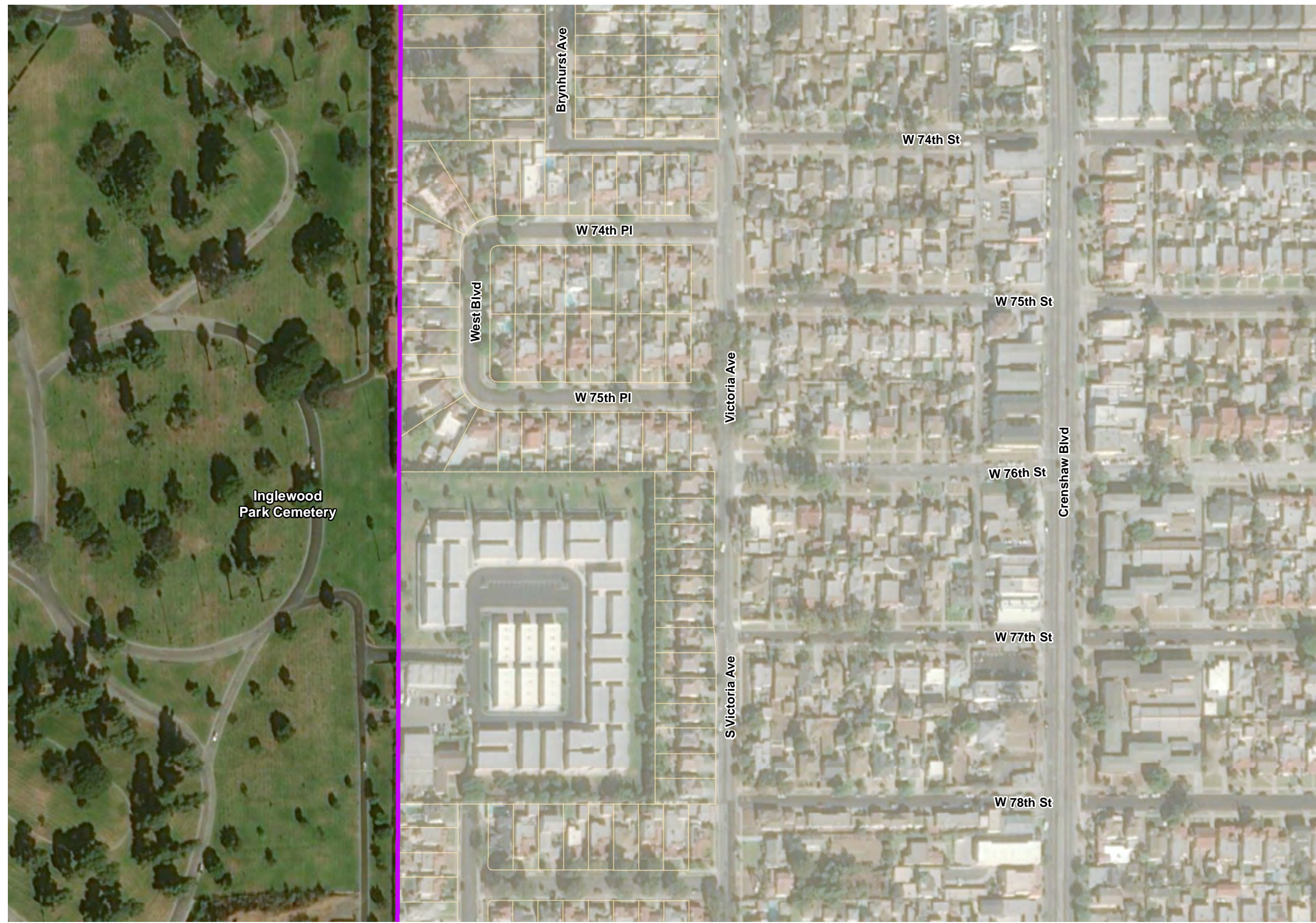


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

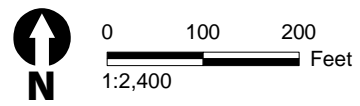
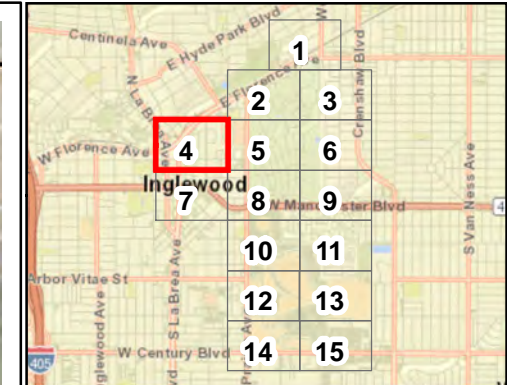
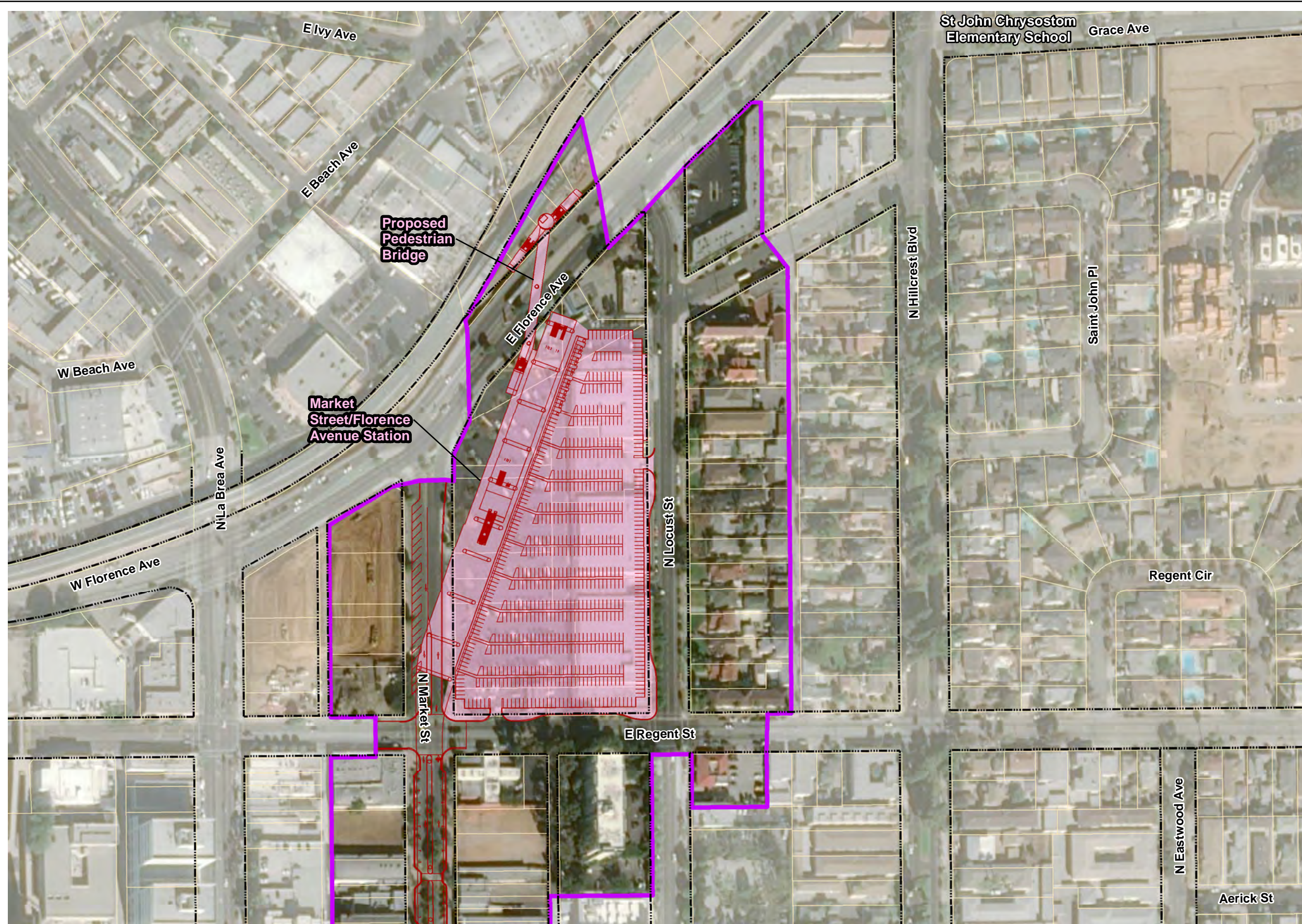


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

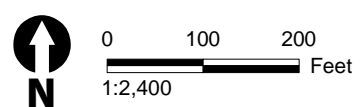


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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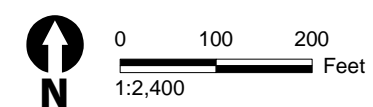
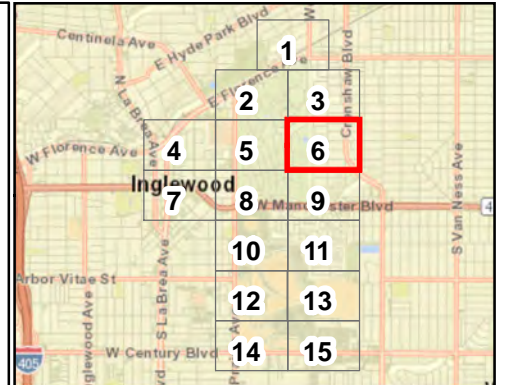


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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- Legend**
- APE
 - Project Design
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 - Parcel Boundary

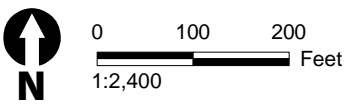


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

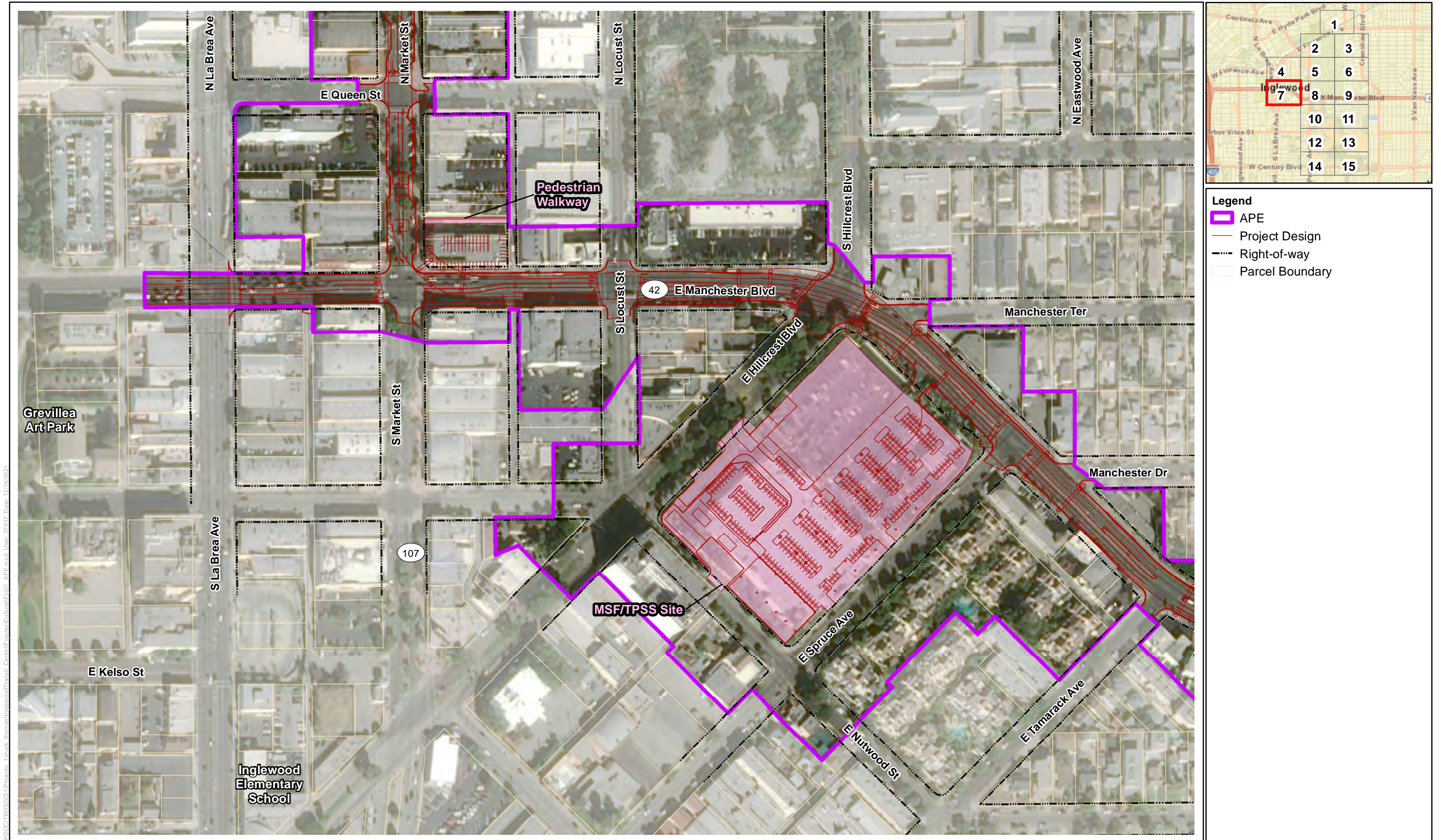
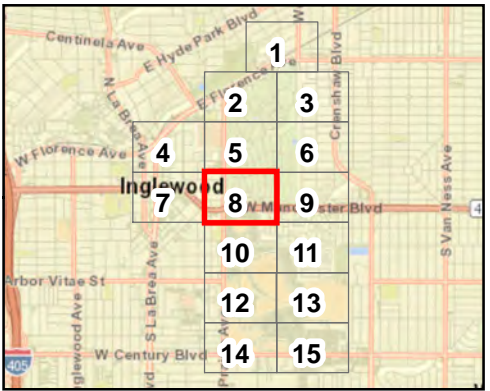
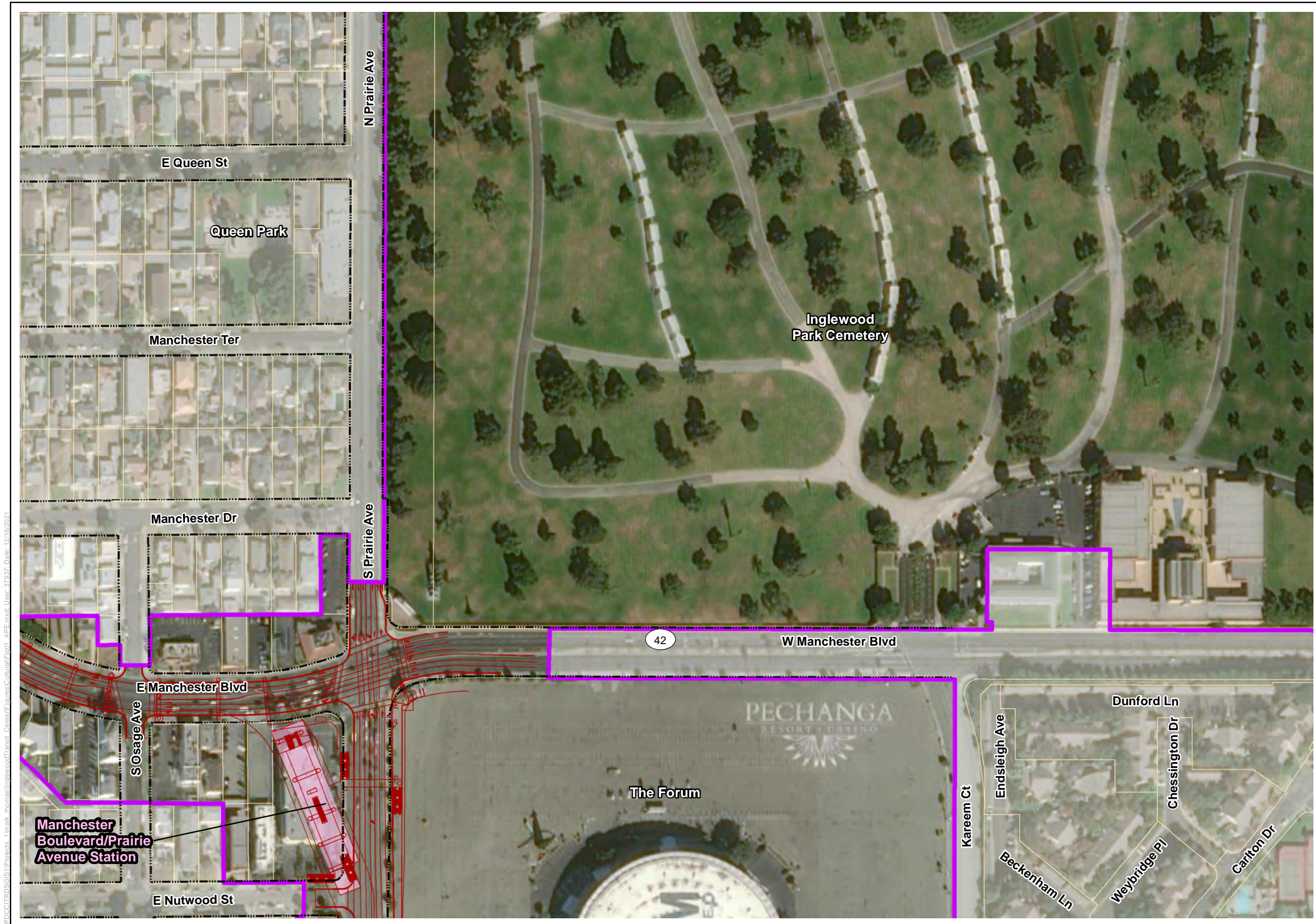


Figure 1, Sheet 7 of 15
 Area of Potential Effects (APE)
 Inglewood Transit Connector

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- Legend**
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 - Project Design
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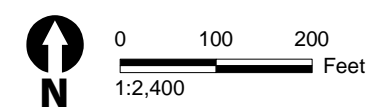
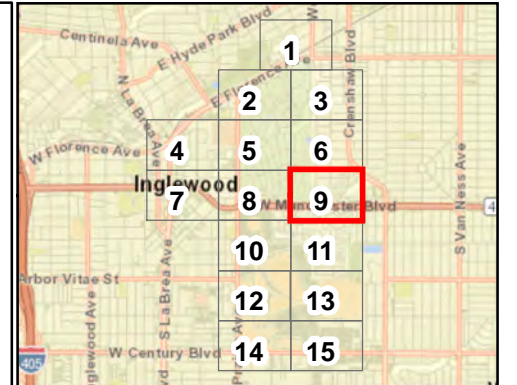


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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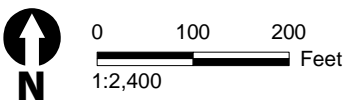
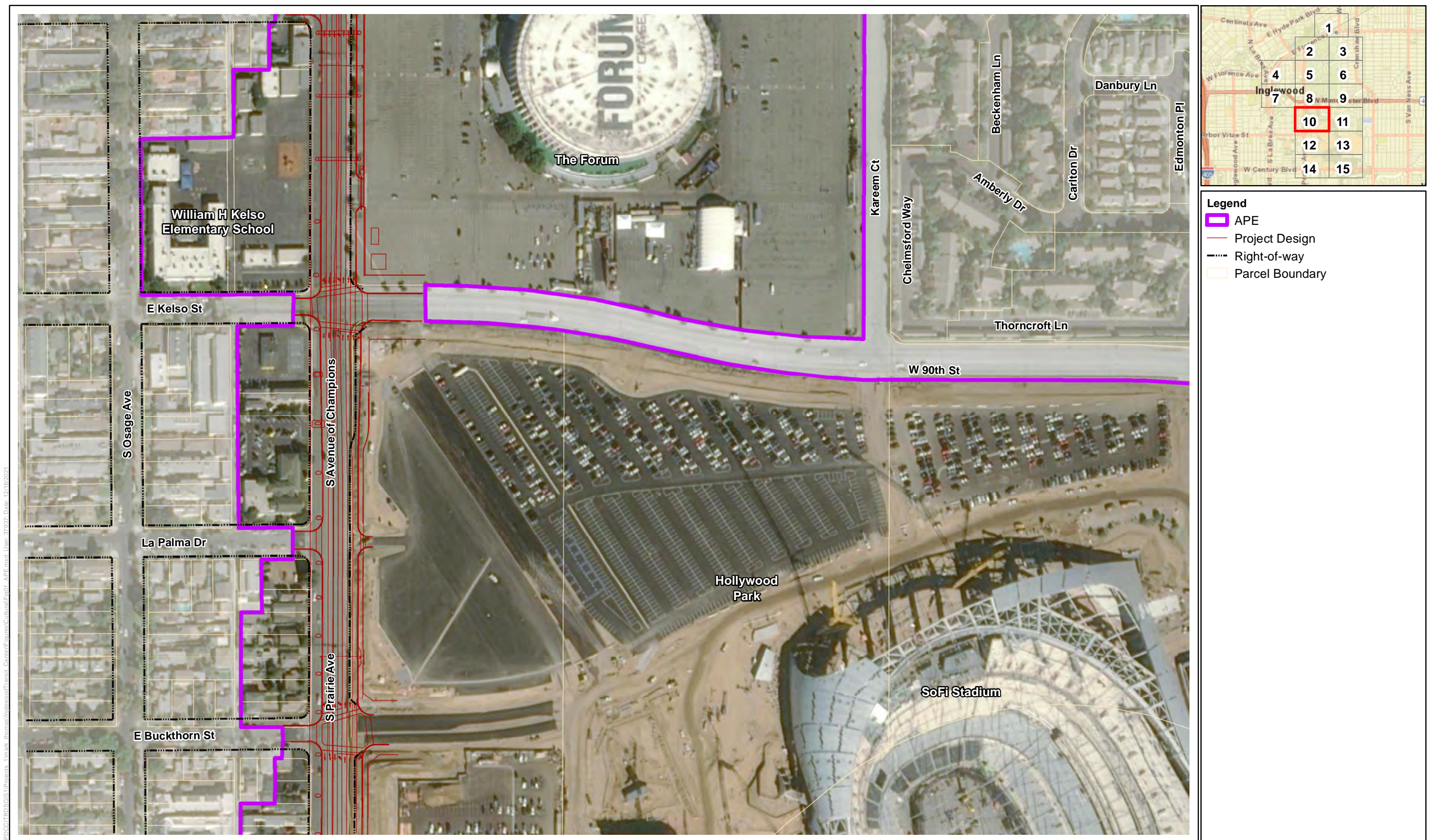


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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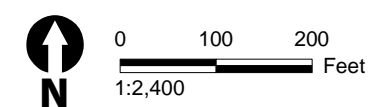
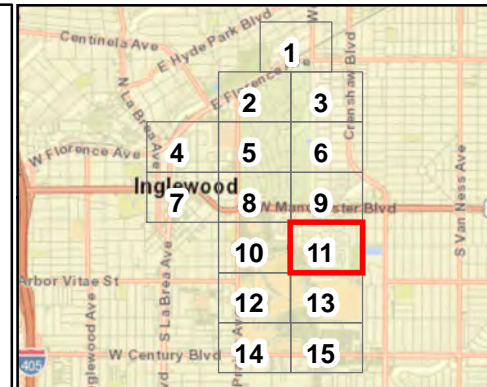


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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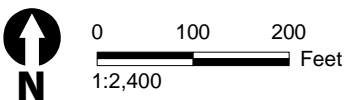
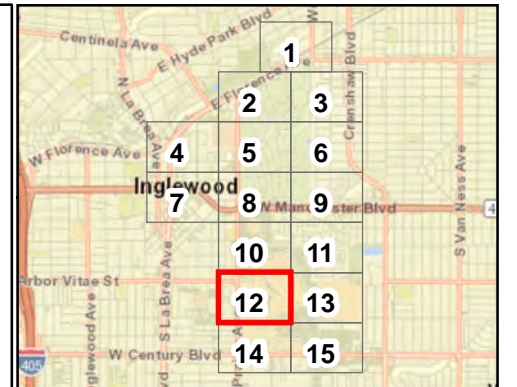
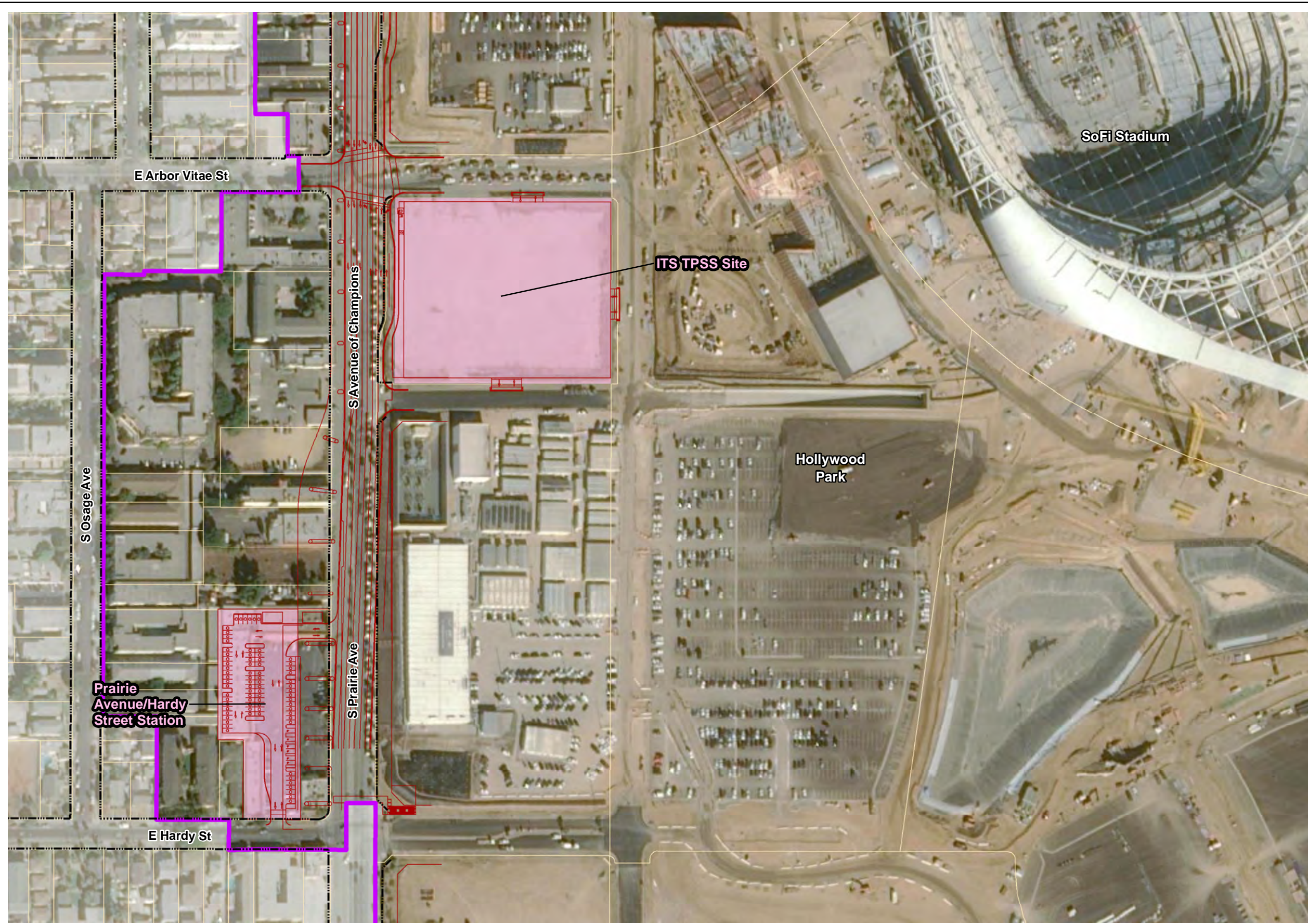


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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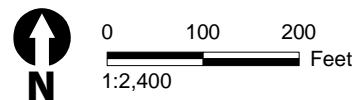
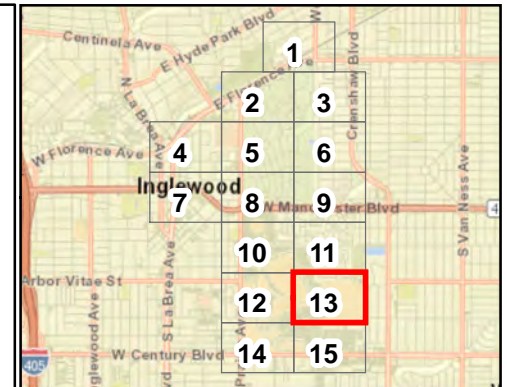


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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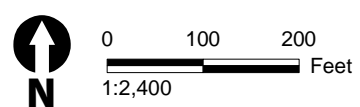
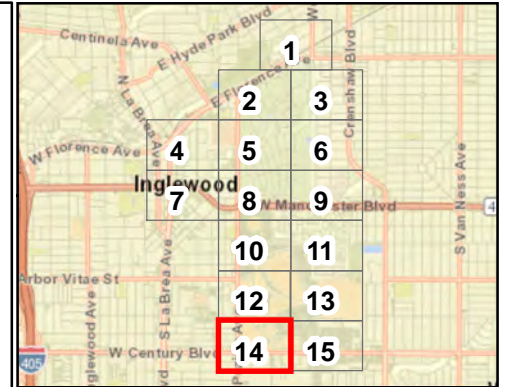


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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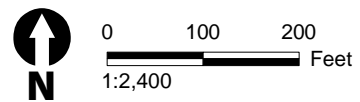
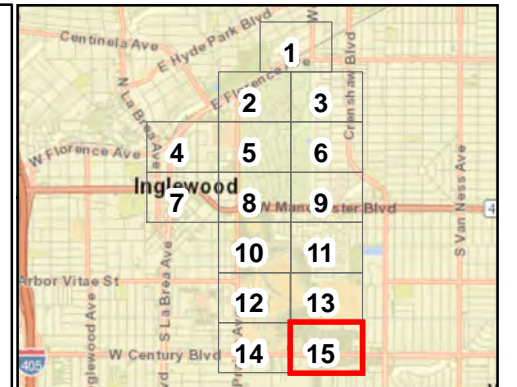
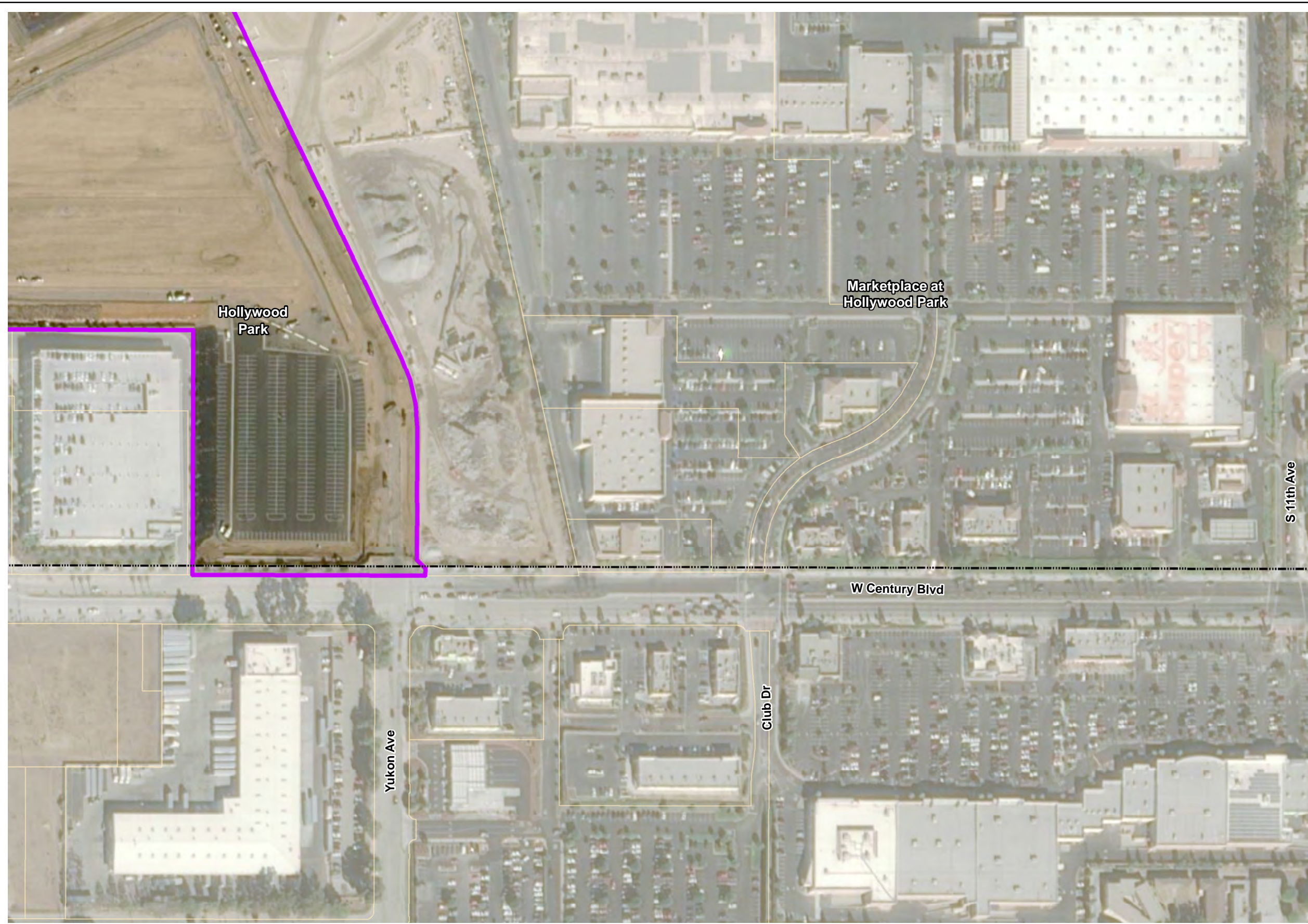


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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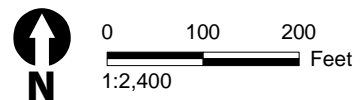


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

From: [Mindala Wilcox](#)
To: [Sabrina Barnes](#)
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:58:31 PM

Dear Ms. Barnes,

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.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:26 AM

To: Sabrina Barnes <sbarnes@cityofinglewood.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Barnes,

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

From: [Mindala Wilcox](mailto:Mindala.Wilcox)
To: afine@laconservancy.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:56:20 PM

Dear Mr. Fine,

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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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

EXCELLENCE 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 11:34 AM

To: 'afine@laconservancy.org' <afine@laconservancy.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; inglewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Fine,

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.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cheitzman@californiapreservation.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 4:00:18 PM

Dear Ms. Heitzman,

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

EXCELLENCE 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 11:23 AM

To: 'cheitzman@californiapreservation.org' <cheitzman@californiapreservation.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Heitzman,

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

From: [Mindala Wilcox](#)
To: christina.marsden@alumni.usc.edu
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 4:06:59 PM

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.

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 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

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

To: 'christina.marsden@alumni.usc.edu' <christina.marsden@alumni.usc.edu>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <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.

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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: [Mindala Wilcox](#)
To: tiffany@lahtf.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:55:06 PM

Dear Ms. Nitsche,

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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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:36 AM

To: 'tiffany@lahtf.org' <tiffany@lahtf.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Nitsche,

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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cshaw@caamusuem.org; reception@caamuseum.org; jbias@caamuseum.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector Project
Date: Friday, February 4, 2022 3:53:26 PM

Dear Ms. Shaw and Ms. Bias,

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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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

EXCELLENCE 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 11:21 AM

To: 'cshaw@caamusuem.org' <cshaw@caamusuem.org>; 'reception@caamuseum.org' <reception@caamuseum.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Shaw,

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

From: [Mindala Wilcox](mailto:Mindala_Wilcox)
To: cheeklarose@hotmail.com
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell; Lisa Trifiletti; Omar Pulido; inglewoodtransitconnector
Subject: RE: Inglewood Transit Connector
Date: Friday, February 4, 2022 3:57:25 PM

Dear Ms. Cheek La Rose,

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

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



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:33 AM

To: 'cheeklarose@hotmail.com' <cheeklarose@hotmail.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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

From: [Mindala Wilcox](#)
To: kmalone-france@savingplaces.org
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector
Date: Friday, February 4, 2022 3:59:10 PM

Dear Ms. Malone-France,

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

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

From: [Mindala Wilcox](#)
To: [Anne Cheek La Rose](#)
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; [Louis Atwell](#); [Lisa Trifiletti](#); [Omar Pulido](#); [inglewoodtransitconnector](#)
Subject: RE: Inglewood Transit Connector
Date: Monday, February 28, 2022 12:17:29 PM

Dear Ms. Cheek La Rose,

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 in the early coordination phases of the Section 106 process, during which interested parties are invited to participate in the consultation process before work is completed to identify and evaluate historic resources. Per 36 CFR Part 800.2 (c) (5), we initiated contact with you to seek your input on the potential historic resource effects of the Project.

We have reviewed your letter and understand your concerns related to Market Street's historic relevance to the City, both as a commercial corridor and as an early center of development within the City. We also note your identification of Market Street as a former route for the Pacific Electric Red Car. Properties along Market Street, as well as, the street itself are included in the Project's Area of Potential Effects. 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.

Given your expressed interest in the Project, we respectfully request a response confirming or declining invitation to participate as a consulting party. As a consulting party, the Inglewood Historic Preservation Alliance (IHPA) will have the opportunity to review and comment on the draft Identification of Historic Properties report. There will also be several opportunities for the IHPA to participate formally or informally throughout the Project development process to assist the City and FTA in developing measures to minimize harm to or to mitigate the effects to historic properties caused by the Project.

The City is currently preparing an Environmental Assessment in accordance with the National Environmental Policy Act. It is anticipated that the Environmental Assessment will be completed and circulated to the public for review and comment in Summer 2022. Please note that any questions or comments you may have on the Project may be submitted during the Environmental Assessment public circulation period, whether or not, the IHPA elects to participate as an Interested Party.

In order to provide adequate opportunity to weigh the relevance of your participation in this environmental review process, a response to this invitation is not due until 30 days after the date of this letter. Your agency will be treated as an interested party unless your written response declining such designation as outlined above is transmitted no later than March 30, 2022.

If you have any questions or need additional information, please contact Mervin Acebo, FTA Transportation Program Specialist, by telephone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Candice Hughes, FTA Environmental Protection Specialist, by

telephone at (213) 629-8613 or by email at 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

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



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose [mailto:cheeklarose@hotmail.com]

Sent: Monday, February 7, 2022 4:30 PM

To: Mindala Wilcox <mwilcox@cityofinglewood.org>

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; inglewoodtransitconnector@cityofinglewood.org

Subject: Re: Inglewood Transit Connector

Dear Ms Wilcox,

Thank you for the opportunity to speak to this important issue. I am sorry to be so very late answering your pertinent message pertaining to the Inglewood Transit Corridor Project. I have been in ill health and my home was damaged in Hurricane Ida last August. I am on the mend, my home is completely repaired, and I can again depend on my home internet.

The Inglewood Historic Preservation Alliance (IHPA) is concerned that an elevated project will be the death knell of Inglewood's historic Market Street.

Over the decades, Market Street has served Inglewood residents for business and banking, entertainment (three movie houses for many years), and for life's more mundane necessities such as haircuts, home goods, housewares, and farm equipment, dining, dry goods and clothing among other things. Many of Inglewood's early citizens, public officials, and important residents had their offices on Market Street. As the 20th century matured, Inglewood became the center for business, shopping, and entertainment for surrounding communities. Market Street has been the heart of commerce for Inglewood and the surrounding area since 1875. This is what Market Street has meant to Inglewood residents and those of surrounding communities for generations.

1875 was the year the railroad ran their tracks from the Pueblo of Los Angeles through Inglewood to reach the docks at Redondo Beach. Market street was the route chosen. Later, as public transportation via the Pacific Electric Red Cars crisscrossed the county, the Red Car line came right down the center of Market Street. When the car culture took over in the mid-1960s and the Red Cars were taken out of service, the tracks were not removed but covered over. That's why there are medians - landscaped and not - in the middle of many streets in metro Los Angeles.

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Why must Inglewood follow the trend of elevated trams?? It works for other cities but not for Inglewood. Inglewood is not planning the elevated tram on an average street. This is Market Street with almost 150 years of history and serving the community. This is Market Street, the historic center of Inglewood. This is Market Street where historic preservation can be read in every building. The oldest and most historic blocks of the street are the ones that will be impacted by the elevated tram. Inglewood history will be lost forever.

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Not every shopper wants to go to a large shopping area. Some want the intimate and comfortable experience of strolling an historical street: window shopping in little boutiques, having a bite in a local eatery, seeing an art gallery show, or seeing a movie. There's a market for both and there should be.

Inglewood's Transit Corridor Project, as proposed, would kill Market Street forever.

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To preserve the historic character of Market Street, IHPA suggests that the Red Car tracks be resurrected on Market Street and used for the tram. This will allow merchants to make the most of their signage and window displays for riders as well as pedestrians. It will let the sun shine on the street throughout the day, making Market Street more appealing. Lastly and more importantly, it will put more money toward the elevated portion of the tram on Manchester and Prairie.

This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Tuesday, January 11, 2022 11:32 AM
To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>
Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org <inglewoodtransitconnector@cityofinglewood.org>
Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.



CITY OF INGLEWOOD



February 28, 2022

Anne Cheek La Rose
Executive Officer
Inglewood Historic Preservation Alliance
7643 Midfield Avenue
Los Angeles, CA, 90045

Re: Section 106 Interested Parties consultation for the Inglewood Transit Connector (ITC) Project, City of Inglewood, CA

Dear Ms. Cheek La Rose,

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 in the early coordination phases of the Section 106 process, during which interested parties are invited to participate in the consultation process before work is completed to identify and evaluate historic resources. Per 36 CFR Part 800.2 (c)(5), we initiated contact with you to seek your input on the potential historic resource effects of the Project.

We have reviewed your letter and understand your concerns related to Market Street's historic relevance to the City, both as a commercial corridor and as an early center of development within the City. We also note your identification of Market Street as a former route for the Pacific Electric Red Car. Properties along Market Street, as well as, the street itself are included in the Project's Area of Potential Effects. 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.

Given your expressed interest in the Project, we respectfully request a response confirming or declining invitation to participate as a consulting party. As a consulting party, the Inglewood Historic Preservation Alliance (IHPA) will have the opportunity to review and comment on the draft Identification of Historic Properties report. There will also be several opportunities for the IHPA to participate formally or informally throughout the Project development process to assist the City and FTA in developing measures to minimize harm to or to mitigate the effects to historic properties caused by the Project.

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Thank you,

A handwritten signature in black ink that reads "Mindy Wilcox". The signature is written in a cursive, flowing style.

Mindy Wilcox, AICP
Planning Manager



From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:25 AM

To: 'kmalone-france@savingplaces.org' <kmalone-france@savingplaces.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Malone-France,

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

From: Anne Cheek La Rose <cheeklarose@hotmail.com>
Sent: Sunday, April 3, 2022 2:02 PM
To: Mindala Wilcox
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell; Lisa Trifiletti; Omar Pulido; inglewoodtransitconnector
Subject: Re: Inglewood Transit Connector

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Wilcox,

Thank you for the invitation to participate in the Inglewood Transit Connector Project. As president of Inglewood Historic Preservation Alliance (IHPA), I feel it is vital that Inglewood's and Market Street's history be represented.

Currently, there are two documents in City Hall that will assist in identifying historic structures along the path of the proposed tram from the Downtown Metro station to SoFi Stadium.

First, the Main Street Historic Survey of 2000. This document is perhaps the most important historic tool for this project as it identifies all historic properties on Market and the side streets. This document also includes Inglewood/Market Street history and the National Register of Historic Places criteria for each and notes which properties should be considered for Local Landmark status.

A Local Landmark ordinance and commission is something that Inglewood has long needed. This Transit Corridor Project brings this need pointedly to the fore. If the Project is not carefully directed, it will destroy the heart of Inglewood's history.

Secondly, the Historic Sites Map created jointly by myself for IHPA and Inglewood GIS in 2016-2017. This map notes all historic sites and neighborhoods within city limits. This map will assist with a visual presentation. It will also be invaluable for a Local Landmark commission.

Lastly, the Inglewood Fox Theatre was placed on the National Register of Historic Places on 14 January 2013. It is also one of 22 theatres profiled in Matt Lambros' book "After the Final Curtain: The Fall of the America Movie Theater", 2016. The Fox was the second property in Inglewood to be named to the National Register. The other two are the Centinela Adobe (2 May 1974) and The Forum (24 September 2014).

I will be pleased to participate in the Inglewood Transit Corridor Project. Again, I thank you for including Inglewood Historic Preservation Alliance.

Yours truly,

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Monday, February 28, 2022 12:08 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: RE: Inglewood Transit Connector

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Mindy Wilcox, AICP
Planning Manager

City of Inglewood-Economic and Community Development Department-Planning Division
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From: Anne Cheek La Rose [mailto:cheeklarose@hotmail.com]
Sent: Monday, February 7, 2022 4:30 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; inglewoodtransitconnector@cityofinglewood.org
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This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President
Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Tuesday, January 11, 2022 11:32 AM

To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

Subject: FW: [EXT] FW: Inglewood Transit Connector Project

From: Sabrina Barnes <sbarnes@cityofinglewood.org>
Sent: Monday, February 7, 2022 12:43 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: RE: Inglewood Transit Connector Project

Hello Ms. Wilcox,

Consultation is not being requested.

Sabrina

From: Mindala Wilcox
Sent: Friday, February 4, 2022 3:58 PM
To: Sabrina Barnes <sbarnes@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: RE: Inglewood Transit Connector Project

Dear Ms. Barnes,

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,

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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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

Sent: Tuesday, January 11, 2022 11:26 AM

To: Sabrina Barnes <sbarnes@cityofinglewood.org>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis

Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>;

'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Ms. Barnes,

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.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

Omar Pulido

From: Lisa Trifiletti
Sent: Wednesday, December 21, 2022 1:40 PM
To: Tiffany Nitsche
Cc: mwilcox@cityofinglewood.org; Omar Pulido
Subject: Re: Inglewood Transit Connector

Are you available for a call now? I just tried you and I got a busy signal.

Lisa Trifiletti
Principal
Trifiletti Consulting, Inc.
[\(310\) 738-2099](tel:3107382099) cell

On Dec 19, 2022, at 2:51 PM, Tiffany Nitsche <tiffany@lahtf.org> wrote:

Hi Lisa,

Thank you so much for the Draft EA and summary. I will look over it this week.

My apologies for the delayed reply and missing your call. I just got back from time off due to COVID. Thank goodness for the holiday break and some down time to catch up on things and especially the Inglewood project. Please feel to give me a call if you would still like to connect 332.445.7135 anytime.

Happy Holidays!
Tiffany

Tiffany Nitsche
President, Board of Directors



Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 7, 2022, at 5:15 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Hello Ms. Nitsche,

I hope you are well and having a great day. As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act.

The Draft EA (see link [Envision Inglewood](#)) includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and request that you contact us should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me at (310) 738-2099.

Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Sunday, June 5, 2022 6:27 PM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector Briefing

Hi Lisa,

My apologies for the delay. I hope all is well with you.

Absolutely! I have limited availability this week, but could set time aside in the morning any day except Thursday. I have an event I'm working on at the Dolby that evening so I'll be out of pocket.

As I'm delayed, this week may be out for you. So if next week is better, then wide open.

We are looking forward to hearing more and catching up on all things Fox and Market Street.

Thank you so much!
Tiffany

On May 30, 2022, at 2:28 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com> wrote:

Dear Tiffany,

I hope you are well and enjoying your long holiday weekend! Do you have time for a call and briefing on the ITC Project next week? I know you have expressed a desire to continue to be briefed on the Inglewood Transit Connector Project. Here is the current summary of progress made to date:

- As you know, we have completed the EIR process for the ITC Project, and now working on the NEPA with FTA.
- As way of background and as part of the EIR process, we worked with LA Conservancy to address their concerns and comments. Any potential significant impacts to the Fox Theater were mitigated to less than significant by implementing the mitigation measures identified in the Draft EIR. Wherever support columns will come into close proximity to the Fox Theater building, these columns shall be situated as far away as possible from the building's publicly visible façades; and to the extent possible, the location of the columns shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts. The City has also developed Design Guidelines to ensure that the development of the ITC, its stations and facilities, and integration of these facilities at street level are executed in a way that complements and enhances the City's downtown visual and design quality. These enhancements go beyond providing a transit connection by creating welcoming streetscapes that safe, accessible, and enjoyable for pedestrians. Enhancing the walkability of Market Street and the surrounding area is critical to transforming underutilized areas into vibrant social spaces that would serve the needs of residents, local businesses, and visitors. Please see attached letter from LAC.
- The City is also actively engaging local property and business owners to establish a local task force of stakeholders focused on developing a Market Street activation plan. The City is also working with the Local Business Community to better define the types of amenities and opportunities that would help keep and attract business opportunities for Market Street. Last year, the City received 8.5 million dollars for the Market Street

Façade and Tenant Improvement Program to facilitate commercial revitalization along Market Street and encourage economic redevelopment of the City's commercial center. The program will improve the appearance of buildings and storefronts, including the historic Fox Theater, which is on the National Register of Historic Places, preserve and enhance shopfronts, create inviting surrounds, and help activate and renew the downtown corridor. This investment will also support local minority owned businesses as COVID-19 recovery continues and will generate jobs for the community. The Market Street Streetscape Improvement Project will beautify Market Street between Florence Avenue and Hillcrest Boulevard with hardscape, landscape, street trees, lighting upgrades, and streetscape furniture. The intent is to make the pedestrian spaces vibrant, more walkable, more secure, and inviting to businesses and consumers while maximizing its close proximity to the Metro Crenshaw/LAX line.

- Additionally, the City and Fox Theater owners have agreed to collaborate on the rehabilitation of the Fox Theater, consistent with best practices for the renovation of properties on the National Register of Historic Places. Subject to receipt of all applicable approvals and permits and compliance with CEQA. The City agreed to work with owners of the Fox Theater to facilitate a funding grant for the Fox Theater Restoration & Rehabilitation Work for façade improvements up to \$1 - 2 million (subject to receipt of all necessary project approvals and compliance with all environmental requirements, and subject to the availability of matching funds).

We would love to keep briefing you on our continued progress on the ITC and happy to also introduce you to the owners of the Fox Theater to learn about their potential ideas to rehabilitate and reinvest in the Fox Theater. I think the new owners are willing and open to doing a zoom meeting with you in the next few weeks, and please let me know if you would like to me to set up a call. Lastly, as we move forward with the NEPA process, please let me know if you would like to continue formal consultation with the FTA, or if I can continue to keep you apprised through regular emails and calls.

Thanks again and looking forward to connecting this week and enjoy your Memorial Day!

Lisa Trifiletti

Principal
Cell: (310) 738-2099
Office: (213) 315-2121
Lisa@trifiletticonsulting.com

<image002.jpg>

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From: Lisa Trifiletti
Sent: Wednesday, December 7, 2022 3:26 PM
To: 'Anne Cheek La Rose' <cheeklarose@hotmail.com>; Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: Omar Pulido <omar@trifiletticonsulting.com>
Subject: Inglewood Transit Connector

Dear Anne,

I hope you are well and having a great day. I wanted to keep you updated on our progress on the Inglewood Transit Connector Project.

As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act. We are following up to confirm your receipt of the email on October 13, 2022 with a link to review the Draft Environmental Assessment (EA) for the proposed Project. A copy of this email is also attached. [Envision Inglewood](#) The Draft EA includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and requires that you contact us, should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me.

Thank you,
Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

From: Anne Cheek La Rose <cheeklarose@hotmail.com>
Sent: Saturday, April 30, 2022 10:57 PM
To: Mindala Wilcox <mwilcox@cityofinglewood.org>
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>;
inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: Re: Inglewood Transit Connector

Ms Wilcox -

Thank you for your note concerning my input on Market Street's historic preservation. Glad to know that my Inglewood preservation research will be/is useful for this project. I will look

forward to being part of the next opportunity to serve Inglewood. In the meantime, if there are any questions I may answer or any in-depth background I can impart, please don't hesitate to contact me.

Anne Cheek La Rose

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Friday, April 29, 2022 3:51 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Re: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

Thank you for sharing with us information related to the history of downtown Inglewood and Market Street. Our historic resource experts for the Inglewood Transit Connector (ITC) Project will review the two documents referenced in your email and incorporate related information into the effects analysis. There will be future opportunities to review the analysis.

If you have any questions, please let us know. 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose <cheeklarose@hotmail.com>

Sent: Sunday, April 3, 2022 2:02 PM

To: Mindala Wilcox

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis

Atwell; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com; ingewoodtransitconnector

Subject: Re: Inglewood Transit Connector

Ms Wilcox,

Thank you for the invitation to participate in the Inglewood Transit Connector Project. As president of Inglewood Historic Preservation Alliance (IHPA), I feel it is vital that Inglewood's and Market Street's history be represented.

Currently, there are two documents in City Hall that will assist in identifying historic structures along the path of the proposed tram from the Downtown Metro station to SoFi Stadium.

First, the Main Street Historic Survey of 2000. This document is perhaps the most important historic tool for this project as it identifies all historic properties on Market and the side streets. This document also includes Inglewood/Market Street history and the National Register of Historic Places criteria for each and notes which properties should be considered for Local Landmark status.

A Local Landmark ordinance and commission is something that Inglewood has long needed. This Transit Corridor Project brings this need pointedly to the fore. If the Project is not carefully directed, it will destroy the heart of Inglewood's history.

Secondly, the Historic Sites Map created jointly by myself for IHPA and Inglewood GIS in 2016-2017. This map notes all historic sites and neighborhoods within city limits. This map will assist with a visual presentation. It will also be invaluable for a Local Landmark commission.

Lastly, the Inglewood Fox Theatre was placed on the National Register of Historic Places on 14 January 2013. It is also one of 22 theatres profiled in Matt Lambros' book "After the Final Curtain: The Fall of the America Movie Theater", 2016. The Fox was the second property in Inglewood to be named to the National Register. The other two are the Centinela Adobe (2 May 1974) and The Forum (24 September 2014).

I will be pleased to participate in the Inglewood Transit Corridor Project. Again, I thank you for including Inglewood Historic Preservation Alliance.

Yours truly,

Anne Cheek La Rose
President

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Monday, February 28, 2022 12:08 PM

To: Anne Cheek La Rose <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: RE: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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 in the early coordination phases of the Section 106

process, during which interested parties are invited to participate in the consultation process before work is completed to identify and evaluate historic resources. Per 36 CFR Part 800.2 (c)(5), we initiated contact with you to seek your input on the potential historic resource effects of the Project.

We have reviewed your letter and understand your concerns related to Market Street's historic relevance to the City, both as a commercial corridor and as an early center of development within the City. We also note your identification of Market Street as a former route for the Pacific Electric Red Car. Properties along Market Street, as well as, the street itself are included in the Project's Area of Potential Effects. 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.

Given your expressed interest in the Project, we respectfully request a response confirming or declining invitation to participate as a consulting party. As a consulting party, the Inglewood Historic Preservation Alliance (IHPA) will have the opportunity to review and comment on the draft Identification of Historic Properties report. There will also be several opportunities for the IHPA to participate formally or informally throughout the Project development process to assist the City and FTA in developing measures to minimize harm to or to mitigate the effects to historic properties caused by the Project.

The City is currently preparing an Environmental Assessment in accordance with the National Environmental Policy Act. It is anticipated that the Environmental Assessment will be completed and circulated to the public for review and comment in Summer 2022. Please note that any questions or comments you may have on the Project may be submitted during the Environmental Assessment public circulation period, whether or not, the IHPA elects to participate as an Interested Party.

In order to provide adequate opportunity to weigh the relevance of your participation in this environmental review process, a response to this invitation is not due until 30 days after the date of this letter. Your agency will be treated as an interested party unless your written response declining such designation as outlined above is transmitted no later than March 30, 2022.

If you have any questions or need additional information, please contact Mervin Acebo, FTA Transportation Program Specialist, by telephone at (213) 202-3957 or by email at mervin.acebo@dot.gov; or Candice Hughes, FTA Environmental Protection Specialist, by telephone at (213) 629-8613 or by email at 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Anne Cheek La Rose [<mailto:cheeklarose@hotmail.com>]

Sent: Monday, February 7, 2022 4:30 PM

To: Mindala Wilcox <mwilcox@cityofinglewood.org>

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com; omar@trifiletticonsulting.com;
inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Re: Inglewood Transit Connector

Dear Ms Wilcox,

Thank you for the opportunity to speak to this important issue. I am sorry to be so very late answering your pertinent message pertaining to the Inglewood Transit Corridor Project. I have been in ill health and my home was damaged in Hurricane Ida last August. I am on the mend, my home is completely repaired, and I can again depend on my home internet.

The Inglewood Historic Preservation Alliance (IHPA) is concerned that an elevated project will be the death knell of Inglewood's historic Market Street.

Over the decades, Market Street has served Inglewood residents for business and banking, entertainment (three movie houses for many years), and for life's more mundane necessities such as haircuts, home goods, housewares, and farm equipment, dining, dry goods and clothing among other things. Many of Inglewood's early citizens, public officials, and important residents had their offices on Market Street. As the 20th century matured, Inglewood became the center for business, shopping, and entertainment for surrounding communities. Market Street has been the heart of commerce for Inglewood and the surrounding area since 1875. This is what Market Street has meant to Inglewood residents and those of surrounding communities for generations.

1875 was the year the railroad ran their tracks from the Pueblo of Los Angeles through Inglewood to reach the docks at Redondo Beach. Market street was the route chosen. Later, as public transportation via the Pacific Electric Red Cars crisscrossed the county, the Red Car line came right down the center of Market Street. When the car culture took over in the mid-1960s and the Red Cars were taken out of service, the tracks were not removed but covered over. That's why there are medians - landscaped and not - in the middle of many streets in metro Los Angeles.

In the past, Inglewood has made cosmetic improvements to Market Street. The City seems to feel that new sidewalks, new lighting and signage, and new landscaping are enough to attract new merchants and new clientele. *It is not.* To build a successful business district or to bring one back from the brink, a city must invest promotion, time, and money.

Why must Inglewood follow the trend of elevated trams?? It works for other cities but not for Inglewood. Inglewood is not planning the elevated tram on an average street. This is Market Street with almost 150 years of history and serving the community. This is Market Street, the historic center of Inglewood. This is Market Street where historic preservation can be read in every building. The oldest and most historic blocks of the street are the ones that will be impacted by the elevated tram. Inglewood history will be lost forever.

Mayor Butts has said he'd like to see Market Street become like Old Town Pasadena. A worthy concept but IHPA questions his veracity here. After all, there are competing retail areas on the

table - Market Street and the shopping center at the stadium. Even a town the size of Inglewood can support two retail areas. However, it appears the Mayor is willing to sacrifice Market Street for the prestige and income from the stadium shopping center. If he loves Inglewood as he says he does, IHPA asks Mayor Butts to rethink his lack of vision for Market Street. As a boy and a young man, we believe he may have made good memories on Market Street too.

Not every shopper wants to go to a large shopping area. Some want the intimate and comfortable experience of strolling an historical street: window shopping in little boutiques, having a bite in a local eatery, seeing an art gallery show, or seeing a movie. There's a market for both and there should be.

Inglewood's Transit Corridor Project, as proposed, would kill Market Street forever.

WHY WOULD ANYONE BE WILLING TO PUT THEIR BUSINESS ON A STREET WHERE THE POTENTIAL BUYERS ARE ABOVE GROUND??? Market Street is too narrow for the structure required for an elevated tram to mix comfortably with use of the street. The structure will obscure signage for businesses from the tram. The elevated tram structure will partially blot out the sun, making Market Street less desirable for merchants and clientele alike on the street. For those living or working on the second floors, life will be like living in a goldfish bowl every time a tram goes by - no privacy. The merchants still on the street will be in an untenable nightmare during construction with no reduction of rent or any tax or fee credits from the City. The Mayor seems to think that if one has a good product the clients will come . . . not necessarily so. Those on the street now are having a hard time making it and are closing or moving to other locations.

To preserve the historic character of Market Street, IHPA suggests that the Red Car tracks be resurrected on Market Street and used for the tram. This will allow merchants to make the most of their signage and window displays for riders as well as pedestrians. It will let the sun shine on the street throughout the day, making Market Street more appealing. Lastly and more importantly, it will put more money toward the elevated portion of the tram on Manchester and Prairie.

This is Market Street's last chance for survival. Please, please, please do not destroy Inglewood's historic Market Street.

Anne Cheek La Rose
President

Inglewood Historic Preservation Alliance

From: Mindala Wilcox <mwilcox@cityofinglewood.org>

Sent: Tuesday, January 11, 2022 11:32 AM

To: cheeklarose@hotmail.com <cheeklarose@hotmail.com>

Cc: candice.hughes@dot.gov <candice.hughes@dot.gov>; mervin.acebo@dot.gov <mervin.acebo@dot.gov>; Louis Atwell

<latwell@cityofinglewood.org>; lisa@trifiletticonsulting.com <lisa@trifiletticonsulting.com>; omar@trifiletticonsulting.com <omar@trifiletticonsulting.com>; inglewoodtransitconnector@cityofinglewood.org

Subject: Inglewood Transit Connector

Dear Ms. Cheek La Rose,

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.

In accordance with applicable federal regulations, including the National Environmental Policy Act, Sections 106 and 4(f), as well as state laws, the Federal Transit Administration is requesting your agency or group's input regarding potential and/or designated, historically significant properties in the proposed area. Furthermore, per 36 CFR Part 800.2(c)(5), we are contacting consulting parties that may be interested in potential historic resource effects of the proposed Project. If you have any information or concern such resources 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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From: [Tiffany Nitsche](#)
To: [Lisa Trifiletti](#)
Cc: mwilcox@cityofinglewood.org; [Omar Pulido](#)
Subject: Re: Inglewood Transit Connector
Date: Wednesday, January 4, 2023 2:32:55 PM

Hi Lisa,

Thank you so much. Confirming consolation is closed and looking forward to hearing from you soon.

Tiffany

Tiffany Nitsche
President, Board of Directors



Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Jan 4, 2023, at 2:27 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Tiffany,

Thank you again for this email and happy new year to you! I am just confirming that the formal consultation process is closed, but that we will remain in close coordination and contact as the ITC Project progresses in the future. I will also put you in contact with the representatives of the Fox Theater to share what they are contemplating should they have more concrete plans to reactivate the use. I cannot thank you again enough for all your coordination and partnership to date, and look forward to talking with you again soon!

Lisa Trifiletti
Principal
Office: (213) 315-2121

Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Friday, December 30, 2022 9:21 AM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Cc: mwilcox@cityofinglewood.org; Omar Pulido <omar@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector

Good morning Lisa.

Thank you so much for the quick call last week and update. We appreciate all the work and communications we've had on this project.

Have a wonderful new year!

Tiffany

Tiffany Nitsche
President, Board of Directors

<image002.gif>

Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 21, 2022, at 1:39 PM, Lisa Trifiletti <lisa@trifiletticonsulting.com> wrote:

Are you available for a call now? I just tried you and I got a busy signal.

Lisa Trifiletti

Principal
Trifiletti Consulting, Inc.
[\(310\) 738-2099](tel:3107382099) cell

On Dec 19, 2022, at 2:51 PM, Tiffany Nitsche
<tiffany@lahtf.org> wrote:

Hi Lisa,

Thank you so much for the Draft EA and summary. I will look over it this week.

My apologies for the delayed reply and missing your call. I just got back from time off due to COVID. Thank goodness for the holiday break and some down time to catch up on things and especially the Inglewood project. Please feel to give me a call if you would still like to connect 332.445.7135 anytime.

Happy Holidays!
Tiffany

Tiffany Nitsche
President, Board of Directors

<LAHTF logo sig copy.gif>

Los Angeles Historic Theatre Foundation
P.O. Box 79172
Los Angeles, CA 90079
Cell: 323.445.7135
Email: tiffany@lahtf.org

view our latest news and advocacy work: www.LAHTF.org
follow us on social media:
www.instagram.com/official_lahtf/
www.twitter.com/official_LAHTF
www.facebook.com/LosAngelesHistoricTheatreFoundation

On Dec 7, 2022, at 5:15 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com> wrote:

Hello Ms. Nitsche,

I hope you are well and having a great day. As you know, the City of Inglewood, in coordination with the Federal Transit Administration is continuing consultation to comply with Section 106 of the National Historic Preservation Act.

The Draft EA (see link [Envision Inglewood](#)) includes a summary of the completed Cultural Resources Effects Analysis which addresses the potential effects to the historic properties identified within the Area of Potential Effects. Given your previously expressed interest in the Project, we respectfully request a response confirming your receipt of the Draft EA and request that you contact us should you have any further questions about the Project's Cultural Resources Effects Analysis or its conclusions.

If you have any questions or need additional information, please contact me at (310) 738-2099.

Lisa Trifiletti
Principal
Office: (213) 315-2121
Cell: (310) 738-2099
lisa@trifiletticonsulting.com

<image001.jpg>

From: Tiffany Nitsche <tiffany@lahtf.org>
Sent: Sunday, June 5, 2022 6:27 PM
To: Lisa Trifiletti <lisa@trifiletticonsulting.com>
Subject: Re: Inglewood Transit Connector Briefing

Hi Lisa,

My apologies for the delay. I hope all is well with you.

Absolutely! I have limited availability this week, but could set time aside in the morning any day except Thursday. I have an event I'm working on at the Dolby that evening so I'll be out of pocket.

As I'm delayed, this week may be out for you. So if next week is better, then wide open.

We are looking forward to hearing more and catching up on all things Fox and Market Street.

Thank you so much!
Tiffany

On May 30, 2022, at 2:28 PM, Lisa Trifiletti
<lisa@trifiletticonsulting.com>
wrote:

Dear Tiffany,

I hope you are well and enjoying your long holiday weekend! Do you have time for a call and briefing on the ITC Project next week? I know you have expressed a desire to continue to be briefed on the Inglewood Transit Connector Project. Here is the current summary of progress made to date:

- As you know, we have completed the EIR process for the ITC Project, and now working on the NEPA with FTA.

- As way of background and as part of the EIR process, we worked with LA Conservancy to address their concerns and comments. Any potential significant impacts to the Fox Theater were mitigated to less than significant by implementing the mitigation measures identified in the Draft EIR. Wherever support columns will come into close proximity to the Fox Theater building, these columns shall be situated as far away as possible from the building's publicly visible façades; and to the extent possible, the location of the columns shall be shifted to either side of the building rather than directly in front of it, to minimize visual impacts. The City has also developed Design Guidelines to ensure that the development of the ITC, its stations and facilities, and integration of these facilities at street level are executed in a way that complements and enhances the City's downtown visual and design quality. These enhancements go beyond

providing a transit connection by creating welcoming streetscapes that safe, accessible, and enjoyable for pedestrians. Enhancing the walkability of Market Street and the surrounding area is critical to transforming underutilized areas into vibrant social spaces that would serve the needs of residents, local businesses, and visitors. Please see attached letter from LAC.

- The City is also actively engaging local property and business owners to establish a local task force of stakeholders focused on developing a Market Street activation plan. The City is also working with the Local Business Community to better define the types of amenities and opportunities that would help keep and attract business opportunities for Market Street. Last year, the City received 8.5 million dollars for the Market Street Façade and Tenant Improvement Program to facilitate commercial revitalization along Market Street and encourage economic

redevelopment of the City's commercial center. The program will improve the appearance of buildings and storefronts, including the historic Fox Theater, which is on the National Register of Historic Places, preserve and enhance shopfronts, create inviting surrounds, and help activate and renew the downtown corridor. This investment will also support local minority owned businesses as COVID-19 recovery continues and will generate jobs for the community. The Market Street Streetscape Improvement Project will beautify Market Street between Florence Avenue and Hillcrest Boulevard with hardscape, landscape, street trees, lighting upgrades, and streetscape furniture. The intent is to make the pedestrian spaces vibrant, more walkable, more secure, and inviting to businesses and consumers while maximizing its close proximity to the Metro Crenshaw/LAX line.

- Additionally, the City and

Fox Theater owners have agreed to collaborate on the rehabilitation of the Fox Theater, consistent with best practices for the renovation of properties on the National Register of Historic Places. Subject to receipt of all applicable approvals and permits and compliance with CEQA. The City agreed to work with owners of the Fox Theater to facilitate a funding grant for the Fox Theater Restoration & Rehabilitation Work for façade improvements up to \$1 - 2 million (subject to receipt of all necessary project approvals and compliance with all environmental requirements, and subject to the availability of matching funds).

We would love to keep briefing you on our continued progress on the ITC and happy to also introduce you to the owners of the Fox Theater to learn about their potential ideas to rehabilitate and reinvest in the Fox Theater. I think the new owners are willing and open to doing a zoom meeting with you in the next few weeks, and please let me know if you would like to me to set up a call.

Lastly, as we move forward with the NEPA process, please let me know if you would like to continue formal consultation with the FTA, or if I can continue to keep you apprised through regular emails and calls.

Thanks again and looking forward to connecting this week and enjoy your Memorial Day!

Lisa Trifiletti
Principal
Cell: (310) 738-2099
Office: (213) 315-2121
Lisa@trifiletticonsulting.com

<image002.jpg>

This communication may contain privileged and/or confidential information and is intended for the sole use of addressee. If you are not the addressee you are hereby notified that any dissemination of this communication is strictly prohibited. Please promptly notify the sender by reply email and immediately delete this message from your system. Trifiletti Consulting, Inc. does not accept responsibility for the content of any email transmitted for reasons other than approved business purposes.

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ATTACHMENT D2

State Historic Preservation Office Correspondence



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

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

90 7th 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

March 29, 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: Initiation of the Section 106
Consultation for the Inglewood
Transit Connector Project

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City) is conducting consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the Inglewood Transit Connector Project (Project) in Inglewood, Los Angeles County. The City of Inglewood proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests comments on the definition of the Area of Potential Effect (APE) and the methodology for determination of eligibility for the National Register of Historic Places (NRHP).

Overview of the Proposed Project

The Project 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. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The Project, as shown in Attachment A, would open in time to operate for the 2028 Olympics.

The 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 MSF, stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the Project. Project components 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 the top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and a 200-foot platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
- The 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 Los Angeles County Metropolitan Transportation Authority (Metro) K Line (Crenshaw/Los Angeles International Airport) 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 a 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 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;
- Utilities infrastructure—new, modified and/or relocated—to support the Project;
- 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.

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.”

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 B. For historic and architectural resources, the proposed 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 construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed 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 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 potential construction staging areas.

The APE also incorporates areas that could be affected by the extent of 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 for the Project components listed above (e.g., utility relocations and surface lots), which would generally be limited to ten feet below the surface. (Please check with reference to 5' for vertical circulation components above)

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.

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on delineation of the APE.

Methodology for Identifying Historic Properties

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE are under review. Within the APE, the FTA and the City of Inglewood will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register. Historic property identification efforts are being conducted in accordance with the Code of Federal Regulations (CFR) and are being conducted by qualified archaeologists, historians, and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations follow California Office of Historic Preservation (OHP) guidelines for documenting historic properties and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research is being conducted to provide context for the identification of potential historic properties and to verify field data. A cultural resources records search through the California Historic Resource Information System (CHRIS), located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton was completed on June 20, 2018. The SCCIC records search provided a summary of the previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the Project APE. The CHRIS search included a review of the Archaeological Determinations of Eligibility list and all available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search is supplemented with local survey data and archival research including but not limited to historic aerial photographs, Sanborn Fire Insurance maps, building permit data, city directories, and newspaper articles.

The SCCIC records search results indicate that 21 previous cultural resource studies have been conducted within a 0.5-mile radius of the proposed APE, of which five intersect with the proposed APE. The records search indicated that no archaeological resources have been previously recorded within a 0.5-mile of the proposed APE. Two previously documented historic properties were identified within the proposed APE: the Fox Theatre Inglewood, constructed in 1949 and located at 115 N. Market Street is listed in the NRHP and the California Register of Historical Resources (CRHR) under Criterion C as it represents an excellent example of work by master architect S. Charles Lee and master designer Carl G. Moeller in the Skouras style; the Forum, located at 3900 Manchester Boulevard was constructed in 1967 and is listed in the NRHP and the CRHR under Criterion C as a multi-functional venue designed by master architect Charles Luckman and Associated in the New Formalist style.

The intensive-level survey, identification and documentation of cultural resources within the proposed APE is currently underway. Field documentation including digital photographs will be collected using field tablets. The archaeological field survey includes surveyors walking within areas with exposed ground surface. Any archaeological resources identified in the APE will be recorded on DPR 523 forms and evaluated for listing in the NRHP.

In addition to the archaeological field survey, a survey of the built environment is also underway. The architectural history fieldwork includes surveys of each property containing built environment resources. The Project would be constructed by 2028, and identification efforts were focused on properties constructed before 1978 (i.e., $2028 - 50 = 1978$).

A total of 116 properties constructed before 1978 are being surveyed and documented to identify historic properties within the APE. The project team shall conduct a reconnaissance level survey of all the identified parcels within the APE and photograph the properties. Only properties constructed before 1978 that have a moderate to high level of integrity (following the seven aspects of integrity as outlined in the National Register Bulletin 15) will be documented on a California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP eligibility. Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly altered would not be eligible for listing in the NRHP and would be exempted. An example exemption table is included for reference in Attachment C. Properties previously determined ineligible for the NRHP which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated. If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

The built environment technical study will utilize data and analysis gathered as part of the Historic Resources Technical Report prepared by Historic Resources Group in 2021, as part of compliance with the California Environmental Quality Act (CEQA) for the Project. The Historic Resources Group Technical Report, which follows OHP and NPS guidance for identifying historic resources, covers the footprint of the proposed APE and provides extensive background and primary source research for the Project parcels.

The archaeological technical report will utilize data and analysis gathered from a previous archaeological resources study prepared for the project for CEQA compliance by Paleo West in 2018. Historic maps and photographs are also under review. Geological maps and literature are being reviewed to understand the depositional environment of the Project area. A Sacred Lands File Search has been obtained from the Native American Heritage Commission (NAHC) to determine if previously reported sacred or heritage lands within the APE have been reported. The results of the SCCIC records search, NAHC request, field surveys, Section 106 consultation and historic properties identification will be summarized in the forthcoming Archaeological Resources Assessment Report and the Historic Property Survey Report for the Project.

Native American and Tribal Outreach

In accordance with 36 CFR Part 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties. A search of the Sacred Lands File from the 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.

On January 11, 2022, FTA sent correspondence to the Native American tribes and eight possible parties of interest per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties that may be affected by the Project.

- Gabrieleno Band of Mission Indians
- Kizh Nation
- Gabrieleno/Tongva San Gabriel
Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of
California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- California Preservation Foundation
- Centinela Historical Complex
- California African American
Museum
- City of Inglewood Parks and
Recreation
- Inglewood Historic Preservation
Alliance
- Los Angeles Conservancy
- Los Angeles Historic Theatre
- National Trust Historic Preservation

On January 12, 2022, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be consulted by FTA and the City. Consultation occurred on March 17, 2022. Mr. Andy Salas requested Native American monitoring during construction activities.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties. Enclosed you will find the Project Vicinity and APE maps for the Project. If you have any questions or wish to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Attachments:

- A: Project Map
- B: APE Map
- C. Example Property Exemption Table



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

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

90 7th 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

May 6, 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: Initiation of the Section 106
Consultation for the Inglewood
Transit Connector Project (Revised
Cover Letter)

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City) is conducting consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the Inglewood Transit Connector Project (Project) in Inglewood, Los Angeles County. The City of Inglewood proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests comments on the definition of the Area of Potential Effect (APE) and the methodology for determination of eligibility for the National Register of Historic Places (NRHP).

Overview of the Proposed Project

The Project 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. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the Project. The Project, as shown in Attachment A, would open in time to operate for the 2028 Olympics.

The 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 MSF, stations, and other support facilities, including public parking, located on adjacent properties to be acquired as part of the Project. Project components 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 the top of station canopy, 75 feet wide (station structure and guideway only (not including vertical circulation), and a 200-foot platform for train berthing. Maintenance is expected to occur at the MSF and not at station stops;
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- 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;
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Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.”

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 B. For historic and architectural resources, the proposed 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 construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed APE includes the at-grade elements or areas of direct ground disturbance.

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Methodology for Identifying Historic Properties

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE are under review. Within the APE, the FTA and the City of Inglewood will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register. Historic property identification efforts are being conducted in accordance with the Code of Federal Regulations (CFR) and are being conducted by qualified archaeologists, historians, and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations follow California Office of Historic Preservation (OHP) guidelines for documenting historic properties and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research is being conducted to provide context for the identification of potential historic properties and to verify field data. A cultural resources records search through the California Historic Resource Information System (CHRIS), located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton was completed on June 20, 2018. The SCCIC records search provided a summary of the previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the Project APE. The CHRIS search included a review of the Archaeological Determinations of Eligibility list and all available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search is supplemented with local survey data and archival research including but not limited to historic aerial photographs, Sanborn Fire Insurance maps, building permit data, city directories, and newspaper articles.

The SCCIC records search results indicate that 21 previous cultural resource studies have been conducted within a 0.5-mile radius of the proposed APE, of which five intersect with the proposed APE. The records search indicated that no archaeological resources have been previously recorded within a 0.5-mile of the proposed APE. Two previously documented historic properties were identified within the proposed APE: the Fox Theatre Inglewood, constructed in 1949 and located at 115 N. Market Street is listed in the NRHP and the California Register of Historical Resources (CRHR) under Criterion C as it represents an excellent example of work by master architect S. Charles Lee and master designer Carl G. Moeller in the Skouras style; the Forum, located at 3900 Manchester Boulevard was constructed in 1967 and is listed in the NRHP and the CRHR under Criterion C as a multi-functional venue designed by master architect Charles Luckman and Associated in the New Formalist style.

The intensive-level survey, identification and documentation of cultural resources within the proposed APE is currently underway. Field documentation including digital photographs will be collected using field tablets. The archaeological field survey includes surveyors walking within areas with exposed ground surface. Any archaeological resources identified in the APE will be recorded on DPR 523 forms and evaluated for listing in the NRHP.

In addition to the archaeological field survey, a survey of the built environment is also underway. The architectural history fieldwork includes surveys of each property containing built environment resources. The Project would be constructed by 2028, and identification efforts were focused on properties constructed before 1978 (i.e., $2028 - 50 = 1978$).

A total of 116 properties constructed before 1978 are being surveyed and documented to identify historic properties within the APE. The project team shall conduct a reconnaissance level survey of all the identified parcels within the APE and photograph the properties. Only properties constructed before 1978 that could fit into a potential NRHP significance theme will be documented on a California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP eligibility. In lieu of DPR forms, if a property does not fit into a potential significance theme or criterion we propose the alternate methodology of an appendix table depicting a photo of each property. The table will summarize basic information about the property including construction date, parcel number, address and a description of the alterations which warrants no further documentation or analysis. An example table is included for reference in Attachment C. Properties previously determined ineligible for the NRHP which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated. If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

The built environment technical study will utilize data and analysis gathered as part of the Historic Resources Technical Report prepared by Historic Resources Group in 2021, as part of compliance with the California Environmental Quality Act (CEQA) for the Project. The Historic Resources Group Technical Report, which follows OHP and NPS guidance for identifying historic resources, covers the footprint of the proposed APE and provides extensive background and primary source research for the Project parcels.

The archaeological technical report will utilize data and analysis gathered from a previous archaeological resources study prepared for the project for CEQA compliance by Paleo West in 2018. Historic maps and photographs are also under review. Geological maps and literature are being reviewed to understand the depositional environment of the Project area. A Sacred Lands File Search has been obtained from the Native American Heritage Commission (NAHC) to determine if previously reported sacred or heritage lands within the APE have been reported. The results of the SCCIC records search, NAHC request, field surveys, Section 106 consultation and historic properties identification will be summarized in the forthcoming Archaeological Resources Assessment Report and the Historic Property Survey Report for the Project.

Native American and Tribal Outreach

In accordance with 36 CFR Part 800.4(a)(3), the FTA and the City of Inglewood contacted Native American tribes, local historic groups and other consulting parties. A search of the Sacred Lands File from the 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.

On January 11, 2022, FTA sent correspondence to the Native American tribes and eight possible parties of interest per 36 CFR Part 800.2(c) to help identify prehistoric sites, sacred sites, and/or traditional cultural properties that may be affected by the Project.

- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- California Preservation Foundation
- Centinela Historical Complex
- California African American Museum
- City of Inglewood Parks and Recreation
- Inglewood Historic Preservation Alliance
- Los Angeles Conservancy
- Los Angeles Historic Theatre
- National Trust Historic Preservation

On January 12, 2022, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be consulted by FTA and the City. Consultation occurred on March 17, 2022. Mr. Andy Salas requested Native American monitoring during construction activities.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties

Enclosed you will find the Project Vicinity and APE maps for the Project. If you have any questions or wish to discuss this Project, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



for
Ray Tellis
Regional Administrator

Attachments:

- A: Project Map
- B: APE Map
- C. Example Property Table



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

May 27, 2022

In reply refer to: FTA_2022_0330_001

Mr. Ray Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Inglewood, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA), in coordination with the City of Inglewood (City), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800) for the above project. The City proposes to construct an elevated 1.6-mile electrically propelled driverless transit system with three stations and a Maintenance and Storage Facility (MSF). The Project will be a federal undertaking because the FTA will be providing financial assistance. As part of the project documentation the FTA submitted maps of the area of potential effect (APE).

For historic and architectural resources, the proposed 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 construction and operational-related atmospheric effects including visual or noise/audible effects. For archaeological resources, the proposed 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 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 potential construction staging areas.

The APE also incorporates areas that could be affected by the extent of 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 for the 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.

Based on review of the submitted materials, the APE for the proposed undertaking appears sufficient.

In your submittal the FTA outlined a methodology for the identification and evaluation of historic properties and explained the outreach efforts that have taken place with tribal groups. In accordance with 36 CFR § 800.4, the FTA is requesting comments on the delineation of the APE and approval of the methodology for the determination of eligibility for historic properties.

Based on review of the submitted documentation I have the following comments:

- The APE as currently delineated appears adequate.
- The FTA's proposed identification efforts appear to be sufficient; however, please keep in mind that contingent on the results of these proposed initial efforts further supplemental studies to identify archaeological historic properties within the APE may be required.
- It is recommended that FTA's identification efforts also consider the potential for subsurface archaeological historic properties within the vertical APE. This analysis should consider the geoarchaeological nature of the APE and prior ground disturbances or modifications in relation to the vertical APE of the current undertaking. The results of this analysis will inform FTA as to whether further identification efforts such as subsurface archaeological testing of the vertical APE is necessary to identifying potential archaeological historic properties within the undertaking's APE.
- With regards to the built environment, the FTA's proposed method of recording and evaluating properties appears adequate.
- Please note that the above comments are limited by the information regarding FTA's proposed identification efforts of the APE submitted to date. Formal SHPO comment on the adequacy of FTA's efforts to identify historic properties (built and archaeological) within the APE will be submitted following receipt of the final results of FTA's identification and evaluation efforts of historic properties.

Mr. Tellis
May 27, 2022
Page 3 of 3

FTA_2022_0330_001

If you require further information, please contact Natalie Lindquist at
Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer



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

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

90 7th 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.

Sincerely,

AMY M.
CHANGCHIEN

 Digitally signed by AMY M.
CHANGCHIEN
Date: 2022.08.11 18:59:58 -07'00'

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



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 21, 2022

In reply refer to: FTA_2020_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) is continuing consultation under Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) for the above project. As part of your supporting documentation the FTA submitted an Archaeological Resources Assessment (ARR), a Historic Properties Survey Report (HPSR), and a Finding of Effect Report.

Previous Consultation: On May 6, 2022, the FTA initiated consultation on the above project. The State Historic Preservation Officer (SHPO) provided comments on May 27, 2022, regarding the FTA's delineation of the area of potential effect (APE) and methodology of identification and evaluation.

Identification of Historic Properties:

Archaeological Survey

The FTA's efforts to identify subsurface archaeological resources within the vertical APE included: a cultural resources pedestrian survey; records search; a review of geological mapping and geological reports of areas within the vicinity of the APE; research of the historic-era land use of the APE; and consultation with Native American tribes, groups, and individuals. As a result of FTA's efforts, no surficial archaeological resources were identified within the vertical APE. FTA proposes to develop and implement a Cultural Resources Monitoring and Discovery Plan (CRMDP) to address the potential for encountering subsurface archaeological resources during construction activities within areas of the vertical APE identified as sensitive for subsurface cultural resources during their identification efforts.

Architectural Survey

The FTA's efforts to identify built environment resources within the APE included: a records search; review of previous surveys of the APE; consultation with local governments, historical and cultural groups, and other interested persons; and a comprehensive survey of the APE.

As part of its identification and evaluation of historic properties that the FTA identified two properties that are listed in the National Register of Historic Places (NRHP):

- The Forum, 3900 W. Manchester Boulevard, Inglewood, CA
- Fox Theater, 115 N. Market Street, Inglewood, CA

The FTA also determined that the following properties are eligible for the NRHP for the following reasons:

- Inglewood Cemetery, 720 E Florence Avenue, Inglewood, CA – eligible under Criteria Consideration D as well as Criteria A and C. Under Criterion A, the property is significant at the local level for its association with the early twentieth century development of Inglewood. The cemetery was designed for the public for use as both a burial place as well as a park. The period of significance is 1905-1915. Under Criterion C, the property is significant at a local level as an example of a landscape lawn plan-style cemetery that was constructed with landscape features and buildings/structures that represent different architectural styles. The period of significance is 1906-1915, 1933-1970.
- Holy Faith Episcopal Church, 260 N Locust Street, Inglewood, CA – eligible under Criteria Consideration C as well as Criteria A and C. Under Criterion A, the property is significant at the local level as the only remaining church from the early period of Inglewood's formation. The period of significance is 1914-1959. Under Criterion C, the property is significant as a significant local example of a Gothic Revival Church. The property is also significant as an early work of Phillip Frohman. The period of significance is 1914-1959.

The FTA also determined that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP.

Additionally, the FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and 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).

Following review of the documentation provided, the following comments are given:

Archaeological Survey

1. Throughout the Archaeological Resources Assessment for the Inglewood Transit Connector Project, it is indicated that there is a low potential for encountering prehistoric and historic-era resources during construction activities due to prior ground disturbing urban development within the APE. However, these statements remain unsubstantiated due to the lack of analysis that considers the previous prehistoric and historic-era land use area, depth of prior ground disturbance and the depth of the vertical APE for this undertaking.
2. It is also important to note that the geoarchaeological analysis of the APE is based on data from studies conducted within the vicinity of the APE, and not within the APE. No subsurface archaeological testing, such as geoboring or trenching occurred as part of FTA's efforts to identify subsurface archaeological resources within the areas identified as sensitive for subsurface cultural resources within the APE. While these prior studies provide baseline data for understanding the potential subsurface sensitivity of the APE, without a more accurate understanding of the sedimentary profile of the vertical APE, the location and likelihood of encountering subsurface cultural resources within the APE remains tentative at best. For instance, the depth of artificial fill documented in areas within the vicinity of the APE extends to 2 feet below ground surface. However, the depth of artificial fill in the current vertical APE has yet to be confirmed.
3. Please provide information on the potential to encounter prehistoric resources within the vertical APE in areas identified as "undeveloped" from the historic topographical map review.
4. It is recommended that the historic topographical maps and Sanborn maps are overlaid with the APE, specifically the vertical APE of the station and traction power substation (TPSS) locations. This method will hyperfocus the analysis of the undertaking's potential to encounter subsurface historic-era archaeological deposits during construction activities with substantial vertical depth. This analysis should also consider the depth of previous ground disturbing urban development.

The results of the above recommended analyses will better assist the SHPO in providing comment on FTA's efforts to identify historic properties (archaeological) within the APE with consideration to the APE's urban landscape and proposed vertical ground disturbing activities. The results of these more comprehensive analyses will also allow the SHPO to provide comment on FTA's proposed finding of no adverse effect and proposal to develop the CRMDP. However, please note that should future consultation with the SHPO result in the development of the CRMDP, or similar document, this future document should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect.

Architectural Survey

1. The SHPO concurs that the Inglewood Cemetery is eligible for the NRHP for the reasons listed above.
2. The SHPO concurs that the Holy Faith Episcopal Church is eligible for the NRHP under Criterion C for the reasons listed above. The SHPO does not have enough information currently to concur that the church is also eligible under Criterion A.
3. The SHPO concurs that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP. Please note the M-41 of Table 7-3 appears to have an address discrepancy between the Table and the DPR 523. Please clarify the proper address for the SHPO's records.
4. Please provide evidence of consultation with interested parties with regards to the Finding of Effect.
5. Please provide photo simulations of the eligible properties showing before and after views from the historic properties looking towards the project area, as well as views that show both the project area and the historic property in the same view.

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



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

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

90 7th 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 13, 2023

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, Historian

Re: Inglewood Transit Connector Project
Determination of Eligibility and Section 106
Finding of Effect (SHPO File No:
FTA_2022_0330_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA) and the City of Inglewood propose to implement the Inglewood Transit Connector Project (Project) in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) and 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).

On August 11, 2022, the FTA submitted a request seeking the SHPO concurrence on the determination of eligibility of historic properties for the NRHP and the finding of effects pursuant to Section 106 of the NHPA as amended (36 C.F.R. 800). This continuing consultation is in response to the SHPO comments submitted on November 21, 2022, about the Archaeological Survey Report (ASR), the Historic Property Survey Report (HSPR) and the Finding of Effects Report (FOE). Our responses to the SHPO's comments are summarized below. Copies of the revised ASR, HPSR, and FOE and additional supporting information are included as enclosures.

Archaeological Survey SHPO Comment 1

Throughout the Archaeological Resources Assessment for the Inglewood Transit Connector Project, it is indicated that there is a low potential for encountering prehistoric and historic-era resources during construction activities due to prior ground disturbing urban development within the APE.

However, these statements remain unsubstantiated due to the lack of analysis that considers the previous prehistoric and historic-era land use area, depth of prior ground disturbance and the depth of the vertical APE for this undertaking.

Archaeological Survey Response to SHPO Comment 1

Additional information is included in the ASR in Section S.2 Summary of Findings, and in Section 4.4 Archaeological Site Potential analysis clarifying the lines of evidence used to support the conclusion that heavily disturbed historic-era fill is likely present to two feet below surface, and also added supporting evidence that historic-era archaeological deposits have potential to be present up to 25 feet below surface. This evidence came from an ongoing archaeological monitoring and testing program for the Inglewood Basketball and Entertainment Center (IBEC) Project that Rincon is currently conducting located 800 feet south of the southern end of the ITC Area of Potential Effects (APE) (see Figure 14). The IBEC Project is located within the general vicinity of the undertaking and within Rincon's background research study area. During archaeological monitoring possible artifacts were identified and thus triggered a subsurface archaeological extended phase I testing program which was completed and documented in the *Extended Phase I Assessment Report for the Inglewood Basketball and Entertainment Project, Los Angeles County, California* completed in 2021 (Purtell 2021). Additionally, based on the results of archaeological monitoring and the historic-era discoveries made and documented as part of the monitoring effort, no evidence exists in the archaeological literature available for the study area that historic-era archaeological deposits extend below 25 feet. During monitoring historic-era features were documented in situ and will be fully summarized in the yet to be completed monitoring report for the project. To date, the Purtell study is the only line of research that supports a maximum depth of up to 25 feet below the surface for archaeological deposits within the background literature study area for this undertaking. The IBEC Project is currently 80 percent complete with excavations set to complete in late 2023 and construction completed in early 2025. The final archaeological monitoring report for the IBEC Project has not yet been completed and is expected to be completed within 90 days of the completion of subsurface construction excavations (late 2023/early 2024).

There is additional clarification in the ASR Section S.2 Summary of Findings and Section 4.4 Archaeological Site Potential analysis that although buried pre-contact era site potential is low overall in areas of Pleistocene alluvium, there is a moderate potential for buried pre-contact era archaeological resources in the Holocene alluvium as depicted on Figure 3 pg, 4-7. Additional details such as proximity to water and predictive analyses regarding archaeological site potential on certain landforms have been included to summarize potential pre-contact era settlement patterns, and nearby evidence of historic-era archaeological deposits in the ASR in Section 4.4 Archaeological Site Potential.

Archaeological Survey SHPO Comment 2

It is also important to note that the geoarchaeological analysis of the APE is based on data from studies conducted within the vicinity of the APE, and not within the APE. No subsurface archaeological testing, such as geo-boring or trenching occurred as part of FTA's efforts to identify subsurface archaeological resources within the areas identified as sensitive for subsurface cultural resources within the APE.

While these prior studies provide baseline data for understanding the potential subsurface sensitivity of the APE, without a more accurate understanding of the sedimentary profile of the vertical APE, the location and likelihood of encountering subsurface cultural resources within the APE remains tentative at best. For instance, the depth of artificial fill documented in areas within the vicinity of the APE extends to 2 feet below ground surface. However, the depth of artificial fill in the current vertical APE has yet to be confirmed.

Archaeological Survey Response to SHPO Comment 2

Additional information is included in the ASR Section S.2 Summary of Findings, and in the ASR Section 4.4 Archaeological Site Potential analysis clarifying the lines of evidence used to support the conclusion that heavily disturbed historic-era fill is likely present to two feet below surface. Recent excavations for the IBEC Project have identified fill soils in the same general area as the Inglewood Transit Connector Project (see Figure 14). Both the IBEC Project area and the Inglewood Transit Connector Project APE were developed contemporaneously during the historic-era with similar development histories for both areas including the use of fill material during construction.

Additional statements are included to clarify that although the geotechnical boring and geotechnical analysis that occurred nearby did not cover the current APE, the underlying geomorphology mapped on Figure 3 in the ASR is based on established geological data for the APE itself, and the geological reports were primarily referenced to gain supplemental information about the specific landforms that overlap the APE. Information was added to Section 4 of the ASR to support evidence of historic-era archaeological deposits discovered directly adjacent to the APE to support the conclusion that such deposits have the potential to extend two to 25 feet below surface in the current APE. No historic period archaeological deposits have been observed below 25 feet below surface in any studies surrounding the APE during excavations going deeper than 25 feet, and a recent Rincon study is cited in Section 4 of the ASR to support this statement and the recommendations. No evidence exists of any historic-era archaeological deposits extending deeper than 25 feet in the area surrounding the APE that have been studied subsurface.

Archaeological Survey SHPO Comment 3

Please provide information on the potential to encounter prehistoric resources within the vertical APE in areas identified as “undeveloped” from the historic topographical map review.

Archaeological Survey Response to SHPO Comment 3

Encountering prehistoric resources has low to moderate potential within the vertical APE at developed and undeveloped areas. It is moderate in the few small areas on Holocene alluvium and low in the majority of the APE which is in Pleistocene soils. This information has been clarified within the ASR in Section 4.4.1.1.

Archaeological Survey SHPO Comment 4

It is recommended that the historic topographical maps and Sanborn maps are overlaid with the APE, specifically the vertical APE of the station and traction power substation (TPSS) locations.

This method will hyperfocus the analysis of the undertaking's potential to encounter subsurface historic-era archaeological deposits during construction activities with substantial vertical depth. This analysis should also consider the depth of previous ground disturbing urban development.

Archaeological Survey Response to SHPO Comment 4

Map overlays have been included in the ASR Section 4.4.2, which include the APE overlaid on historic era topographical maps and Sanborn maps that show landforms, development, and buildings. This better illustrates the analysis in specific places because you can see the APE elements in relation to the past development. A more robust discussion of the potential to encounter historic-era archaeological deposits was added to the ASR based on the historic-era map evidence in specific locations of the APE, including the TPSS. Information has been added to the ASR in Section 4 describing the specific types and time periods of development shown on the maps overlays to clarify how the depth of previous ground disturbance was considered in the current analysis.

Archaeological Survey SHPO Comment 5

The results of the above recommended analyses will better assist the SHPO in providing comment on FTA's efforts to identify historic properties (archaeological) within the APE with consideration to the APE's urban landscape and proposed vertical ground disturbing activities. The results of these more comprehensive analyses will also allow the SHPO to provide comment on FTA's proposed finding of no adverse effect and proposal to develop the CRMMP. However, please note that should future consultation with the SHPO result in the development of the CRMMP, or similar document, this future document should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect.

Archaeological Survey Response to SHPO Comment 5

The ASR has been revised to incorporate the recommended analyses, specifically the overlay of historical topographic maps and Sanborn maps with the APE, including the vertical APE and TPSS locations. This information and the incorporation of evidence from other relevant studies, specifically Purtell 2023, was used to further substantiate the conclusions of the ASR that there is a low potential for encountering prehistoric and historic-era resources during construction activities. The ASR does recommend the development of a Cultural Resource Mitigation Monitoring and Reporting Plan (CRMMP). The CRMMP was not a predetermined action; rather, it was requested and developed during Section 106 consultation efforts by the Gabrieleño Band of Mission Indians-Kizh Nation, consulting parties to the project. As developed in consultation, the CRMMP provides a framework for cultural resources monitoring, discovery, evaluation and data recovery protocol for cultural resources found in the Project's APE.

Architectural Survey SHPO Comment 1

The SHPO concurs that the Inglewood Cemetery is eligible for the NRHP for the reasons listed above.

Architectural Survey Response to SHPO Comment 1

Noted.

Architectural Survey SHPO Comment 2

The SHPO concurs that the Holy Faith Episcopal Church is eligible for the NRHP under Criterion C for the reasons listed above. The SHPO does not have enough information currently to concur that the church is also eligible under Criterion A.

Architectural Survey Response to SHPO Comment 2

Noted. Additional information has been provided to substantiate a recommendation for NRHP eligibility under Criterion A: a pattern of events or a historic trend that made a significant contribution to the development of the community. The church was established to meet the need of the growth of Inglewood, a newly incorporated city that was expanding in the early decades of the twentieth century. The growing congregation was a primary example of the continuing population increase. It is the only remaining church in Inglewood from the time period in which it was built; others, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church, are gone (HRG 2021).

Architectural Survey SHPO Comment 3

The SHPO concurs that the 108 properties listed in Table F-1 of Appendix F and in Table 7-3 of the HPSR are not eligible for the NRHP. Please note the M-41 of Table 7-3 appears to have an address discrepancy between the Table and the DPR 523. Please clarify the proper address for SHPO's records.

Architectural Survey Response to SHPO Comment 3

Thank you for noting this error. The correct address is noted on the DPR 523, 501 E. Manchester Boulevard. The correct address has been revised in Table 7-3 of the revised HPSR provided in Enclosure 2.

Architectural Survey SHPO Comment 4

Please provide evidence of consultation with interested parties with regards to the Finding of Effect.

Architectural Survey Response to SHPO Comment 4

In accordance with 36 CFR § 800.4(a)(3), the FTA and the City of Inglewood have contacted Native American tribes, local historic groups, and other consulting parties. The City of Inglewood and FTA have continued consultation with interested parties that requested to be consulted under Section 106, specifically, the Inglewood Preservation Alliance and the Los Angeles Theater Foundation. Each consulting party was notified of the availability of the Draft EA which included a summary of the Draft Finding of No Adverse Effect analysis on September 28, 2022, and on October 19, 2022.

Neither interested party replied to the City of Inglewood or the FTA. A follow-up email was sent to each interested party on December 7, 2022, to seek additional input on the effects findings. Follow-up phone calls were made to the Inglewood Preservation Alliance on December 14, 2022, and December 21, 2022, and no response has been received to date. A response email was received from the Los Angeles Theatre Foundation on December 19, 2022, acknowledging receipt of the December 7, 2022, email. Copies of this consultation are provided in Enclosure 5. On November 18, 2022, a draft copy of the Cultural Resources Mitigation Monitoring Plan was sent to Chairman Andy Salas of the Kizh Nation for review. On December 8, 2022, Mr. Salas concluded that consultation with the Kizh Nation could be closed. Copies of consultation with the interested consulting tribe are provided in Enclosure 1 and 6.

Architectural Survey SHPO Comment 5

Please provide photo simulations of the eligible properties showing before and after views from the historic properties looking towards the project area, as well as views that show both the project area and the historic property in the same view.

Architectural Survey Response to SHPO Comment 5

Photo simulations of the before and after for each historic property have been included in the revised FOE report (Section 5.0, Figures 9, 11, 15, 18, 20 and 23) provided as Enclosure 3.

Pursuant to 36 CFR § 800.4, the submittal to the SHPO on August 11, 2022, requested concurrence on 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. The SHPO has concurred with the determination of the properties previously determined as eligible and currently listed, the Inglewood Cemetery for eligibility to be listed, the eligibility of the Holy Faith Episcopal Church under Criterion C, and the ineligibility of the 108 resources. However, the SHPO has not concurred on the archaeological assessment, the eligibility of the Holy Faith Episcopal Church under Criterion A, or the Finding of No Adverse Effect. Therefore, FTA requests SHPO concurrence on the archaeological assessment, the eligibility of the Holy Faith Episcopal Church under Criterion A, and the Finding of No Adverse Effect.

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613 or candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered below the word "Sincerely,".

Ray Tellis
Regional Administrator

Enclosures:

- Enclosure 1: Revised Archaeological Survey Report
- Enclosure 2: Revised Historic Properties Survey Report
- Enclosure 3: Revised Finding of Effects Report
- Enclosure 4: Cultural Resources Mitigation Monitoring Plan
- Enclosure 5: Additional Historic Section 106 Consultation
- Enclosure 6: Additional Tribal Section 106 Consultation



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 10, 2023

In reply refer to: FTA_2022_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) submitted a letter on January 13, 2023, continuing consultation with the State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended), and its implementing regulations at 36 CFR Part 800 for the above referenced undertaking. The FTA also submitted a Revised Archaeological Survey Report (RASR), a Revised Historic Properties Survey Report (RHPSR), a Revised Finding of Effect Report (RFOE), and a Cultural Resources Mitigation Monitoring Plan (CRMMP).

On May 27, 2022, SHPO provided comments on FTA's delineation of the area of potential effect (APE) and proposed methods to identify and evaluate historic properties in the APE for this undertaking. On August 12, 2022, the FTA continued consultation requesting SHPO concurrence on determinations of eligibility of built environment resources and their finding of effect for the undertaking. On November 21, 2022, the SHPO responded with comments requesting additional information.

FTA's January 13th letter is in response to the SHPO's November 21st comments on the agency's efforts to identify subsurface archaeological resources in the APE, the eligibility of the Holy Faith Episcopal Church under Criterion A of the National Register of Historic Places (NRHP), and the agency's finding of no adverse effect for the undertaking.

Archaeological Identification Efforts

The Revised Archaeological Survey Report (RASR) includes supplemental information about the APE's level of subsurface archaeological (prehistoric and historic-era) sensitivity. FRA has provided this information in response to the SHPO's November 21st request for further efforts to identify subsurface historic properties (archaeological) within the APE in consideration of the APE's urban landscape and the undertaking's proposed vertical ground-disturbing activities.

FTA's additional identification efforts included further analysis to confirm that heavily disturbed historic-era fill is likely present within the first two feet below the APE's surface. This same analysis concluded that there exists the potential for historic-era archaeological deposits to be present below the two-foot fill and up to 25 feet below the APE's surface. Further desktop geoarchaeological analysis was conducted of the APE and determined that although buried pre-contact era site potential is low in areas documented as Pleistocene alluvium, there is a moderate potential for buried pre-contact era archaeological resources in a small portion of the APE documented as Holocene alluvium.

At the request of the SHPO, FTA's supplemental analysis also included overlaying the APE on historic era topographical and Sanborn maps that show landforms and the historic-era land use history and development. This analysis concluded that there is a moderate potential for historic-era archaeological deposits associated with residential and commercial buildings and underground utilities to exist within the proposed vertical APE for the construction of the center-platform stations and Maintenance and Storage Facility/Traction Power Substation sites between two and 25 feet below ground surface. The potential subsurface historic-era archaeological deposits may include trash pits, privies, cisterns, building foundations, or basements associated with, what FTA refers to as "pre-war" residential dwellings and commercial buildings.

On November 21st, the SHPO also commented on FTA's August 12th proposal to develop, what was previously referred to as a Cultural Resources Monitoring and Discovery Plan (CRMDP). The SHPO commented that should continuing consultation with FTA result in a finding of no adverse effect for this undertaking, FTA's proposed CRMDP should be developed in consultation with the SHPO and other consulting parties as a condition to a finding of a no adverse effect. FTA has since drafted and submitted a Cultural Resources Mitigation Monitoring Plan (CRMMP) along with their January 13th letter. In their January 13th letter, FTA states that the CRMMP was not a predetermined action and instead was developed because of their Section 106 consultation efforts with the Gabrieleño Band of Mission Indians-Kizh Nation.

Architectural Identification and Evaluation Efforts

As part of its documentation, the FTA submitted additional information to support the eligibility of the Holy Faith Episcopal Church under NRHP Criterion A. In a previous consultation the SHPO concurred that the property was eligible under NRHP Criterion C. The church was established to meet the growth needs of Inglewood, a newly incorporated city that was expanding in the early decades of the twentieth century. The growing congregation was a primary example of the continuing population increase. It is the only remaining church in Inglewood from the period in which it was built. The Holy Faith Episcopal Church also played an important part in the community by providing not only religious services but also servicing the needs of the larger Inglewood community as well.

The FTA also provided additional evidence of consultation with interested parties, more specifically with the Inglewood Preservation Alliance and the Los Angeles Theater Foundation.

In both cases, the FTA did not receive a response to requests for comment on the agency's finding of effect for this undertaking. FTA has also provided photosimulations in the Revised Finding of Effect Report (RFOE) of the eligible properties, which depict before and after views for each historic property.

Following a review of the documentation provided, the SHPO concurs with FTA's determination that the Holy Faith Episcopal Church is eligible under NRHP Criterion A, and that 501 E Manchester Boulevard is ineligible according to NRHP Criteria.

Finding of Effect

FTA has applied the Criteria of Adverse Effects and has determined that the undertaking will not result in adverse effects to the Inglewood Park Cemetery, the Holy Faith Episcopal Church, the Inglewood Forum, and the Fox Theatre. The SHPO agrees with FTA's finding that the undertaking will not result in adverse effects to the built environment historic properties within the APE.

While FTA's efforts did not identify surficial archaeological deposits, the agency concluded that there is a low to moderate potential for encountering prehistoric and historic-era archaeological deposits in portions of the vertical APE. Due to the APE's landscaped urban environment, FTA's efforts did not include subsurface archaeological testing to confirm the presence or absence of prehistoric and historic-era archaeological deposits within the vertical portion of the APE identified as having moderate sensitivity. Instead, FTA has drafted the CRMMP in consultation with the Gabrieleño Band of Mission Indians-Kizh Nation to guide cultural resources monitoring during construction activities and to address post-review discoveries, including their identification and evaluation, and treatment during construction activities for this undertaking. The SHPO has reviewed and provided comments to the CRMMP enclosed with this letter.

Please note that for the purposes of Section 106, archaeological construction monitoring should not be used in lieu of an agency completing their efforts to identify subsurface archaeological resources in an urban environment. Archaeological subsurface testing methods applicable to an urban landscape, such as geoboring or trenching are commonly employed by federal agencies to successfully conduct subsurface identification efforts in an urban landscape, similar to this undertaking. However, the SHPO has reviewed and commented on the CRMMP and will agree to FTA's finding of no adverse effect for the undertaking contingent on FTA incorporating SHPO comments into the CRMMP and implementing the CRMMP as a condition of FTA's finding of no adverse effect. If FTA is able to agree to the above, please revise the CRMMP accordingly and resubmit to the SHPO for final review and comment along with a letter seeking SHPO comment on FTA's finding of no adverse effect with the condition to implement the CRMMP. Please keep in mind that while this approach may be agreed upon for this undertaking, it may not apply in future consultations.

Mr. Tellis
February 10, 2023
Page 4 of 4

FTA_2022_0330_001

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

Enclosure: CRMMP with SHPO comments



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

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

90 7th 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

March 1, 2023

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,

The Federal Transit Administration (FTA) is continuing consultation with the California State Historic Preservation Office (SHPO) regarding the Inglewood Transit Connector Project (Project) in the City of Inglewood, Los Angeles County. The Project is comprised of an Automated Transit System (ATS) which 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.

On January 13, 2023, FTA provided SHPO with additional information to address subsurface archaeological resources in the APE, the eligibility determination of the Holy Faith Episcopal Church, and the agency's finding of no adverse effect for the undertaking. On February 10, 2023, the SHPO responded to FTA and concurred with the determination that the Holy Faith Episcopal Church is eligible under NRHP Criterion A, and that the undertaking would not result in adverse effects to the built environment historic properties within the APE. In addition, the SHPO reviewed and provided comments on the Cultural Resources Mitigation Monitoring Plan (CRMMP). The CRMMP has been revised as the Cultural Resources Monitoring and Discovery Plan (CRMDP) with a response table to address the SHPO comments (See Enclosures 1- 6).

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. Part 800), this letter requests your concurrence on the Finding of No Adverse Effects (FOE) with the conditions of a Cultural Resources Monitoring and Discovery Plan (CRMDP).

If you have any questions, please contact Ms. Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink on a light yellow background. The signature is cursive and appears to read "Ray Tellis".

Ray Tellis
Regional Administrator

Enclosures:

- Enclosure 1: Revised Cultural Resources Monitoring and Discovery Plan (track change word version)
- Enclosure 2: Revised Cultural Resources Monitoring and Discovery Plan (clean word version)
- Enclosure 3: Revised Cultural Resources Monitoring and Discovery Plan (clean PDF version)
- Enclosure 4: Response to SHPO Comments Table for revised Cultural Resources Monitoring and Discovery Plan
- Enclosure 5: Cultural Daily Monitoring Log Primary Form
- Enclosure 6: Cultural Daily Monitoring Log Discovery Form



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

March 6, 2023

In reply refer to: FTA_2022_0330_001

Mr. Raymond Tellis, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Inglewood Transit Connector Project, Los Angeles County, California.

Dear Mr. Tellis:

The Federal Transit Administration (FTA) submitted a letter dated March 1, 2023, continuing consultation with the State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended), and its implementing regulation at 36 CFR Part 800 for the above referenced undertaking.

The FTA is continuing consultation with the SHPO on the agency's finding of no adverse effect with the condition to implement a Cultural Resources Mitigation Monitoring Plan (CRMMP). The SHPO reviewed and provided comment on the CRMMP via letter dated February 10, 2023. Based on SHPO comment, FTA has revised the CRMMP including renaming the document to the Cultural Resources Monitoring and Discovery Plan (CRMDP). FTA has submitted the revised February 17, 2023 CRMDP and the Section 106 Responses to SHPO 2.10.23 Comments Table along with their March 1st letter.

In accordance with 36 CFR § 800.5(b) FTA is seeking SHPO comment on the agency's finding of no adverse effect with the condition to implement the CRMDP. Following a review of the CRMDP, I find the report to be sufficient and I agree with FTA's finding of no adverse effect with the condition to implement the CRMDP.

If you have any questions, please contact Natalie Lindquist at Natalie.Lindquist@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

ATTACHMENT D3

Tribal Consultation

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

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

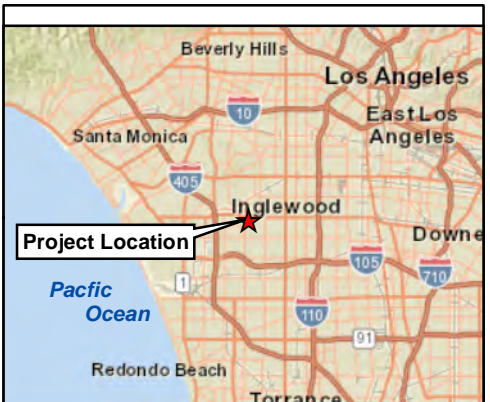
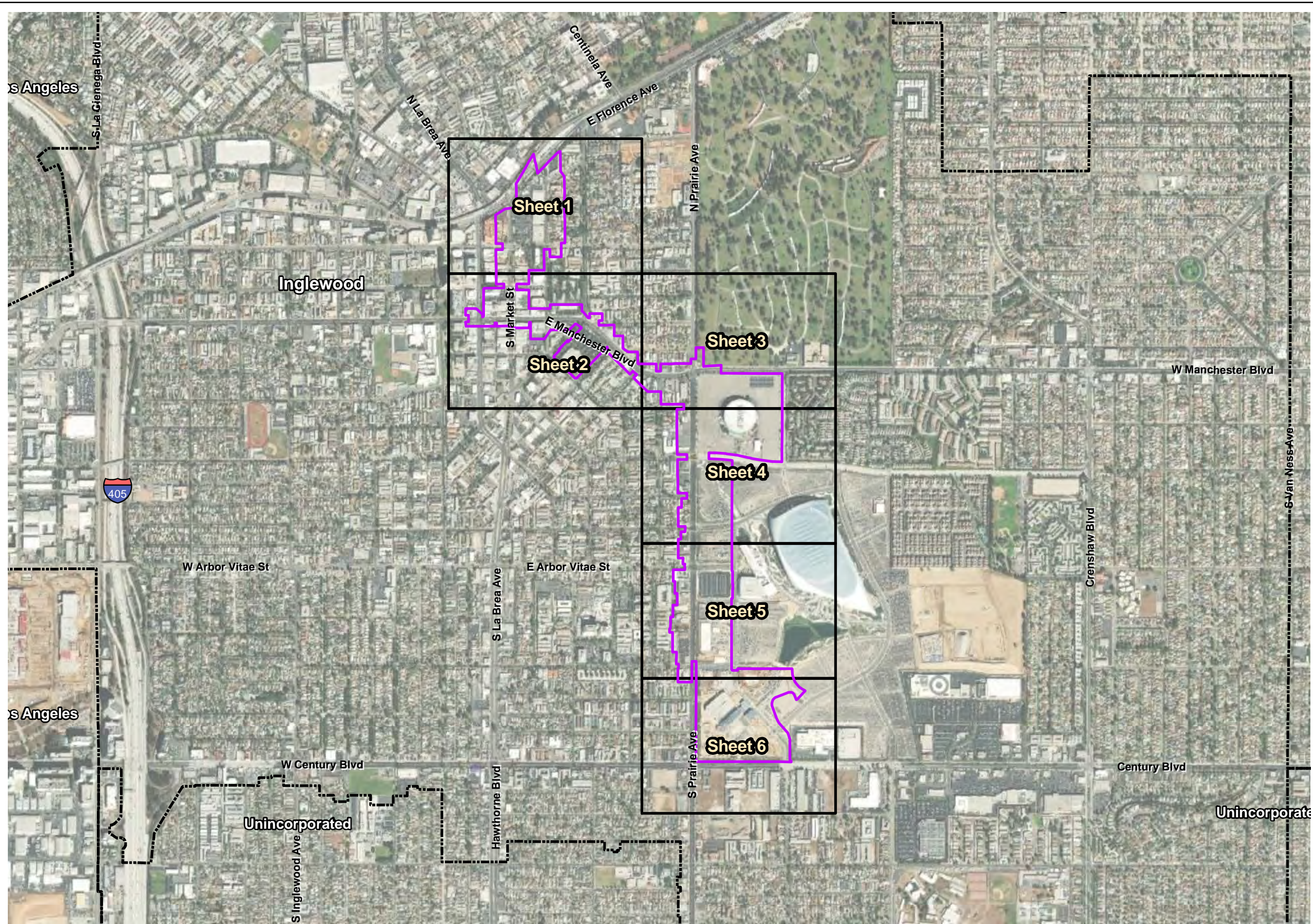
Fax: n/a



Email: karen.crawford@icf.com

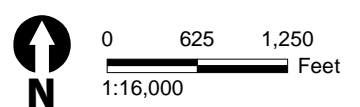
Project Description:

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.

\\PDC\CDTRD\GIS\1\Projects_1\mark_thomas\InglewoodTransit_Connect\Figures\Cultural\Fig01_APE_Index.mxd, User: 37937, Date: 10/28/2021



Legend
 APE
 Map Sheet Extent



**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

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.

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
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.
Native American Tribes							
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 7th 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

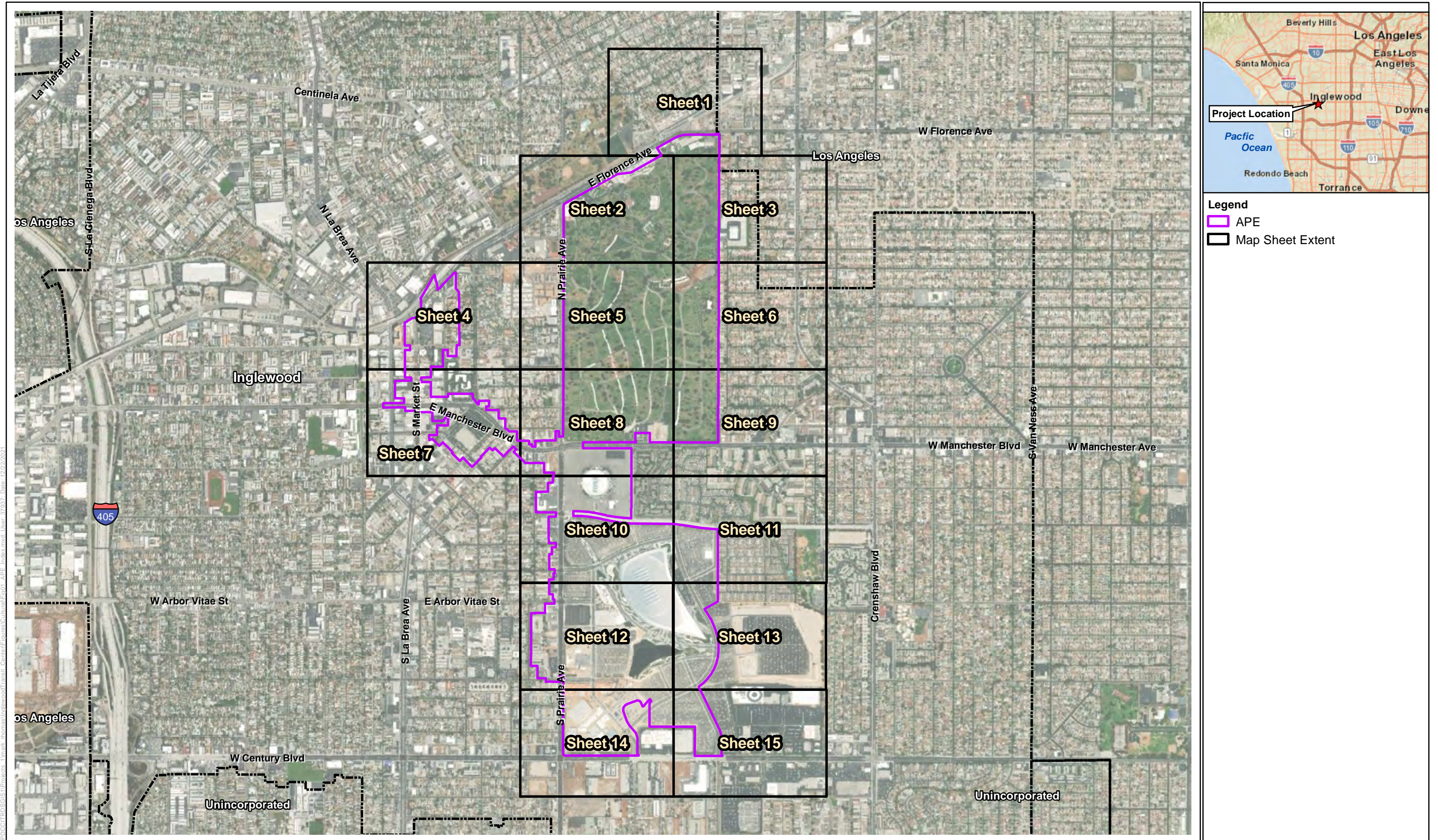
A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

Ray Tellis
Regional Administrator

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

Figure 1: Location of proposed Project

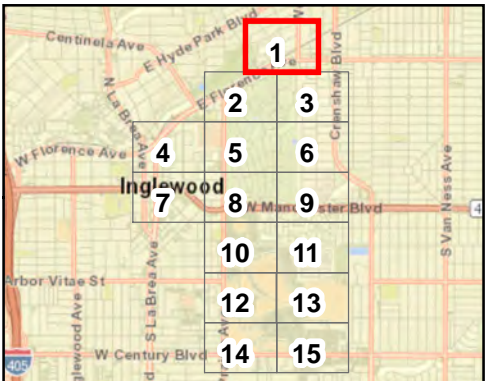
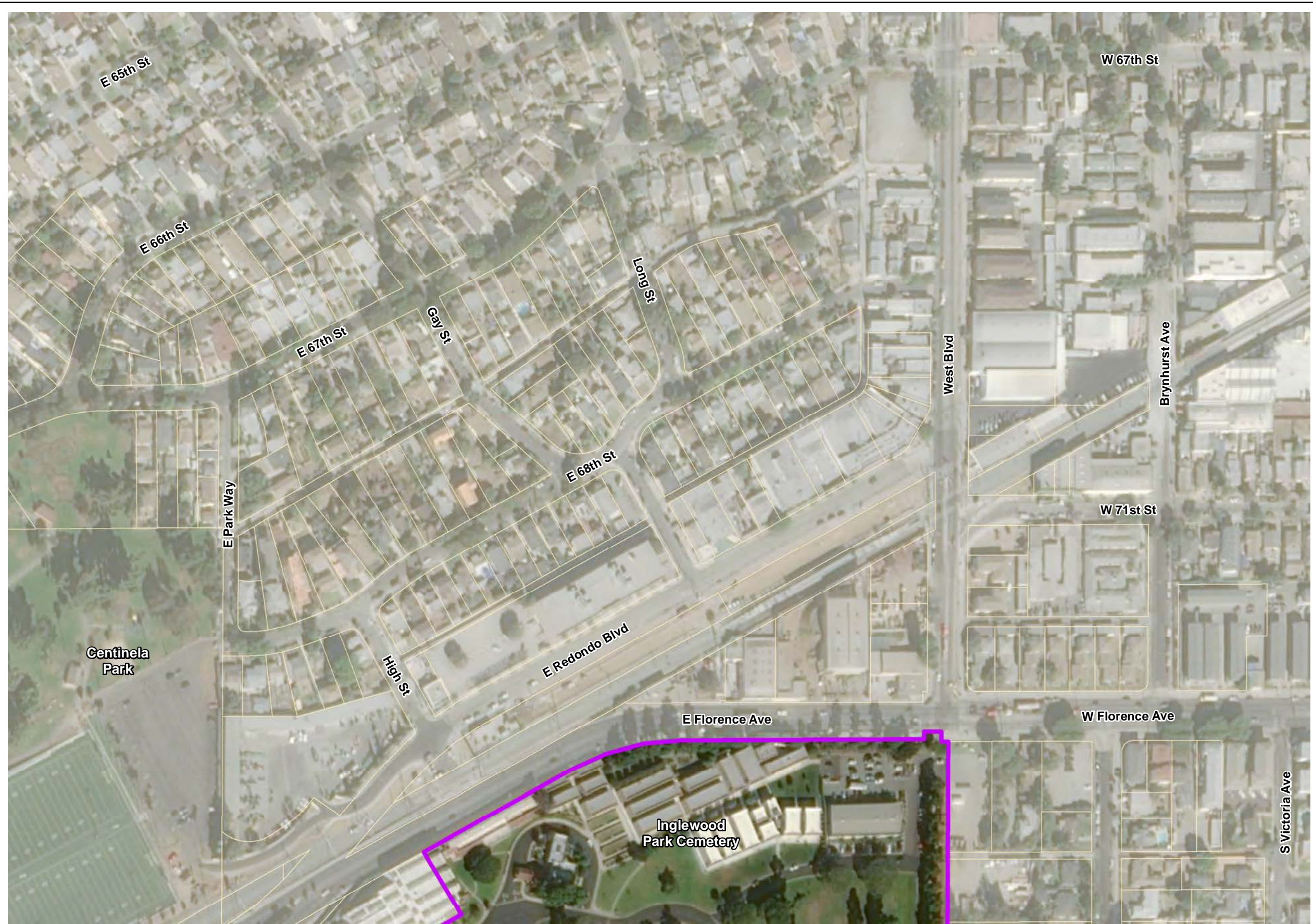




**Figure 1, Index Sheet
Area of Potential Effects (APE)
Inglewood Transit Connector**

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

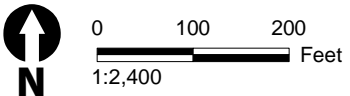
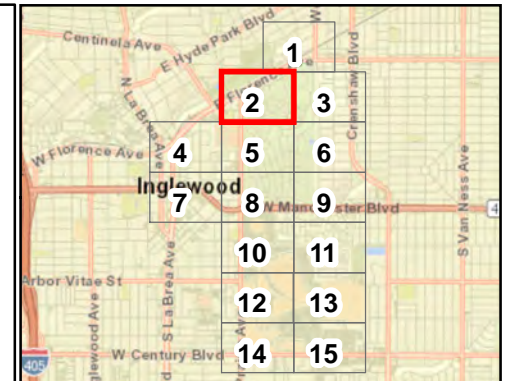
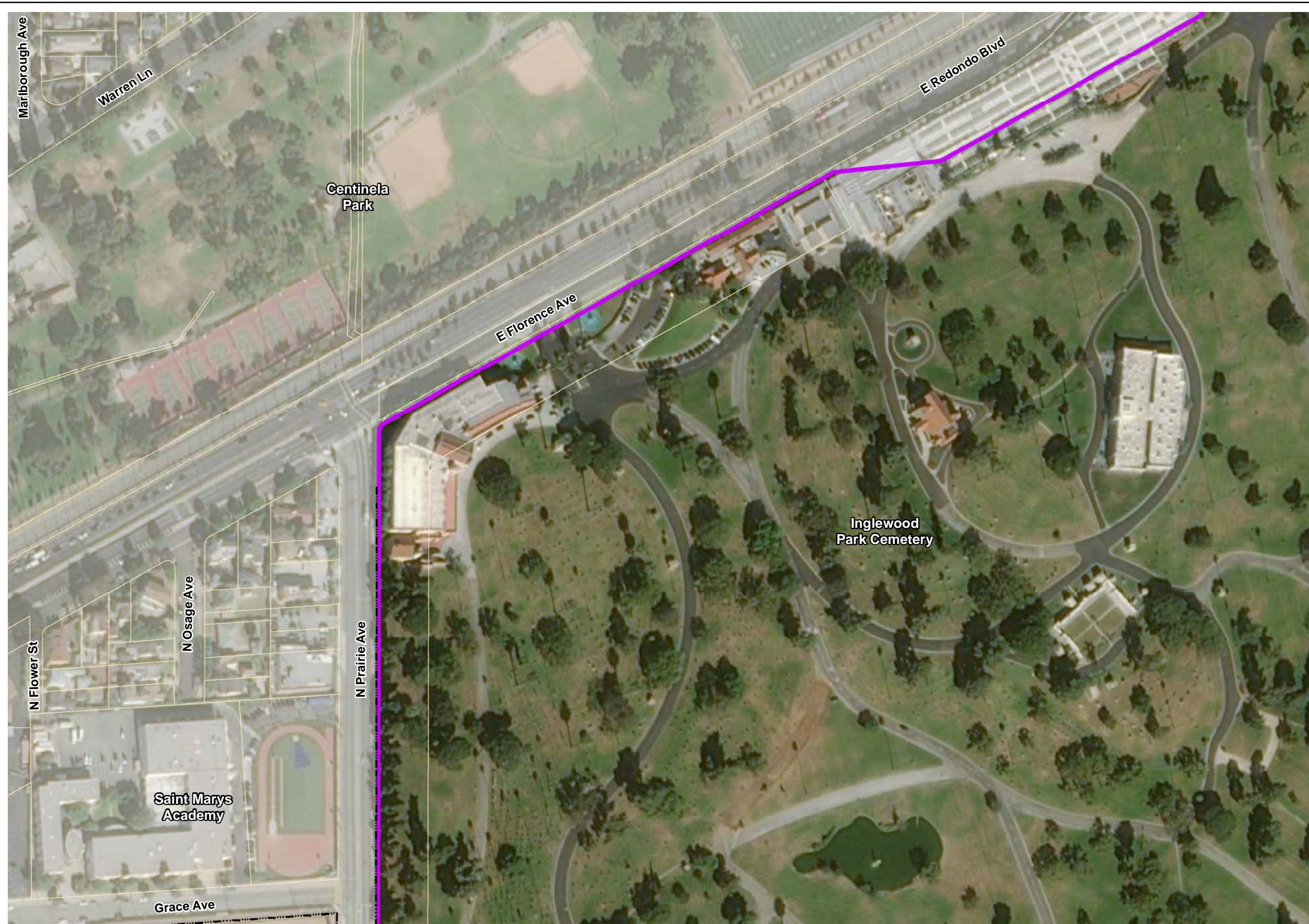


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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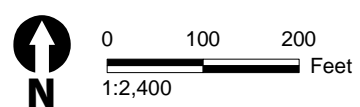
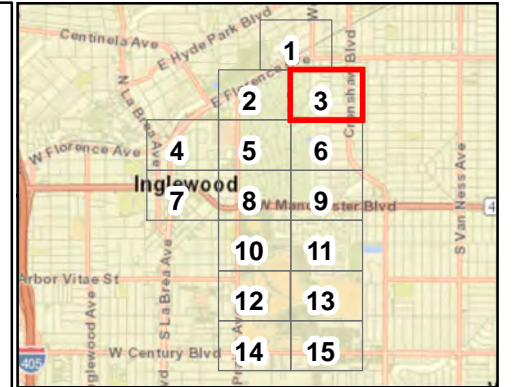


Figure 1, Sheet 2 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
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 - Parcel Boundary

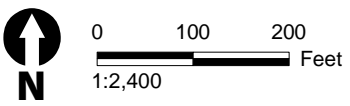
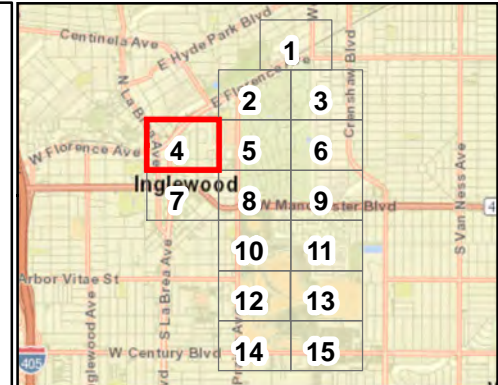
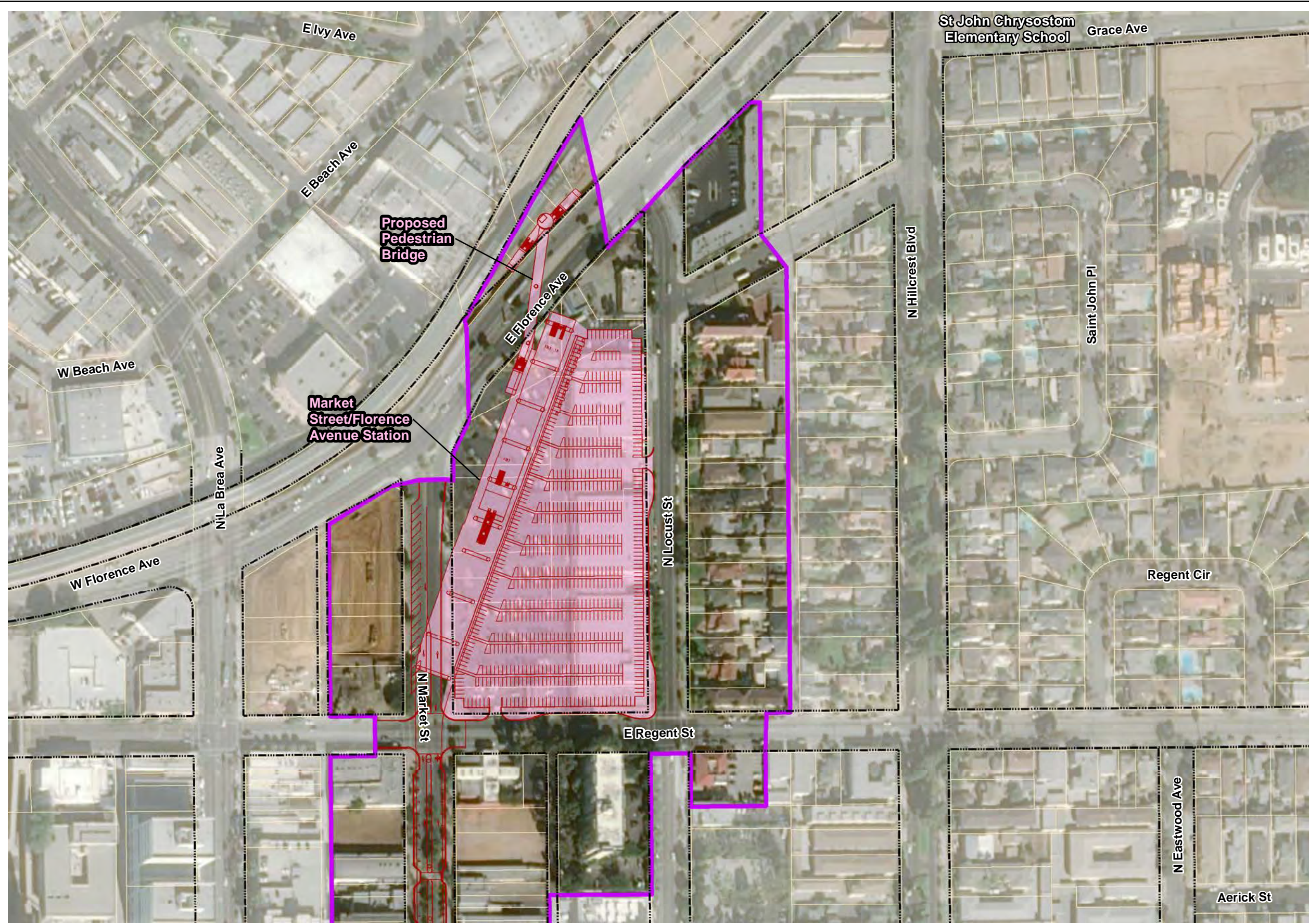


Figure 1, Sheet 3 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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 - Project Design
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 - Parcel Boundary

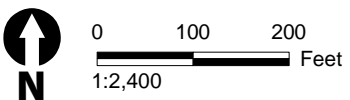


Figure 1, Sheet 4 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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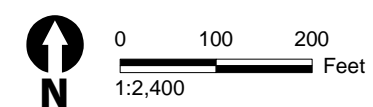
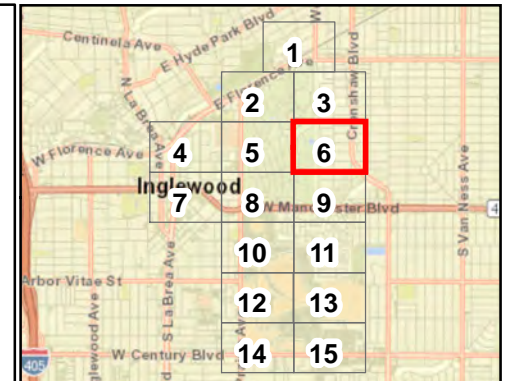
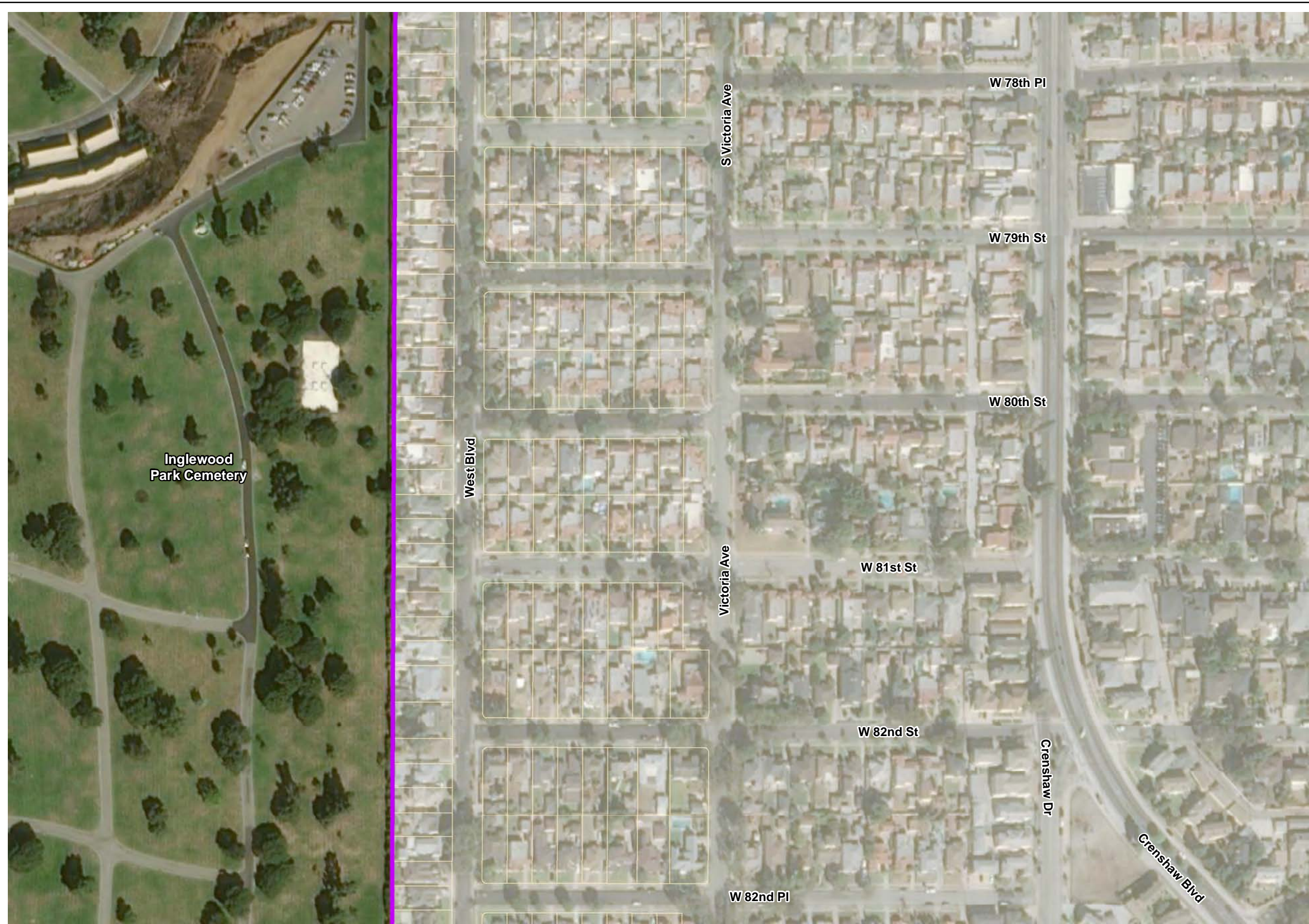


Figure 1, Sheet 5 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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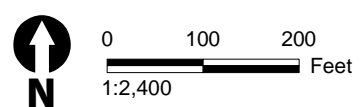
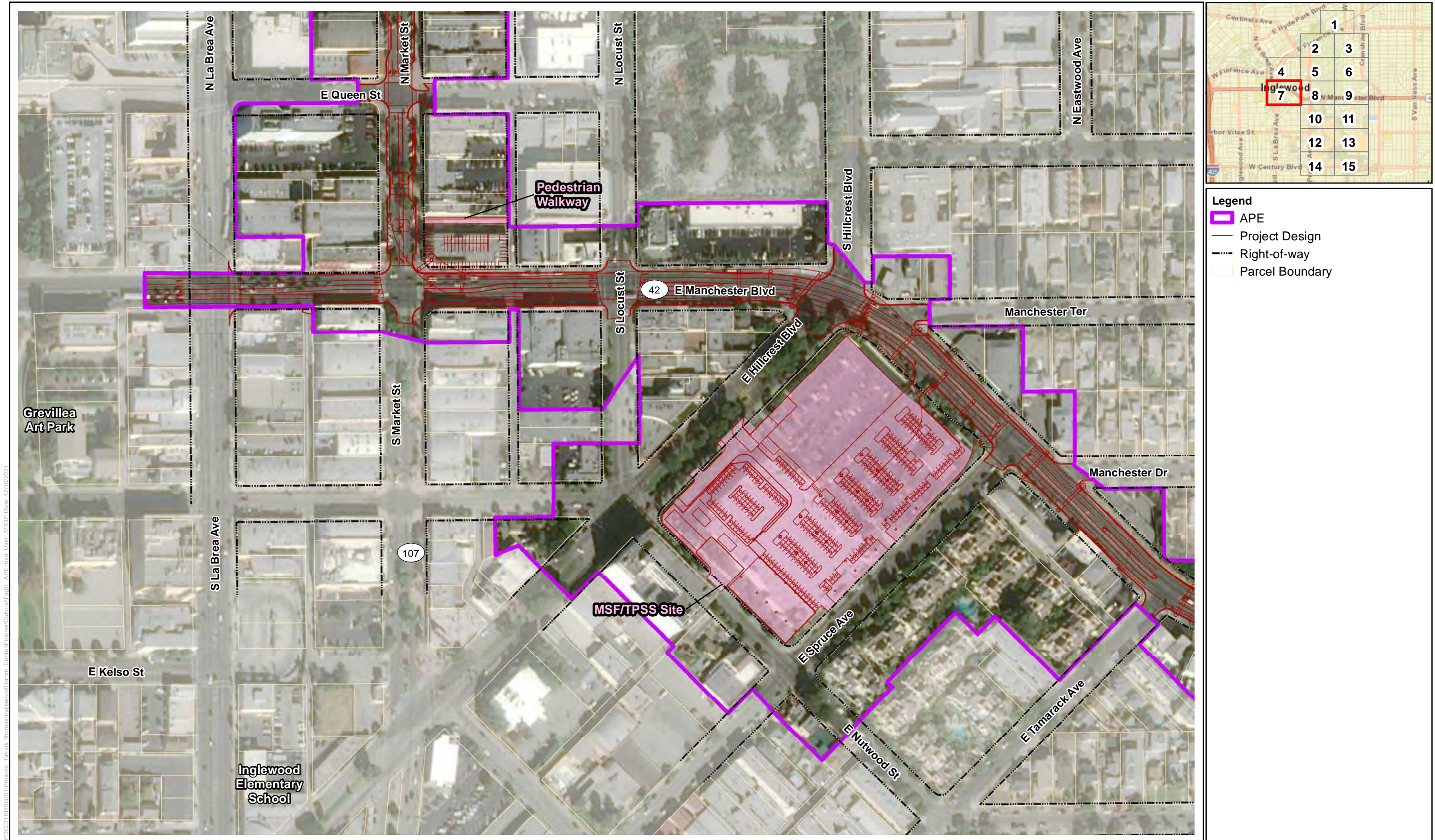


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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Legend

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- Right-of-way
- Parcel Boundary

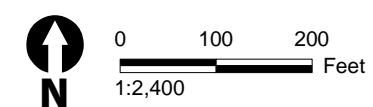
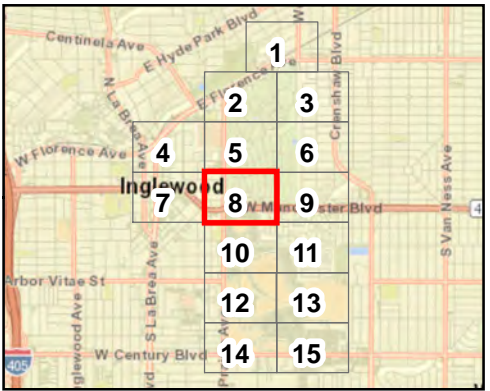
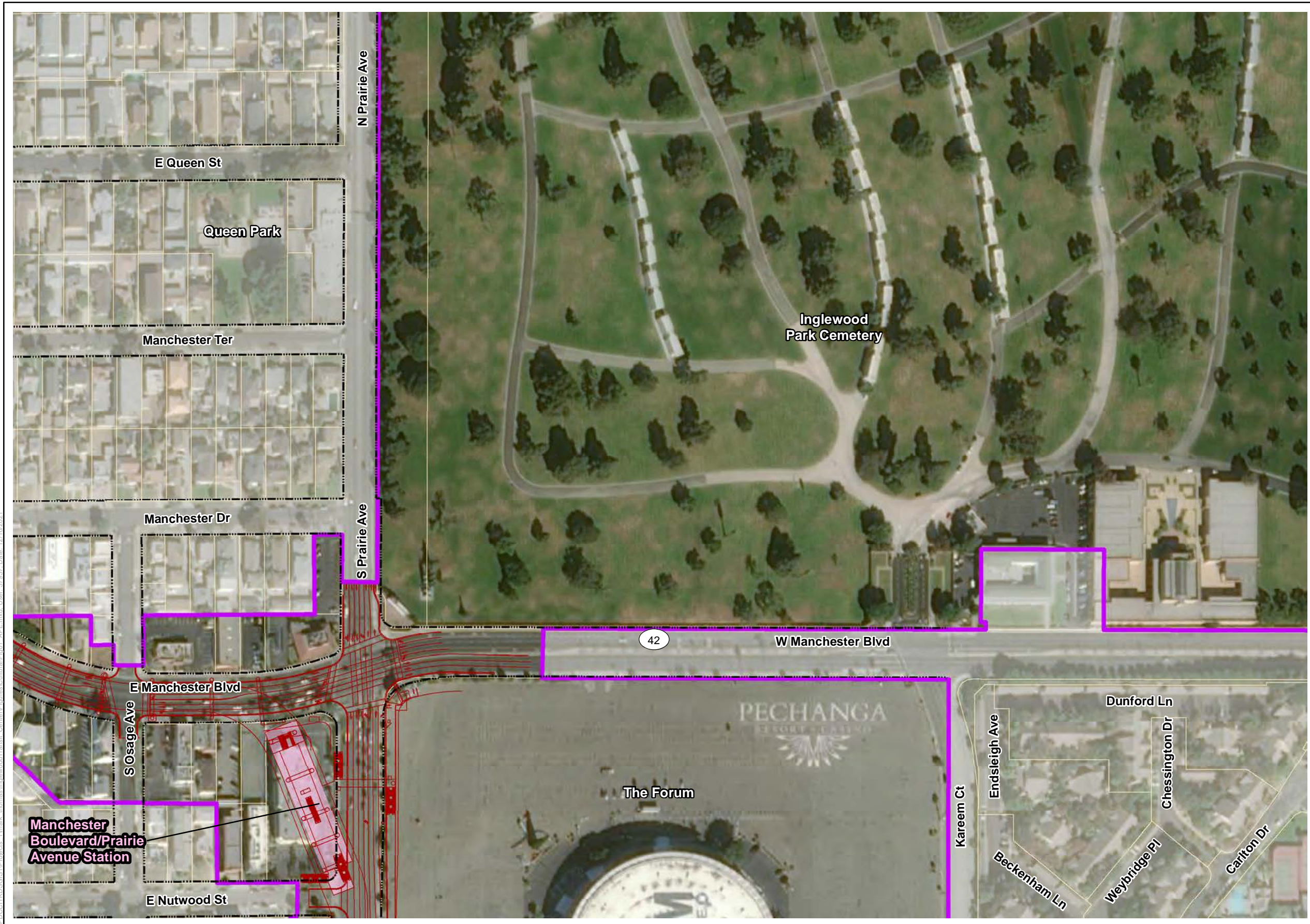


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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 - Parcel Boundary

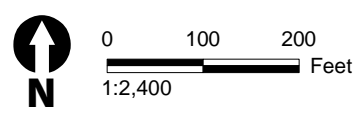
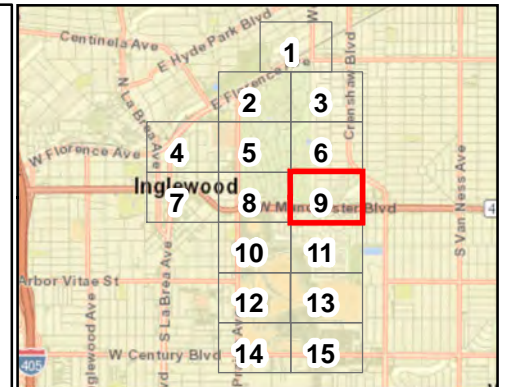


Figure 1, Sheet 8 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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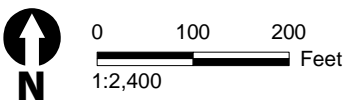
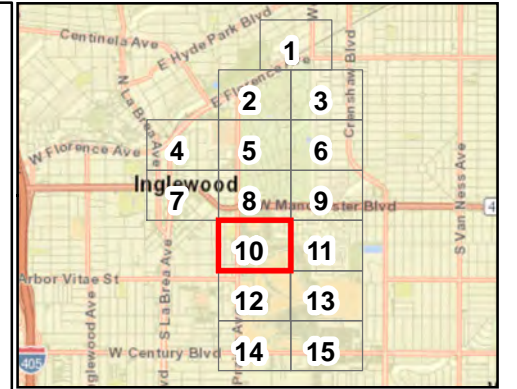
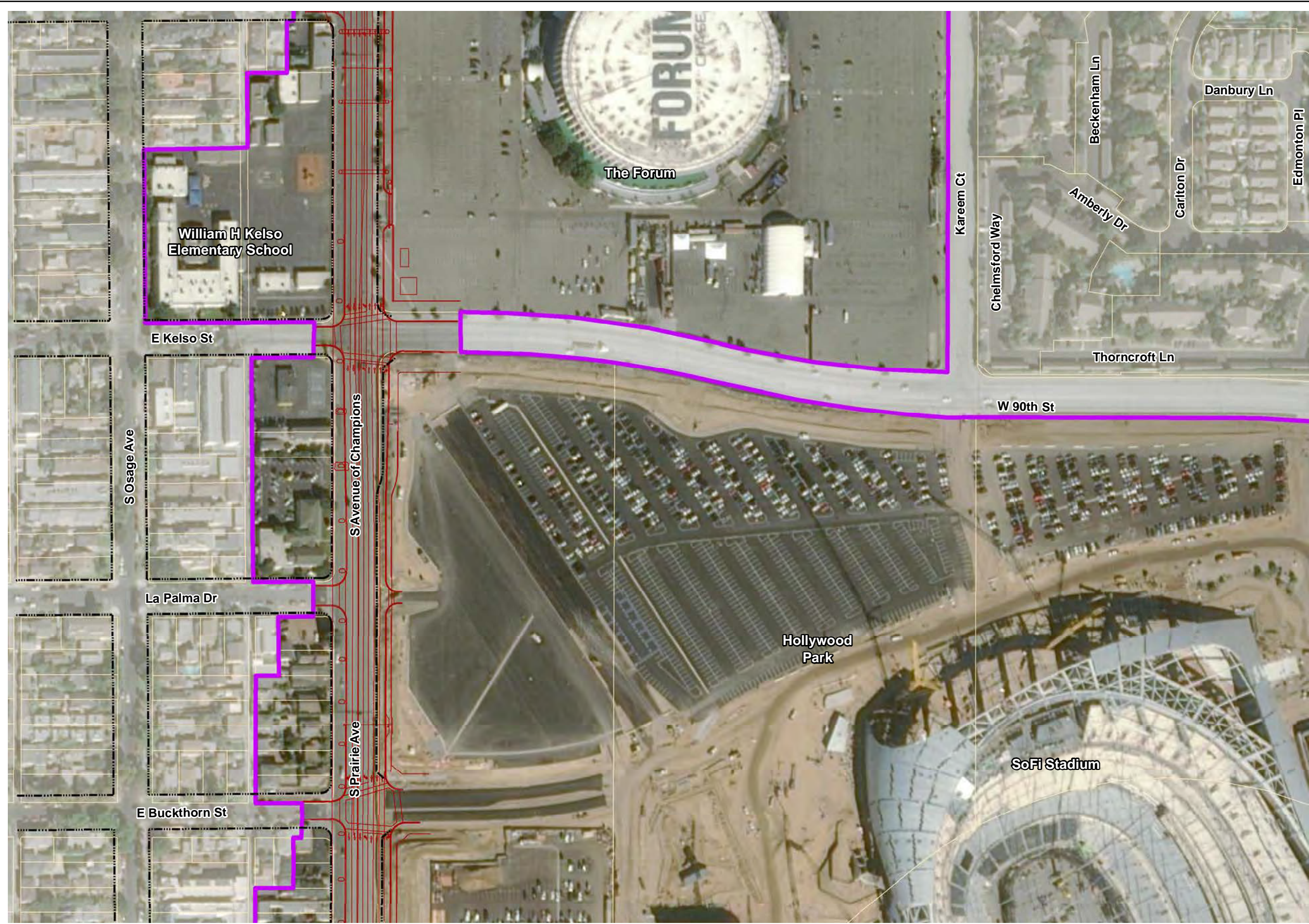


Figure 1, Sheet 9 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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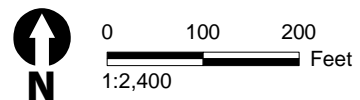
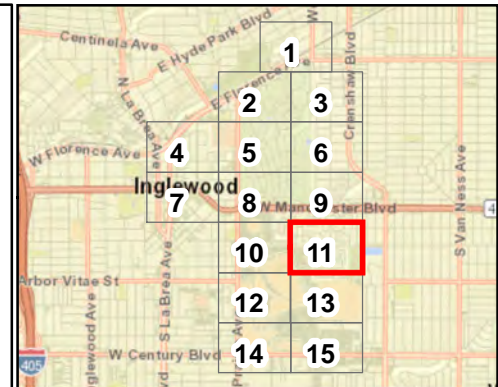


Figure 1, Sheet 10 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector



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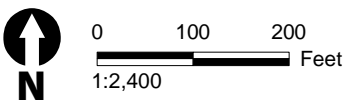
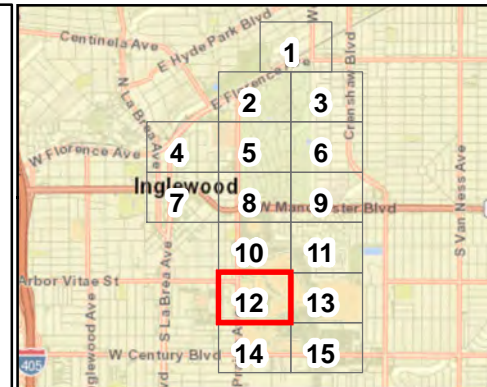
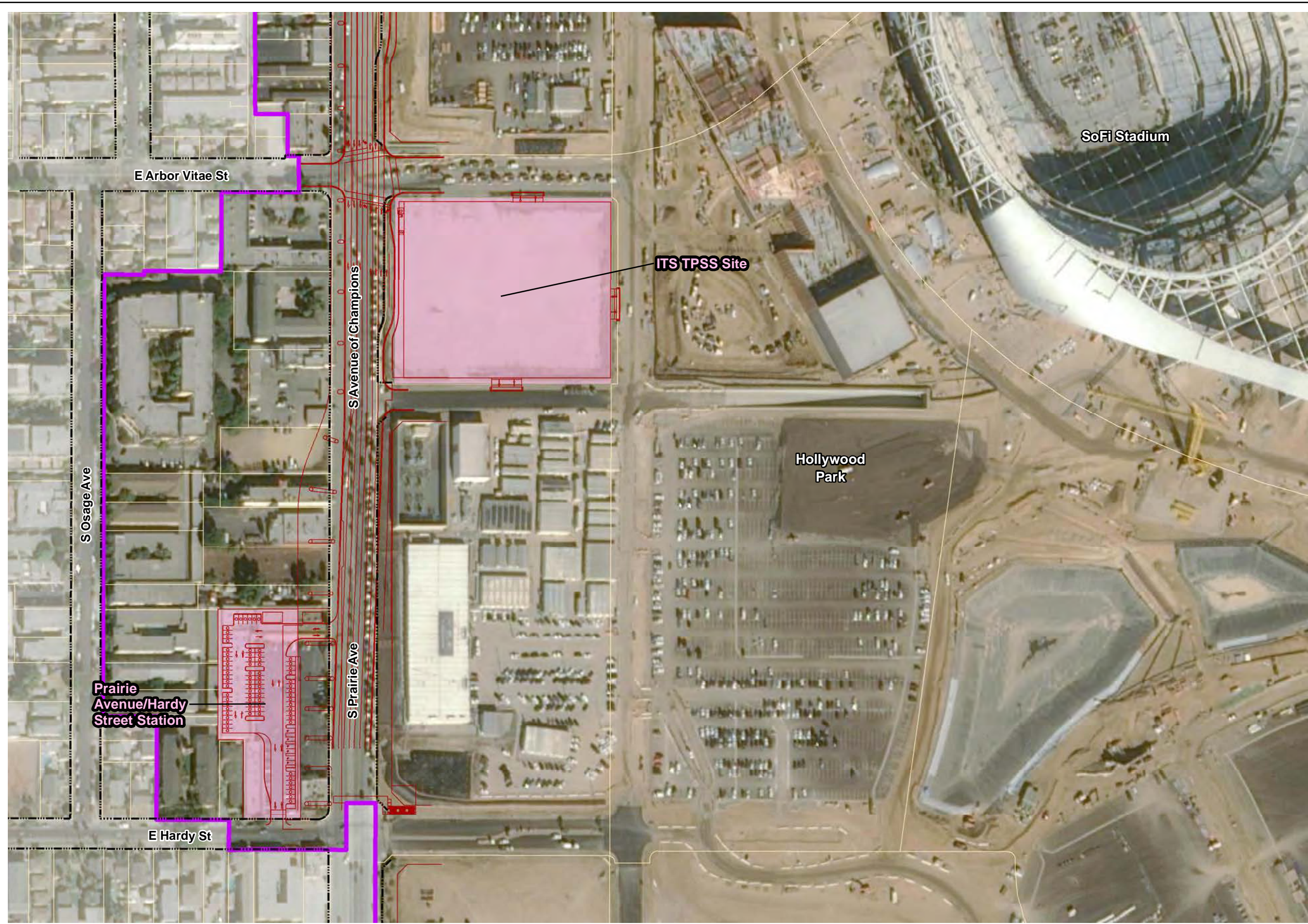


Figure 1, Sheet 11 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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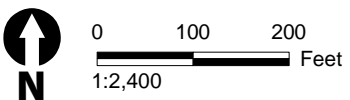
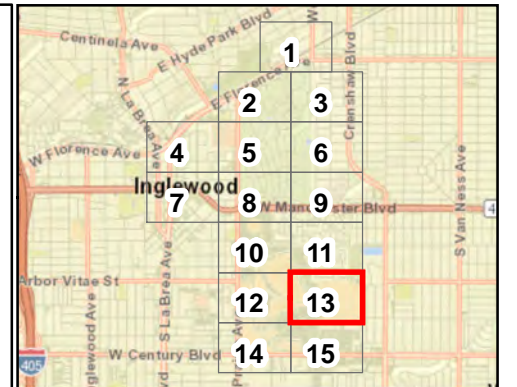


Figure 1, Sheet 12 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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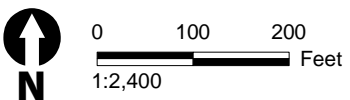
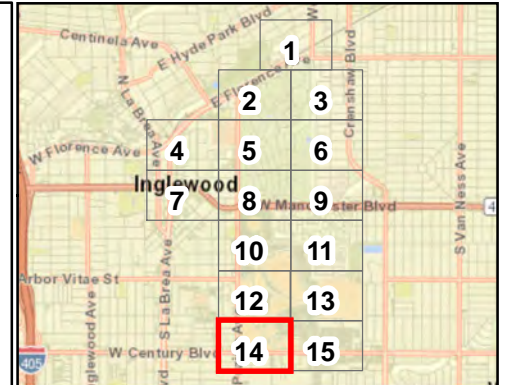


Figure 1, Sheet 13 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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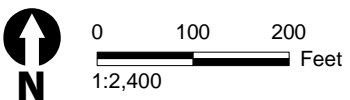
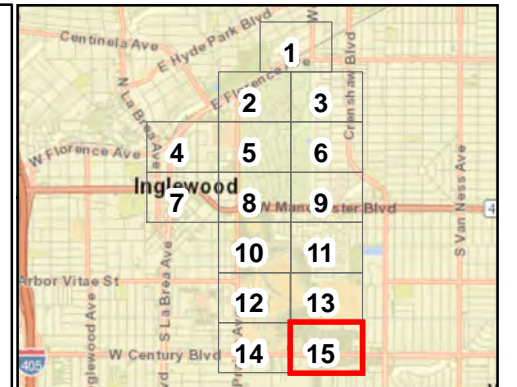


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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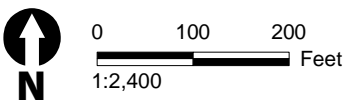


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

Inglewood Transit Connector Project

Gabrieleno Band of Mission Indians-Kizh Nation Tribal Meeting

MEETING DATE/TIME:	March 17, 2022, 1-2 pm	MEETING PLACE:	Virtual (Teams)
---------------------------	------------------------	-----------------------	-----------------

ATTENDEES

Name	Organization	Email
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	

A. MEETING AGENDA

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
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**Federal Transit
Administration**

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

90 7th 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. 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

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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light-colored rectangular background.

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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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

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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

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Ray Tellis
Regional Administrator

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



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213-202-3950

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);
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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.

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Ray Tellis
Regional Administrator

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



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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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- 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;
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- 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.
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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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Sincerely,

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Ray Tellis
Regional Administrator

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



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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,

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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Components of the proposed Project include:

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Ray Tellis
Regional Administrator

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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
Connector (ITC) Project, City of Inglewood,
California

Dear Mr. Ontiveros,

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- 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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

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 7th 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;
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- 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;
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- 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;
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- Utilities infrastructure—new, modified and/or relocated—to support the proposed Project (Please see Table 2);
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- 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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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.

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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", is centered on a light yellow rectangular background.

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>
Sent: Friday, February 4, 2022 4:06 PM
To: sgoad@gabrielino-tongva.com
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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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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

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



From: Mindala Wilcox

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

To: 'sgoad@gabrielino-tongva.com' <sgoad@gabrielino-tongva.com>

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

Subject: Inglewood Transit Connector Project

Dear Mr. Goad,

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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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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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>
Sent: Friday, February 4, 2022 4:05 PM
To: GTTribalcouncil@aol.com
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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.

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us.

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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

EXCELLENCE 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 11:05 AM

To: 'GTTribalcouncil@aol.com' <GTTribalcouncil@aol.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; inglewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Morales,

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : 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 9:26:25 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>
Sent: Friday, February 4, 2022 4:07 PM
To: christina.marsden@alumni.usc.edu
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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,

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Planning Manager

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

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

To: 'christina.marsden@alumni.usc.edu' <christina.marsden@alumni.usc.edu>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <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.

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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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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>
Sent: Friday, February 4, 2022 4:06 PM
To: gtongva@gmail.com
Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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

EXCELLENCE 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 11:02 AM

To: 'gtongva@gmail.com' <gtongva@gmail.com>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Dorame,

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Mindy Wilcox, AICP
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 9:25:57 AM
Attachments: [image001.jpg](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

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

To: roadkingcharles@aol.com

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox
Sent: Tuesday, January 11, 2022 11:07 AM
To: 'roadkingcharles@aol.com' <roadkingcharles@aol.com>
Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>; 'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <inglewoodtransitconnector@cityofinglewood.org>
Subject: Inglewood Transit Connector Project

Dear Mr. Alvarez,

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Respectfully,

Mindy Wilcox, AICP
Planning Manager

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One Manchester Boulevard : Inglewood, CA 90301 : V(310) 412-5230 : 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>

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

To: lsaul@santarosa-nsn.gov

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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.

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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

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 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

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

To: 'Isaul@santarosa-nsn.gov' <Isaul@santarosa-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov' <mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com' <omar@trifiletticonsulting.com>; ingewoodtransitconnector <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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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](#)

Omar Pulido

Senior Project Director

C: (909) 973-4794



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From: Mindala Wilcox <mwilcox@cityofinglewood.org>

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

To: jontiveros@soboba-nsn.gov

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

Subject: RE: Inglewood Transit Connector Project

Dear Mr. Ontiveros,

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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

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

To: 'jontiveros@soboba-nsn.gov' <jontiveros@soboba-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

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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>

Sent: Friday, February 4, 2022 4:01 PM

To: ivivanco@soboba-nsn.gov

Cc: candice.hughes@dot.gov; mervin.acebo@dot.gov; Louis Atwell <latwell@cityofinglewood.org>; Lisa Trifiletti <lisa@trifiletticonsulting.com>; Omar Pulido <omar@trifiletticonsulting.com>; 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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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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: Mindala Wilcox

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

To: 'ivivanco@soboba-nsn.gov' <ivivanco@soboba-nsn.gov>

Cc: 'candice.hughes@dot.gov' <candice.hughes@dot.gov>; 'mervin.acebo@dot.gov'

<mervin.acebo@dot.gov>; Louis Atwell <latwell@cityofinglewood.org>;

'lisa@trifiletticonsulting.com' <lisa@trifiletticonsulting.com>; 'omar@trifiletticonsulting.com'

<omar@trifiletticonsulting.com>; ingewoodtransitconnector

<inglewoodtransitconnector@cityofinglewood.org>

Subject: Inglewood Transit Connector Project

Dear Mr. Vivanco,

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; or Ms. Candice Hughes, Environmental Protection Specialist, by phone at (213) 629-8613 or by email at 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

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Thank you again and feel free to call me if you have any questions! I can be reached at (310) 738-2099.

Lisa Trifiletti

Principal

Office: (213) 315-2121

Cell: (310) 738-2099

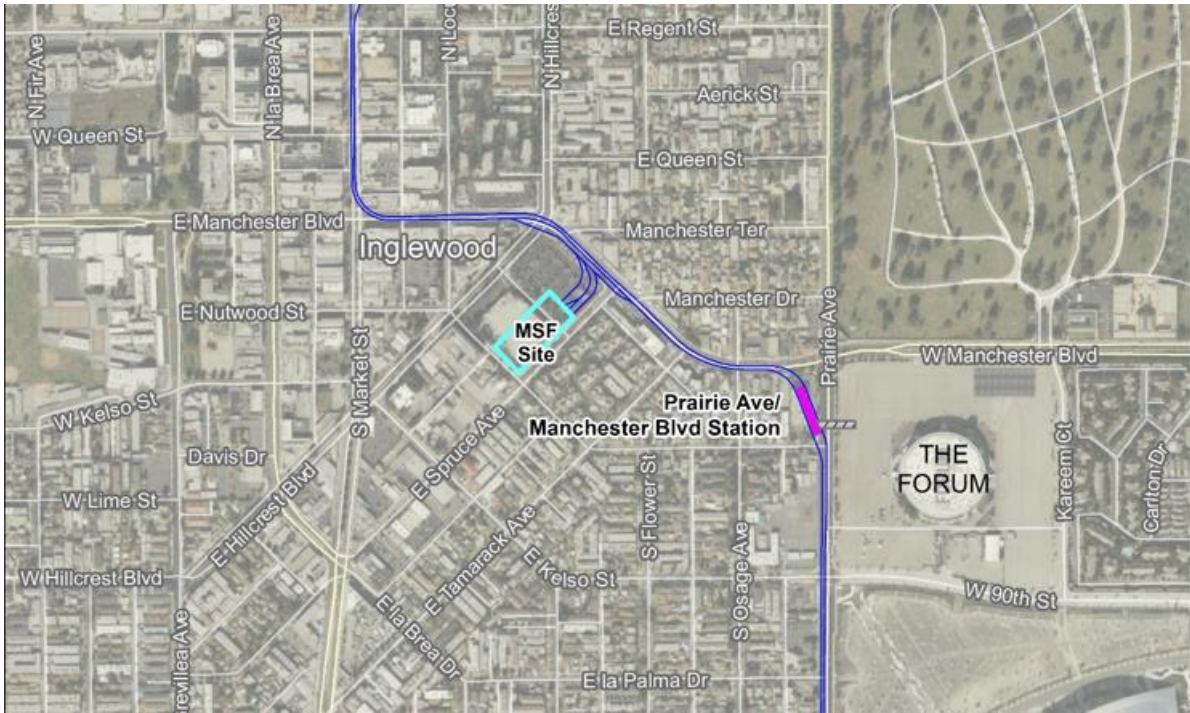
lisa@trifiletticonsulting.com

<image001.jpg>

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ATTACHMENT E
Cultural Resources Monitoring and Discovery Plan



Inglewood Transit Connector Project

Cultural Resources Monitoring and Discovery Plan

prepared for

City of Inglewood

One Manchester Boulevard
Inglewood, California 90301

Contact: Mr. Louis Atwell, Assistant City Manager and Public Works Director

prepared by

Rincon Consultants, Inc.

250 East 1st Street, Suite 1400
Los Angeles, California 90012

February 17, 2023



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

Please cite this report as follows:

Fuerstenberg T., and Chris Duran

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Table of Contents

Acronyms and Abbreviations.....	iii
1 Introduction.....	1
2 Project Description.....	2
2.1 Overview.....	2
2.1.1 Stations.....	5
2.1.2 Roadways and Infrastructure.....	5
2.1.3 MSF.....	6
2.1.4 Power Distribution Systems Substations.....	6
2.1.5 Public Parking.....	6
3 Regulatory Context.....	7
3.1 Federal.....	7
3.1.1 National Environment Policy Act.....	7
3.1.2 National Historic Preservation Act of 1966 (NHPA).....	7
3.1.3 Section 106 of the NHPA.....	7
3.1.4 National Register of Historic Places (NRHP).....	8
3.1.5 Section 4(f) of the U.S. Department of Transportation Act.....	9
3.1.6 American Antiquities Act.....	9
3.1.7 Archaeological Resources Protection Act.....	9
3.1.8 Native American Graves Protection and Repatriation Act.....	9
3.1.9 Executive Order 11593: Protection of the Cultural Environment.....	9
3.1.10 The American Indian Religious Freedom Act.....	10
4 Natural and Cultural Setting.....	11
4.1 Natural Setting.....	11
4.2 Cultural Setting.....	11
4.2.1 Ethnographic Overview – Gabrieleño.....	11
4.2.2 Prehistoric Overview.....	14
4.2.3 Historic Overview.....	16
5 Cultural Background.....	19
5.1 Project Research and Consultation History.....	19
5.2 APE.....	19
5.3 Construction Scenario.....	20
5.4 Archaeological Sensitivity.....	21
5.5 Previous Disturbances.....	24
6 Site Types and Research Design for Post-Review Discoveries.....	26
6.3 Research Questions for Prehistoric Resources.....	28
6.3.1 Chronology.....	28

6.3.2	Ethnicity	28
6.3.3	Trade and Travel	29
6.3.4	Settlement and Subsistence	29
6.4	Research Questions for Historic-Period Resources	29
6.4.1	Transportation	30
6.4.2	Historic-Period Refuse Deposits	30
7	Monitoring Procedures	32
7.1	Personnel and Organization.....	32
7.2	Monitoring Field Methods	34
7.2.1	Halt of Construction.....	36
7.2.2	Post-Review Discovery of Archaeological Resources.....	36
7.2.3	General Approach to Subsurface Testing and Treatment of Post-Review Discoveries	38
7.3	Disputes	42
7.4	Reporting of Monitoring Results.....	42
7.5	Curation of Project Finds	43
7.6	Safety	43
7.7	Discovery of Human Remains	44
7.8	List of Contacts.....	44
8	References.....	46

Tables

Table 1	Notification of Post-Review Discovery.....	40
Table 2	Individual Contact Information	45

Figures

Figure 1	Project Vicinity	3
Figure 2	Project Design	4
Figure 3	Buried Precontact -era Site Potential	22
Figure 4	Project Components in Archaeologically Sensitive Area Based on Geologic Units	23
Figure 5	Recommended Monitoring Locations Based on Sensitivity Analysis	25

Appendices

Appendix A	APE Map
Appendix B	Daily Monitoring Form

Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
AB	(California) Assembly Bill
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
ATS	Automated Transit System
BP	Represents dates before 1950
cal B.C.	calibrated radiocarbon dates corresponding to years Before the Common Era
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRM DP	Cultural Resources Monitoring and Discovery Plan
FTA	U.S. Department of Transportation Federal Transit Administration
HAZWOPER	Hazardous Waste Operations and Emergency Response
ITC	Inglewood Transit Connector Project
LACMTA	Los Angeles County Metropolitan Transit Authority
LASED	Los Angeles Stadium and Entertainment District
MSF	Maintenance and Storage Facility
NAGPRA	Native American Graves Protection and Repatriation Act
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Oral History Project/Program
OSHA	Occupational Safety and Health Administration
PDS	Power Distribution Systems
PI	Principal Investigator
PMOC	Project Management Oversight Contractor
SCE	Southern California Edison
SHPO	State Historic Preservation Office
TPSS	Traction Power Substation
USC	United States Code

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1 Introduction

This Cultural Resources Monitoring and Discovery Plan (CRMDP) has been developed in consultation with the California State Historic Preservation Office (SHPO) as a condition to the Federal Transit Administration's findings of no adverse effect for the Inglewood Transit Connector Project. This CRMDP has been prepared to guide the protocol for cultural resource monitoring and cultural resources treatment during construction activities when conducted in the archaeologically sensitive areas identified for monitoring which are located in the Area of Potential Effects (APE) for the Inglewood Transit Connector Project (ITC or Project) located in the City of Inglewood (City), Los Angeles County, California. The City is seeking financial assistance from the U.S. Department of Transportation Federal Transit Administration (FTA) for this project. As such, the Project is a federal undertaking pursuant to 36 Code of Federal Regulations Part 800.16(y). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA). It is FTA's responsibility to ensure that the City fulfills the actions of the CRMDP. This Plan is part of the FTA and City actions undertaken to assure compliance with Section 106 of the National Historic Preservation Act (NHPA) and other federal and local regulations.

Section 106 consultation efforts have included the Gabrieleño Band of Mission Indians-Kizh Nation and the Gabrielino Tongva Indians of California as consulting parties to the project and monitoring efforts. As a result of ongoing consultation, this plan provides a framework for cultural resources monitoring, post-review discovery, identification and evaluation and data recovery protocol for cultural resources found in the Project's APE.

The purpose of this CRMDP is to guide monitoring and discovery procedures for any cultural resources encountered during implementation of the Project. Background research identified that the Project is located in Holocene areas that have medium level for the possibility of discoveries. Tribal consultation pursuant to Section 106 of the NHPA further supported the background research. 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 Traction Power Substation (TPSS) facilities will occur. The depth where these deposits may occur is expected to extend no more than 25 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. This Plan details the methods to be employed during monitoring and describes the protocols and procedures to be followed in case of a post-review discovery of a cultural resource.

2 Project Description

2.1 Overview

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 provide a transit extension from 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 will 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.

Automated Transit System The Project will consist of an Automated Transit System (ATS) operating on an elevated guideway with dual tracks for train travel in both directions. The elevated guideway will 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. 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 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. Column foundations would require be deep shafts with depths ranging from approximately 60 to 100 feet.

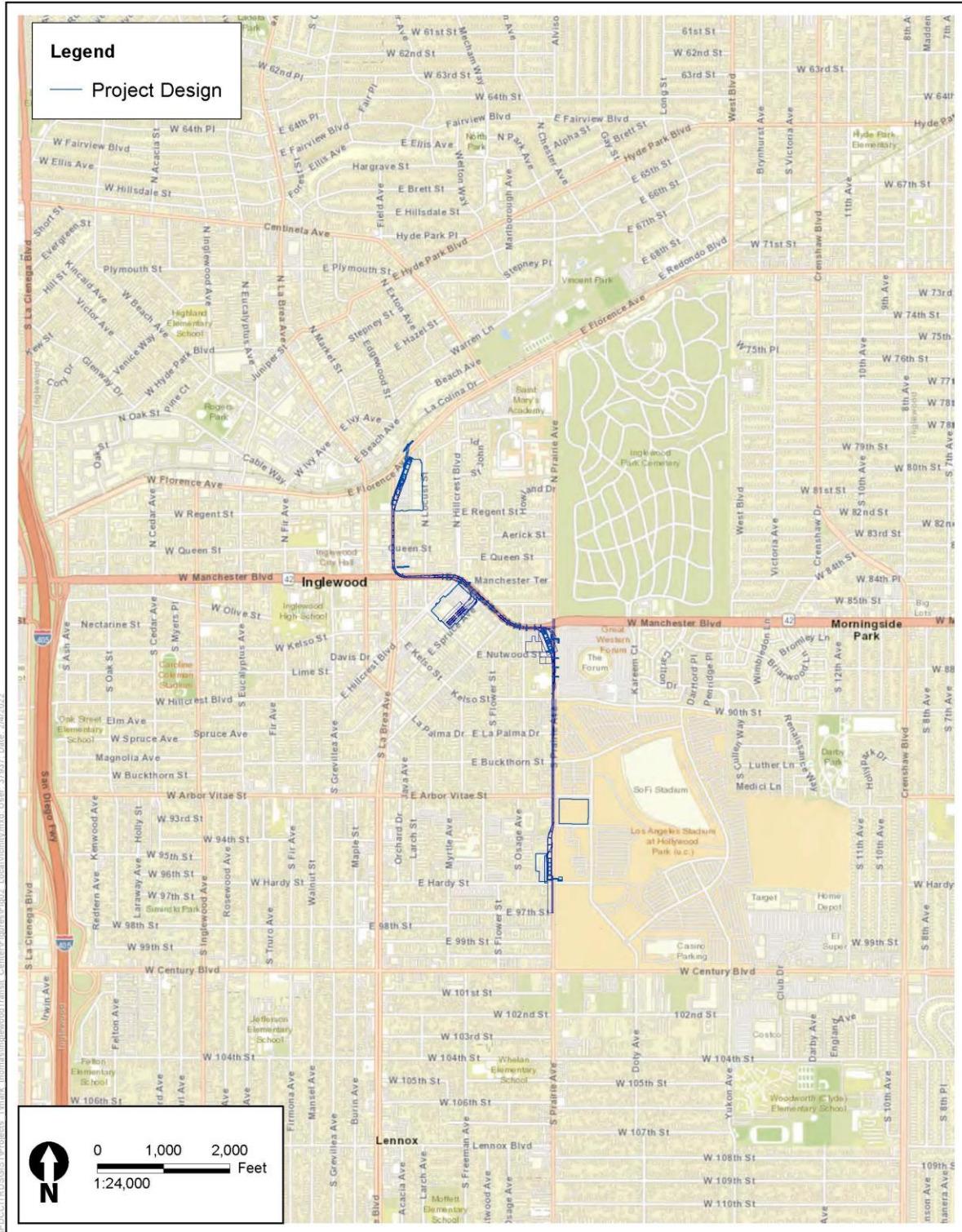
Refer to Section 5.2, *Area of Potential Effects*, which describes how the ATS and other Project components informed the delineation of the APE.

Figure 1 Project Vicinity



City of Inglewood
Inglewood Transit Connector Project

Figure 2 Project Design



2.1.1 Stations

The 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 LACMTA 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/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 including the Intuit Dome. Each station would be up to approximately 80 feet in height, measured from existing grade to top of station canopy. The maximum depth of excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet below the surface.

The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the LACMTA 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.

2.1.2 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 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 Project. The maximum depth of disturbance is anticipated to be 10 feet below the surface.

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 a Utility Report prepared for the Project, 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 has determined that the proposed Project would likely utilize a new 16 kilovolt circuit constructed in an underground duct bank from the Inglewood substation near Florence Avenue and Fir Avenue to the proposed MSF site. The maximum depth of disturbance is anticipated to be 10 feet below the surface.

2.1.3 MSF

The Project includes an MSF to provide regular and preventive maintenance for the ATS trains, vehicle storage, and an operations control center. The MSF is on the eastern half of the block bound by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet below the surface.

2.1.4 Power Distribution Systems 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 Power Distribution Systems (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. The maximum depth of disturbance is anticipated to be 10 feet below the surface.

2.1.5 Public Parking

Additional public parking would be provided as part of the Project at three locations 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 South Market Street.
- Approximately 80 parking spaces and a shuttle bus pick-up and drop-off area 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.

3 Regulatory Context

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.

3.1.3 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:

- Initiate the Section 106 process by establishing the undertaking, developing a plan for public involvement, and identifying the appropriate consulting parties.
- 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.
- Assess adverse effects by applying the Section 106 criteria of adverse effect to identified historic properties.
- 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.

3.1.4 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.

3.1.5 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.

3.1.6 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.

3.1.7 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.

3.1.8 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.

3.1.9 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.

3.1.10 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.

4 Natural and Cultural Setting

4.1 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).

4.2 Cultural Setting

4.2.1 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 *tí'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 *tí'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).

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.

4.2.1 Ethnographic Overview – Tongva

The APE lies in the traditional territory of the Tongva/Gabrieleño. The name “Gabrieleño” denotes those people, who were administered by the Spanish from the San Gabriel Mission. It includes people from the Gabrieleño area proper, as well as other social groups nearby (Kroeber 1925, Plate 57, Bean and Smith 1978: 538). The term Gabrieleño was imposed upon the Tribe by Spanish Missionaries. Thus, some descendants have chosen to use their original name, Tongva (Welch 2006). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles Basin and their descendants, some of whom include the Gabrielino Tongva Indians of California. Archaeological evidence points to the Tongva arriving in the Los Angeles Basin sometime around 500 BCE, and the Tongva note their presence in the area going back thousands of years (Villa 2017). Today, the Tongva people are active in protecting their Tribal cultural resources in the greater Los Angeles Basin and three Channel Islands: present-day San Clemente, San Nicolas, and Santa Catalina.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 2001). This language family includes dialects spoken by the nearby Juaneño and Luiseño to the southeast, the Serrano and Cahuilla to the northeast, and the Tataviam to the northwest. Yet, it is considerably different from the Chumash people living to the northwest and the Diegueño people (including the Ipai, Tipai, and Kumeyaay) to the south.

The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast. A total tribal population is estimated to have been at least

5,000 in 1770 (Bean and Smith 1978: 540), but recent ethnohistoric work suggests a number closer to 10,000 (O’Neil 2002). Political organization followed a patrilocal and patrilineal pattern. Typically, the oldest son would lead a family. Chieftainship was also passed down patrilineally. A *Chari*, or chief of a village or political grouping, was separate from religious leadership (King 2011).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925: 637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups as Christian missions were being built. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996: 143–144).

Houses constructed by the Tongva were large, circular, domed structures made of willow poles, thatched with tule and sheltered up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probable communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996: 27).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the Tribe exploited the mountains, foothills, valleys, deserts, including riparian and estuarine areas, as well as open and rocky coastal ecological niches. Like most Native Californians, acorns were the staple food. By the time of the early Intermediate Period, acorn processing was an established industry. Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, insects, and large and small mammals were also consumed (Kroeber 1925: 631–632, Bean and Smith 1978: 546, McCawley 1996: 119–123, 128–131).

The Tongva used a wide variety of tools and implements to gather food resources. These included the bow and arrow, traps, digging sticks, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. The Tongva made oceangoing plank canoes (known as a *ti’at*) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (McCawley 1996: 117–127). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, *manos* and *metates*, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make *ollas* and cooking vessels (Kroeber 1925: 629, McCawley 1996: 129–138).

Deceased Tongva were either buried or cremated. Inhumation was more common on the Channel Islands and the neighboring mainland coast, and cremation was more predominate on the remainder of the coast and in the interior (Harrington 1942, McCawley 1996: 157). At the behest of the Spanish missionaries, cremation essentially ceased during the Post-Contact Period (McCawley 1996: 157).

4.2.2 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.

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).

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, coggled 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.

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 *tomal* (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.

4.2.3 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.

5 Cultural Background

5.1 Project Research and Consultation History

An Archaeological Resources Assessment Report was prepared for the Project (ICF 2022) to comply with current federal environmental review policies, namely Section 106 of the NHPA and NEPA. The assessment consisted of a records search of the California Historical Resources Information System's South Central Coastal Information Center for the APE and 0.5-mile radius, a literature review, and a pedestrian field survey of the APE. FTA reached out to six representatives from six local Native American tribal organizations and entered into consultation with two tribes, the Gabrieleño Band of Mission Indians—Kizh Nation and Gabrielino Tongva Indians of California Tribal Council.

Although no archaeological resources were documented within the APE as a result of the records search, background research, or field survey (ICF 2022), there was an area of moderate archaeological sensitivity identified based on soils data alone, and consultation with the Kizh Nation resulted in an agreement to complete archaeological and Native American monitoring during ground-disturbing activities associated with the Project in of the areas identified as having moderate archaeological sensitivity. The Gabrielino Tongva Indians of California also responded to a consultation request and stated that the Gabrielino Tongva Indians of California will be a part of the said ground disturbances on rotation with any other interested tribes, and stated that consultation could be closed.

5.2 APE

FTA established the APE in accordance with 36 Code of Federal Regulations (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 Attachment 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 LACMTA 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 elevated tracks using vertical support columns, new stations, and new PDS
- Modification of existing public and private facilities such as roadway and sidewalk reconfiguration
- 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 maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet belowground surface and the maximum depth of excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet belowground surface. In addition to the guideway, ground disturbance would be required for Project components listed above (e.g., stations, roadway/infrastructure, PDS and surface lots) that would generally be limited to 10 feet below the surface.

5.3 Construction Scenario

Construction activities are planned for each element of the Project. Much of the construction includes subsurface excavation. The main elements of the Project that will include ground-disturbing construction are as follows:

- **ATS.** The guideway for the ATS will vary in height from approximately 35 feet to approximately 60 feet, with single-support columns ranging from 6 feet to 9 feet in diameter, when centered under the supported guideway, to approximately 6-foot-by-12-foot oblong columns, when located off-center from the guideway. Column foundations will likely be deep shafts with depths ranging from approximately 60 to 100 feet.
- **Stations.** Three stations are planned, each approximately 80 feet in height with three levels including the ground, mezzanine, and platform. Each station will include vertical transportation elements to be constructed meeting Americans with Disabilities Act requirements. The maximum depth of excavation for the vertical supports of the ATS guideway structures at the stations is approximately 80 feet belowground surface.
- **Roadways and Infrastructure.** Roadway reconfigurations for the Project may conflict with existing underground utilities. Construction will entail investigating these subsurface conflicts and inform the plan to reconfigure the roadways. The maximum depth of disturbance is anticipated to be 10 feet below the surface.
- **MSF.** This phase involves demolition of existing buildings and construction of new facilities. The maximum depth of excavation for the vertical supports of the ATS guideway structures outside of the stations is approximately 100 feet the surface.
- **PDS.** A new feed into an existing SCE facility will provide power for the Project. The SCE feed will 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. The maximum depth of disturbance is anticipated to be 10 feet below the surface.

The APE map in Appendix A depicts the location of these various project components and the Project Description in Section 2.1 provides a more detailed synopsis of the construction planned for the Project.

5.4 Archaeological Sensitivity

ICF (2022) conducted an archaeological site potential analysis based on a review of geologic mapping and geologic reports conducted near the Project. This analysis considered whether portions of the Project have the potential to contain buried pre-contact-era archaeological sites. A review of historical topographic maps, aerial photos and Sanborn Fire Insurance maps were reviewed to assess the potential for buried historic-era archaeological resources.

ICF's (2022) analysis concluded that 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). 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 extend below the maximum vertical APE of 100 feet in depth. 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.

Small areas of the APE are mapped as Holocene alluvium, which includes valley and floodplain alluvium (Qa) and alluvium similar to Qa but slightly elevated and dissected (Qae). 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 pedestrian bridge, adjacent to the northern end of the APE and along East Manchester Boulevard, between East Hillcrest Boulevard and Prairie Avenue, near the MSF/PDS 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. 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 Project activities (100-feet-below surface). The types of archaeological sites that may be buried in Holocene alluvium include Native American pre-contact era sites or isolated artifacts.

The analysis concluded that precontact-era buried site potential is low in areas of Pleistocene alluvium and moderate in areas of Holocene alluvium. Areas of artificial fill have no potential to contain intact archaeological resources. Therefore, the project includes areas of low and moderate subsurface archaeological sensitivity, as depicted on Figure 3. The project components located in the Holocene alluvium include the eastern edge of the planned MSF/TPSS Site, continue along the tracks planned on the diagonal portion of E Manchester Boulevard, include the planned Manchester Boulevard/Prairie Avenue Station and continue along the tracks until East Kelso Street (Figure 4).

Figure 3 Buried Precontact -era Site Potential

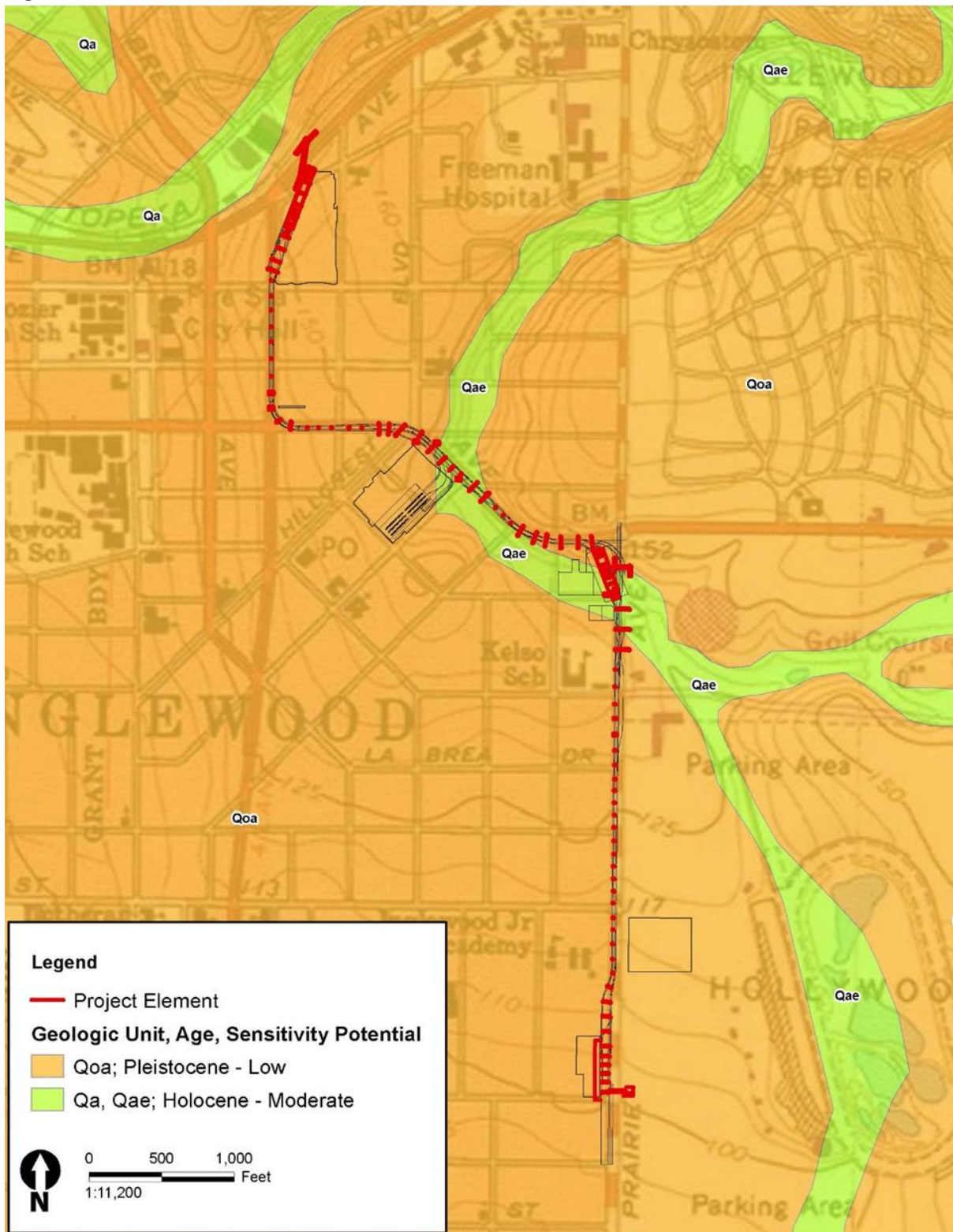
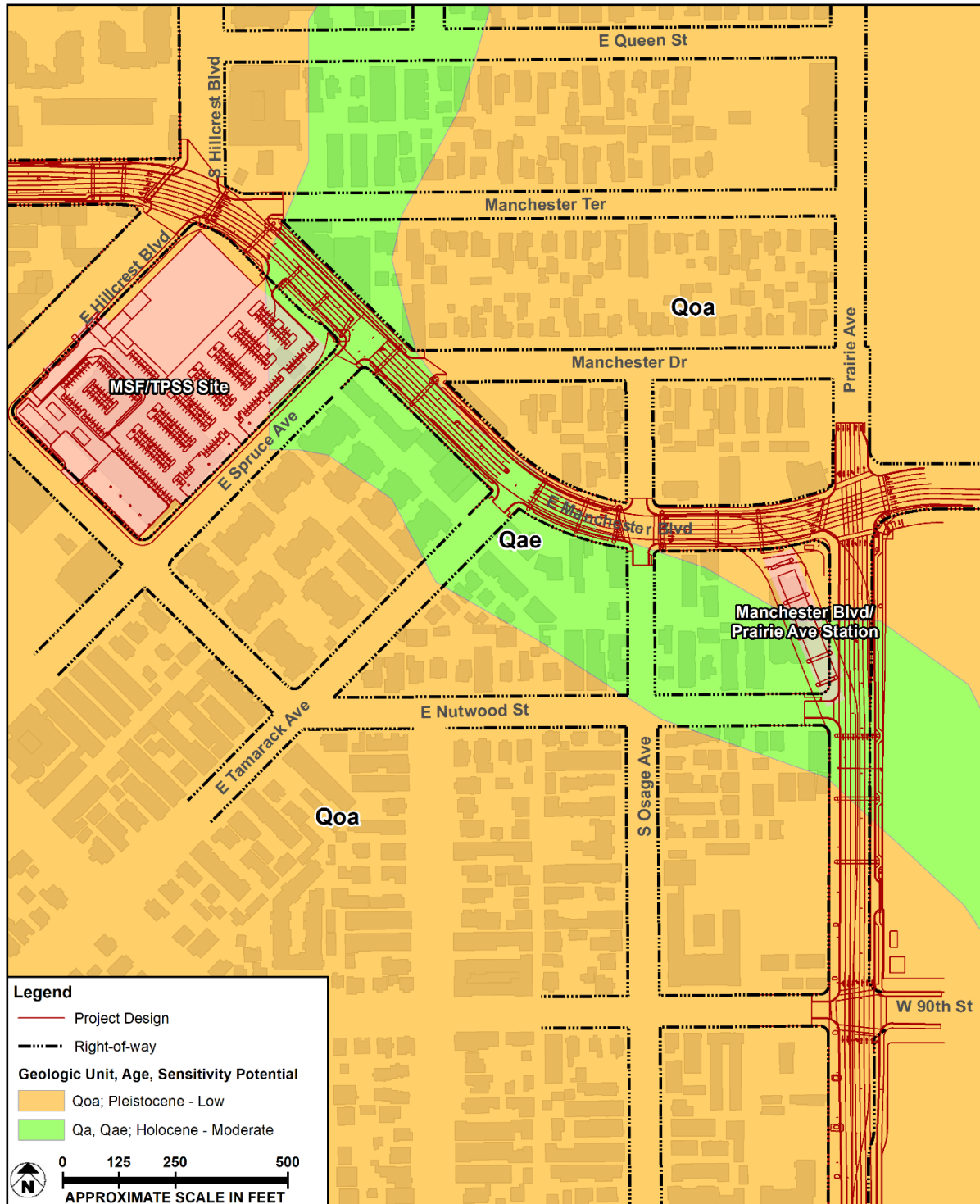


Figure 4 Project Components in Archaeologically Sensitive Area Based on Geologic Units



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. Any buried historic period archaeological deposits are likely to

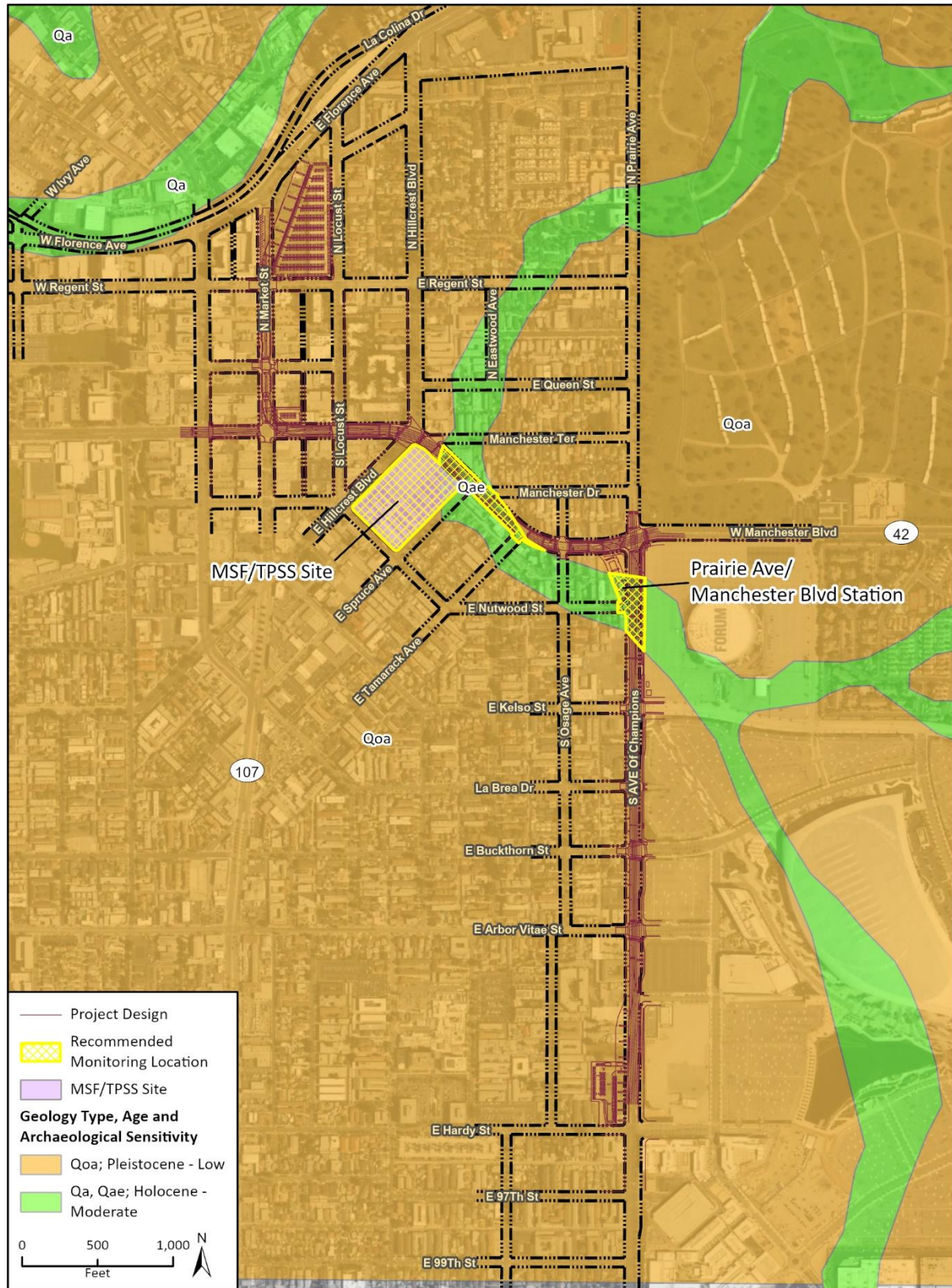
be associated with residential dwellings and commercial buildings. Historical archaeological deposits such as trash pits, privies, cisterns, building foundations, or basements associated with the pre-war development of the APE are possible where TPSS sites are planned, as depicted on the map overlays above. These types of archaeological features, if present, can extend up to approximately 25 feet deep below the current ground surface. Rincon is currently conducting archaeological monitoring and testing for the Inglewood Basketball and Entertainment Center (IBEC) Project located 800 feet south of the southern end of the ITC APE. The IBEC Project is located within the general vicinity of the undertaking and within Rincon's background research study area and results of the excavations taking place at the IBEC Project support the assertion that historical features are unlikely to be encountered below 25 feet.

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 a 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 a moderate potential for historical archaeological deposits associated with residential and commercial buildings to be located where station and PDS sites are located, up to a depth of 25 feet below ground surface (ICF 2022). 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 2 feet belowground surface. However, there is always the possibility that intact archaeological resources are present immediately beneath the ground surface. Figure 5 depicts the location of monitoring areas for the project based on the sensitivity information provided above.

5.5 Previous Disturbances

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 imported fill deposits from previous projects are also included in the Project area. The imported fill deposits are not considered sensitive for containing intact archaeological deposits (ICF 2022).

Figure 5 Recommended Monitoring Locations Based on Sensitivity Analysis



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22-12721 CR Archeo Arch Sensitivity

6 Site Types and Research Design for Post-Review Discoveries

The following sections outline the types of archaeological resources that may be encountered in the APE during ground-disturbing activities associated with the Project. The expected prehistoric and historic-era site types are based on previous research in the vicinity of the Project and inform the research design. Unless otherwise stated, the following resources and sites can be found eligible for inclusion in the NRHP when they retain integrity and can convey the reasons for their significance.

6.1 Prehistoric Site Types

Paleoindian groups occupied coastal California as marine resource exploitation dominated early prehistoric periods. As groups along the coast adopted new subsistence strategies, settlement patterns also changed with groups becoming more sedentary. The Gabrieleño-Tongva Native American Tribe date their Tribe's arrival in the area to the Millingstone Horizon (~5,000 BC).

6.1.1 Artifact Scatter

This type of site contains a light surface scatter of artifacts such as cores, bifaces, ground stone or milling tools, pottery, charms, and flaked stone debitage. Artifact scatters may represent short-term resting areas along trails, or special purpose sites. Ecofacts such as bone and shell can also present at sites of this type.

6.1.2 Prehistoric Habitation Site

This type of resource is characterized by a variety of ecofacts and artifacts and may contain bedrock milling features suggesting that many different activities occurred and perhaps people in the past were living at this location. Occupation may have been for a short period of time seasonally over hundreds of years or may represent a village site occupied throughout most of the year. When occupied for short periods of time, habitation sites are referred to as "short-term habitation sites" or "temporary camps." When occupied by large numbers of individuals over a long period of time, habitation sites are referred as "long-term habitation sites" or "villages." In addition to well-defined often deep cultural deposits (midden), indications of habitation sites can include fire hearths and burned bone, indicating that food was being prepared and cooking occurred, as well as posthole remains in the soil.

6.1.3 Prehistoric Isolate

An isolate is defined as the presence of a single object, two objects from the same or different artifact classes, or three artifacts from different classes. An isolate can also be three artifacts from the same class that are separated by a distance of at least 30-50 meters (Williams 2016). Prehistoric isolates are items such as, but not limited to, cores, bifaces, ground stone or milling tools, pottery, charms, and flaked stone debitage. An isolate does not constitute a site, nor is it eligible for listing in the NRHP.

6.1.4 Lithic Reduction Sites

These types of sites would contain a scatter of only flaked stone tools such as cores, stone debitage, or bifaces that may have been created from one or more distinct lithic reduction episodes. Lithic reduction sites often lack the presence of features or a midden, and often represent a single reduction event. If no subsurface distribution is evident, a lithic scatter is often referred to as a “sparse lithic scatter.” Given the presence of quarries in the area, lithic scatters of varying densities are expected.

6.1.5 Native American Heritage Value

It is possible that sites, features, or objects from sites may possess sacred or ceremonial value to local Native Americans. Research into each site and its constituent cultural remains will provide part of the basis for analysis of its potential heritage value, in addition to traditional Tribal knowledge. Interested Tribes will be consulted regarding prehistoric resources located within the Project area.

6.2 Historic Period Site Types

Historic-period site types that could be identified in the study area largely relate to transportation, the railroad, and postwar urban development. Ephemeral evidence of historic use, such as refuse scatters left by travelers and railroad workers, may be found in the Project area.

6.2.1 Refuse Deposits

Refuse deposits are the result of dumping of historic-era debris, often in the form of cans, glass, bottles, and miscellaneous items such as milled wood, hardware, metal fragments, and household implements. Refuse deposits may display evidence of a single event or may represent continuous dumping activities from nearby settlements.

6.2.2 Historic-Period Isolate

An isolate is defined as the presence of a single object, two objects from the same or different artifact classes, or three artifacts from different classes. An isolate can also be three artifacts from the same class that are separated by a distance of at least 30-50 meters (Williams 2016).

6.2.3 Built Environment Artifacts

Material culture that is associated with the built environment may include nails, bricks, milled wood, metal fragments, cement fragments, and window glass. These artifacts may be found as an isolate or in groups of two or more fragments. This type of material culture may be associated with refuse deposits within the greater theme of transportation. As a single entity, material culture from the built environment is not eligible. Yet, when assessed in conjunction with the built environment, these artifact classes can be found eligible for inclusion in the NRHP when they retain integrity and can convey the reasons for their significance.

6.2.4 Historical Linear Resources

Historic linear resources include a lineal construction, either depressed, elevated, or on ground level, designed to facilitate the transportation of people or vehicles such as a railroad grade, trail, wagon road, or highway, or any device constructed to transport water over a distance, such as flumes, pipes, ditches, canals, and tunnels. These types of resources are man-made manipulation of the earth and often are without any associated material culture.

The potential for a post-review discovery to be able to address significant research questions will help establish whether those sites may be significant pursuant to the NRHP. The following research design has been included in the event a post-review discovery is made.

6.3 Research Questions for Prehistoric Resources

Certain research issues and questions are fundamental for understanding the timing and nature of prehistoric uses of the APE. Research topics applicable to prehistoric archaeological sites in the Los Angeles Basin region include chronology, ethnicity, trade and travel, subsistence and settlement, and lithic procurement and technology.

6.3.1 Chronology

Establishing a cultural chronology for the Los Angeles Basin is critical to posing and answering other questions related to the coast. Of particular interest is establishing when the coast was used, by whom, and if it was used continuously or sporadically. In order to determine whether the site had been used by pre-Numic or Numic people, the site constituents must be dated to either before ca. 1000 BCE or after ca. 1000 B.P. (Late Prehistoric Period). Research questions related to chronology are commonly resolved through analysis of diagnostic material types reflective of certain activities. For example, charcoal and animal bone for radiocarbon dating, diagnostic attributes of ceramics, and obsidian for obsidian hydration studies.

6.3.2 Ethnicity

Questions about ethnicity seek to provide information about the occupation of the region by different groups of people. The following questions are subsequently posed to answer questions related to this topic:

- By whom was the Los Angeles Basin used during various periods of prehistory?
- Was the basin used simultaneously by multiple ethnic groups?
- Is there evidence of population incursion from elsewhere?
- Is there evidence of population replacement? Are there archaeological signatures (e.g., artifact types, residential patterns, resource use) that would identify the ethnicity of basin users or occupants?

Data necessary to answer these questions comes from a wide variety of sources (e.g., human biological remains, diagnostic attributes of ceramics, or rock art).

6.3.3 Trade and Travel

Evidence from the Los Angeles Basin shows that travel along established trails and the coast was a common occurrence. Many questions related to trade and travel may help elucidate how the coast was used prehistorically, such as:

- Was the coast used primarily as a transportation corridor?
- Was this area a destination point for procurement of specific resources?
- Were such resources used in barter to obtain other resources that were not locally available?

To address research questions related to trade and travel, nonlocal items must be present in a site. Such items can include obsidian and other lithic material, freshwater shell beads and ornaments, and ceramics with nonlocal paste and temper.

6.3.4 Settlement and Subsistence

Questions as to the timing, extent, and duration of prehistoric settlements along coastal southern California are numerous. Specific questions that may be posed relating to patterns of settlement and subsistence in the area include the following:

- Was the Los Angeles Basin occupied permanently?
- If residential site locations were used for extended periods, were their locations dictated by presence of fresh water sources?
- What plant and animal resources were extracted, during what seasons, and during what time periods? Were there periods during the Holocene when climatic conditions created greater availability of water and food resources?
- To what extent were marine resources exploited? Were marine resources of the Channel Islands brought to the mainland?
- Is there evidence of non-local shells or locally sourced shells? What is the function of the shells?

Data required to address the research questions posed above are likewise numerous and require regional and temporal comparisons. Such data include, but are not limited to: fire-altered rock, indicating the presence of habitation sites; chronometric data; ethnic data; artifacts classified functionally; projectile points, knives, and certain kinds of scrapers that indicate animal procurement and processing; ground stone tools that indicate plant food processing; ceramic vessels used to transport, store, and prepare plant foods (especially seeds); mollusk shells and other shells for trade; the presence of animal bone to indicate animal procurement, with classification at least into large (deer, seal) versus small animals (rabbits, rodents, tortoises); and indications of plant food resources, such as the presence of charred seeds and other plant parts in hearths.

6.4 Research Questions for Historic-Period Resources

Historic-period sites within the project area requiring evaluations fall into four general research topics or domains: transportation-related built environment resources and historic railroads, and historical refuse deposits and sites. The following research themes are focused on topics pertinent to evaluation of these resource types.

6.4.1 Transportation

Roads are seldom found eligible for listing in the NRHP due to their often-complicated histories of reuse or location within and across areas that have experienced exponential growth since the road was constructed and/or use that can interfere with resource significance and integrity. However, large-scale transportation structures or historic section of railroad can retain the integrity required to be eligible for listing in the NRHP. Linear built environment and archaeological resources can be found eligible for inclusion in the NRHP when they retain integrity and can convey the reasons for their significance. In developing this CRM DP, Rincon referred to experience of the California Department of Transportation (Caltrans), who identifies three themes where trails, roads, or highways might be eligible for the NRHP if they: (1) reflect on culture, (2) are symbols of commerce and trade, or (3) are symbols of engineering achievement (Caltrans 2016:162–164). Caltrans proposes that transportation routes determined to be significant should have high to medium values of integrity and provide a rating system within which to evaluate the level of integrity (Caltrans 2016:163, Table 5). In these instances, the following research questions might be applicable:

- If archaeological deposits are present, are they associated with the construction or use of the road during its period of significance?
- What information might these deposits provide pertaining to transportation development in the region?
- Can such features be associated with individuals, events, or institutions of importance to regional history?
- Are there transportation features in the project area that can provide information regarding the earliest recreation use of the area?
- Do these features contain contemporary consumer goods that would yield information about consumer preference, specialized activities, age, ethnicity, or gender of the users?

6.4.2 Historic-Period Refuse Deposits

Historic-period refuse scatters or deposits that contain material from a specific household, community, or identifiable and datable activity may provide information on such questions as consumer practices, economic behavior, socio-economic status, ethnicity, and household composition. For the APE, refuse scatter data may additionally be able to provide insight on the primary thematic site associations of homesteading, transportation, and historic-era railroads. Along with sufficient quantity, diversity, and integrity, refuse scatters and deposits must have context, association, and focus in order to evince thematic significance and/or provide useful data. To be eligible for inclusion to the NRHP, the origin of the refuse must be identifiable, the age of the deposit must be bounded, and deposits of different types, ages, or origins must clearly represent their association with events, persons, or themes. To provide important information that cannot be found in published sources, oral histories, or archival research, historical refuse scatters typically must be associated with a known homestead, farm, community, commercial enterprise, or significant persons, and historical event, patterns, or themes. Relevant research questions might be:

- Do features, deposits, or artifacts reflect consumer practices and disposal behavior of a household, industry, or business?
- Are dateable artifacts present?

- What do they tell us about social, occupational, economic, ethnic, gender, or behavior of the site occupants?
- What do features, deposits, or artifacts add to our knowledge of the availability of various classes of consumer goods at a specific place and point in time?
- How does this reflect changes in consumer preferences and how do manufacturers respond to those preferences?
- How do features, deposits, or artifacts reflect acquisition and consumption of foodstuffs or other commodities?
- How do features, deposits, or artifacts contribute to an understanding of landscape alteration, water and waste management, occupation, industry, or other activities over time?
- Are there artifacts in the deposit from the built environment? Do they belong to standing buildings or are they from buildings no longer present?

7 Monitoring Procedures

7.1 Personnel and Organization

The archaeological monitoring section of this document presents the purpose, methods and protocol for the construction monitoring, post-review discovery, identification and evaluation and treatment procedures for the area of moderate archaeological sensitivity in the Holocene alluvium depicted on Figure 3. The FTA 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 post-review discoveries, the CRMDP outlines procedures to address post-review discoveries accordingly.

FTA is the lead federal agency responsible for the implementation of this plan pursuant to Section 106 of the NHPA and is responsible for ensuring the actions of this CRMDP are fulfilled. The CRMDP has been developed in consultation with SHPO who has reviewed the project and will remain a reviewer on project related post-review discoveries and reporting. The City is the lead agency for compliance with the California Environmental Quality Act (CEQA) and is responsible for compliance with any environmental conditions or mitigation measures associated with the project. The City shall provide information to the FTA for ongoing Section 106 oversight and consultation obligations.

Per 36 CFR Part 61, a qualified archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards* (36 CFR 61) in both prehistory and history and demonstrates a familiarity with the archaeology of the area, will provide cultural resources services during the construction phase of the Project to provide cultural resources monitoring for all ground-disturbing activities in areas containing a moderate potential for buried resources, as depicted in Figure 3 of this Plan, and monitoring to a depth of 25 feet in non-street portions of the APE for historic-era resources. No monitoring for historic-era resources would be required for areas located outside of the non-street portion unless the area has been identified as having a moderate potential for buried cultural resources. No more than seven days prior to the start of construction, the Chief Executive Office at the City and Environmental Protection Specialist at the FTA shall be notified that a cultural resources consultant has been contracted to provide cultural services for the Project. The names and contact information for the archaeological Principal Investigator and all persons authorized to provide cultural resources monitoring during project implementation shall be provided to the Environmental Protection Specialist at the FTA by the Chief Executive Office at the City in a letter verifying that the cultural resources personnel meet the standards outlined herein.

The Principal Investigator (PI) shall meet the Secretary of the Interior's *Professional Qualifications Standards* (36 CFR 61) and be responsible for all actions of the cultural resources monitors approved for the Project. All archaeological monitors shall have at least a Bachelor's degree in Anthropology, Archaeology, or a related field, and have completed an archaeological field school run by an accredited academic institution. All archaeological monitors shall work under the direct supervision

of a qualified archaeologist and will have experience in the identification of both prehistoric and historical archaeology.

A Native American monitor from the Gabrieleño Band of Mission Indians—Kizh Nation, Gabrielino Tongva Indians of California, or another locally-affiliated Tribe, shall be retained within 30 days of the project kick-off date to conduct construction monitoring for all ground-disturbing activities in areas containing a moderate potential for buried resources as depicted on Figure 3 of this Plan. The City of Inglewood shall be responsible for retaining and bearing the cost for a Native American monitor(s) for the project. The FTA will be responsible for all consultation as required under Section 106 with federally recognized Indian tribes or any additional consulting parties (non-federally recognized Native American tribes, groups and individuals).

No more than seven days prior to the start of construction, the FTA shall be notified that a Native American monitor has been contracted to provide monitoring services for the Project. The names and contact information for any Native American monitors shall be provided to FTA by a representative of the City in a verification letter. This can be the same letter in which the archaeological monitors are listed and transmitted to FTA for approval.

At least one Native American monitor and one archaeological monitor shall be approved prior to the start of construction; however, if ground disturbing activity requiring monitoring is occurring at multiple locations within the monitoring areas, additional monitors may be required to cover monitoring of all ground-disturbing activities. Construction activities may proceed with only one monitor in designated monitoring areas provided the following conditions are met: 1) both the archaeologist and Native American monitor were contacted with more than 24 hours' notice to be onsite; 2) if, after 24 hours' notice the Native American monitor determines their presence is not necessary; 3) if, after 24 hours' notice one of the monitors is unable to be present based on extenuating circumstances (e.g., emergency, illness, unforeseen obstacles). However, construction may not proceed if no monitor is onsite in designated monitoring areas. All monitors must be verified and approved by FTA through the City.

The City shall assure that the construction schedule including a three-week forecast is transmitted to the archaeological PI and Native American monitor within five (5) calendar days before the start of construction. The City of Inglewood shall be copied on all communications regarding schedule between the City and the monitors. Updates on the three week schedule will be transmitted to the archaeological PI and Native American monitor on a weekly basis, and any abrupt changes in schedule will be communicated to the archaeological PI and Native American monitor by the City. This does not preclude construction contractors from updating the archaeological and Native American monitors daily on the ground once the initial three-week schedule is communicated through the City. Direct communication between the construction personnel and the archaeological and Native American monitors is encouraged to occur on a daily basis to keep everyone informed of schedule changes. If a change in schedule results in the need for a monitor where no monitoring need was originally anticipated, the archaeological and Native American monitor will be given 48 hours' notice to assure monitors are available.

The PI for archaeology and the Native American monitor should attend any grading/excavation-related pre-construction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the Project Management Oversight Contractor (PMOC), who shall assure construction personnel are briefed on monitoring activities and areas and instruct construction personnel that no ground disturbances shall take place in areas that require monitoring unless both an archaeological and Native American monitors are present. However, if a Tribe has been notified in advance of scheduled construction work (five days prior to the initial

construction and 48 prior to a change in schedule as outlined above) and does not respond, or if a Native American monitor is not available, work may continue without the Native American monitor. The archaeological monitor shall continue the actions of the Native American Monitor to the best extent possible. Costs associated with Native American monitoring shall be borne by the City of Inglewood.

7.2 Monitoring Field Methods

An archaeological monitor and Native American monitor shall be present during ground-disturbing activities in areas depicted on Figure 3 of this Plan that have a moderate sensitivity for buried pre-contact-era resources, an archaeological monitor shall be present for all ground-disturbing activities to a depth of 25 feet in non-street portions of the APE. Ground-disturbing construction activities include, but are not limited to, trenching, hand excavation, support pillar installation, and utilities relocation or installation. The archaeologist and Native American monitor shall monitor construction crews as closely as conditions permit, making all reasonable efforts for safety with the construction effort.

Procedures for archaeological and Native American monitoring are as follows:

- The archaeological monitor shall work under the direction of a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards* for archaeology and who is familiar with site types and artifacts likely to be discovered during monitoring.
- Prior to the start of ground-disturbing activities, supervisory contractors, newly assigned contractors, and all construction personnel involved in soil-disturbing activities or working near soil-disturbing activities (including heavy-equipment operators) shall attend an archaeological and tribal cultural resources sensitivity training. This training shall coincide with the pre-construction kickoff meeting. Training shall include an overview of the cultural resources and tribal cultural resources that are known to occur in the area and shall provide a review of the applicable laws and regulations that protect any archaeological or tribal resources that may be encountered during monitoring. The training shall also inform all onsite workers of the procedures to follow in the event of a discovery, and procedures to follow if the discovery includes human remains. A brochure summarizing the presented information shall be provided to training attendees. Construction personnel shall sign a sign-in sheet acknowledging that they received the training and brochure. The cultural resources contractor providing the sensitivity training shall provide the City and FTA with a copy of the sign-in sheet following the completion of the training session. This training shall be held for all new contractors coming on to the project and be held monthly as a refresher for all participants.
- The archaeological monitor and Native American monitor shall visually examine the work areas for the presence of Native American artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historical debris (e.g., metal, glass, ceramics), and/or soil discoloration that might indicate an archaeological deposit or feature at every opportunity during daily monitoring.
- In the event a visually inspected area requires further inspection occasional screening of soils through a 1/8" mesh screen may occur
- The archaeological monitor and Native American monitor shall record all monitoring activities daily on a Daily Monitoring Form (see Appendix B). The monitoring forms shall be submitted to

FTA and City once per week by the qualified archaeologist, and copies of all forms will be included as an attachment to the monitoring report, outlined in Section 6.4.

7.2.1 Halt of Construction

The archaeological monitor and Native American monitor shall have the authority to halt and redirect any Project-related activities adversely impacting potentially significant resources (see Section 6.2.2 for discussion of procedures for inadvertent discoveries). The size of the Project area stopped shall vary depending upon specific circumstances but should generally be between 50 feet and 100 feet.

7.2.2 Post-Review Discovery of Archaeological Resources

For the discovery of previously unknown archaeological resources, a Cultural Monitoring Log Discovery Form (Attachment B) shall be completed by the on-site archaeological monitor and the following procedures shall be followed:

- The archaeological and Native American monitors shall divert construction activity in the immediate vicinity of the find by signaling to construction staff and notifying the designated construction foreman. The monitor shall report the discovery to the supervising PI, who shall in turn report the find to the PMOC and the construction manager. The “immediate vicinity” shall vary depending upon specific circumstances but shall fall in a general range of 50 to 100 feet. This is for temporary work stoppage prior to completing the steps below.
- For discoveries of intact or potentially intact cultural deposits or individual artifacts, the archaeological monitor shall immediately notify the PI of the discovery, and the PI shall immediately notify the City of Inglewood. The City shall then notify the FTA within 12 hours of the discovery. FTA will notify the SHPO and the Advisory Council on Historic Preservation (ACHP) within 48 hours of the discovery. Within 24 hours or less of the discovery, the PI shall provide an email with photos of the discovery in context (if possible) and a map of the feature indicating its location within the APE to City of Inglewood. In the case of Native American resource discoveries (i.e., discoveries dating to the pre-contact era as identified by the archaeologist and/or Native American monitor), the FTA will also notify Consulting Tribe(s) within 48 hours of the discovery.
- Upon completion of the initial notification to the PI, the archaeological monitor shall work with the Native American monitor to determine the nature and extent of the cultural remains and make a preliminary assessment of their integrity and potential importance. If the archaeological monitor determines that the discovery is not cultural, or is an isolated artifact (a single or several artifacts removed from their original depositional context), and the Native American monitor has no objections, the monitor shall immediately notify the PI and construction manager that activities may resume as soon as the archaeological item(s) has been properly photographed and recorded. Recording shall be noted on the Daily Monitoring Log and Cultural Discovery Form presented in Appendix B, to which additional notes shall be appended. All artifacts deemed isolated or non-significant by the qualified archaeological PI can be reburied in place after being recorded and photographed.

Resource types that will be excluded/exempt from further notification and consultation include:

- Prehistoric isolated items (less than three items, where any artifact broken into pieces is counted as a single item, within a 100 square-meter area), redeposited material without human remains, and artifact scatters without temporally diagnostic items/materials that can be dated through radiometric techniques.

- Excluded historic-era resources include ubiquitous infrastructure elements such as utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste. Isolated refuse dumps and scatters over 50 years old that lack specific associations. Isolated refuse dumps and scatters over 50 years that include secondary deposits or are in fill.
- If potentially significant cultural features, artifact concentrations, or intact deposits are discovered, the archaeological and Native American monitors shall divert construction activity in the immediate vicinity as outlined below and report the discovery to the qualified archaeologist and the City’s construction inspector, so that appropriate notifications to the FTA can be issued as outlined above. A temporary Construction Exclusion Zone (CEZ), consisting of lath and flagging tape, shall be erected around the discovery. The size of the CEZ may be reduced or enlarged as the significance and extent of the find is determined and treatment measures are implemented. For the purposes of the current effort, a minimum 100-foot radius shall be established for any remains that are suspected of being human (see Section 6.7 for further direction related to the discovery of human remains). Isolated artifacts shall be marked by an orange cone or flagging with no additional radius. In the case of the discovery of an intact archaeological site, a minimum radius of 100 feet may be established, so that the resource may be evaluated. The CEZ shall not be removed until the potentially significant cultural resource has been evaluated to assess whether it is classified as a “historic property,” or “traditional cultural property” pursuant to Section 106 of the NHPA.
- **Evaluation and Assessment of Post-Review Discoveries:** In the case of potential NRHP-eligible historic properties, the FTA may assume eligibility of the resource for the purpose of this undertaking only or will consult with the SHPO and ACHP on NRHP eligibility, assessment of effects, and appropriate treatment. In the case of a Native American potential NRHP-eligible historic property, the FTA will also consult with Consulting Tribe(s) on the proposed treatment measures.
 - The archaeologist shall record the find on Department of Parks and Recreation (DPR) 523-series forms and evaluate the find against the National Register of Historic Places eligibility criteria (36 CFR part 60) to determine whether the find(s) are a historic property according to Section 106, and shall consider input from the Native American monitor and consulting tribes in their evaluation. If the evaluation requires further excavation, the PI shall transmit a limited excavation plan that is specific to the nature of the resource discovered to the City to transmit to the FTA for final approval. The PI shall relay the results of their evaluation to FTA to make the final determination on whether the find constitutes a historic property.
 - If the find is evaluated as eligible by the FTA and determined to be a historic property in consultation with SHPO, the FTA will first consider avoidance of the historic property by all project activities. If avoidance is not feasible, The FTA and City of Inglewood shall consult with the PI and Native American monitor to minimize any adverse effects, and the PI will develop a plan for further treatment that is commensurate with the affects that the Project is anticipated to have to the resource. The FTA shall consult the consulting parties, ACHP, and SHPO on the treatment plan, and the FTA shall be required to sign off on the final plan before it is instituted.
 - If a Treatment Plan were implemented, the methods and results of all archaeological efforts and treatment measures undertaken as part of the Treatment Plan should be documented in a stand alone data recovery (Phase III) report. The data recovery report should be prepared in accordance with the Secretary of the Interior’s Standards for Archaeological

Documentation (National Park Service 1983) and consistent with the Reporting standards outlined in Section 6.3 below. The monitoring report should be submitted to the City, SHPO, consulting parties and FTA for review within 60 days following the completion of monitoring. A final version of the Monitoring Report should be provided to the City, the FTA, consulting parties, the SCCIC, and the ACHP for their permanent records.

These procedures are outlined in Table 1 below.

7.2.3 General Approach to Subsurface Testing and Treatment of Post-Review Discoveries

Should a post-review discovery be encountered and avoidance not feasible an Extended Phase I and/or Phase II testing program may be needed to provide data to delineate the resource and inform eligibility recommendations. Avoidance and protection of the site is the first strategy and if avoidance is not possible, evaluation will be necessary.

If test excavation is required to evaluate a discovery, the PI in coordination with the SHPO, FTA, consulting parties and the City will formulate a testing program for implementation. In general, any evaluation effort will be focused on the area of discovery within the area of impact including a reasonable buffer (not more than 10 m from the maximum extent of the find). The focus will be to determine the nature of the archaeological resource and to assess the quantity, quality, and variety of preserved archaeological items that are or may be present. Evaluation will include Shovel Test Pits (STPs) of a sufficient number to characterize the extent of subsurface archaeological deposits. The STPs will be 30 cm in diameter and will be excavated up to 60 centimeters below ground surface or until two sterile levels (20 cm) have been encountered. The STPs will not extend beyond 1 meter in depth. A 1 meter by 1 meter test unit may also be excavated to evaluate the condition of the discovery and acquire a controlled sample of the preserved cultural materials. Soils will be screened onsite and a 1/8" mesh will be used.

After the site evaluation, the PI will have five business days in which to prepare a summary letter report assessing the site's eligibility and recommending appropriate treatment measures, such as the need for archaeological data recovery, if the site is recommended eligible. The letter report will be submitted to the SHPO, FTA, consulting parties and the City, as appropriate, via email, who will have ten business days to review the report and evaluate the proposed treatment measures, if deemed necessary. Determinations concerning NRHP eligibility will be completed using all four National Register criteria and guided by the research design included herein which includes research issues relevant to resources that could be identified.

If a discovered site is determined to be eligible for the NRHP, further treatment measures will be required. In consultation with SHPO, FTA, consulting parties and the City, the PI will prepare a data recovery plan for review and approval by SHPO, FTA, consulting parties and the City. After review and concurrence, the BLM archaeologist will notify the PI that the proposed data recovery can proceed. Data recovery efforts will be focused only on that portion of the site within the area of impact with a reasonable buffer. To the degree possible, the construction and engineering teams will be included in discussions to avoid or minimize potential damage to the discovered resource.

The level of effort will be dictated by the nature and extent of the discovery and on the results of the initial evaluation effort. The focus will be on recovering a sufficient sample to characterize the discovery and to address regional research questions, as appropriate. Upon completion of any

required fieldwork the PI will prepare a brief interim letter report summarizing the results. SHPO, FTA, consulting parties and the City will have five business days to review the report and determine whether or not construction work at the discovery can resume or if additional sampling is required. The FTA will notify the PI when work can resume. The results will be reported in a standalone report and will follow the review protocol outlined in the Treatment Plan protocol.

Table 1 Notification of Post-Review Discovery

Action	Project Archaeologist	Construction Contractor	Archaeological Principal Investigator (PI)	City/FTA	SHPO/ACHP
Initial Response/ Notification of Discovery	Temporarily halts ground disturbing activities near find. Consults with Native American monitor. Notifies PI of find and construction contractor of potential work disruption. Establishes temporary work stoppage; if find is potentially significant implements temporary CEZ.	If potential find is discovered by construction contractor when no monitor is present, work is redirected away from find; the archaeological and Native American monitor are alerted to come assess the find.	Inspects new discovery and immediately notifies the City of Inglewood. Records resource and includes the find in the final report. Makes preliminary recommendation on its NRHP eligibility after consultation with Tribe(s).	The City notifies the FTA of discovery within 12 hours. The FTA notifies Tribe(s). The FTA notified the ACHP, SHPO, and consulting tribes within 48 hours of the discovery.	N/A
Human Remains Discovered	Immediately notifies construction contractor and PI of the discovery. Construction activities halted and area secured with a temporary CEZ.	Gives instruction to construction crew. Enforces CEZ buffer.	Immediately notifies the PMOC will notify the City of Inglewood. After consulting with the City of Inglewood either in person or via telephone, the PI shall notify the Los Angeles County Coroner’s Office by telephone, pursuant to Health and Safety Code 7050.5. Ensures protocols are being followed.	The City shall notify the FTA on the same day of the discovery. If remains are determined by Coroner to be Native American, the FTA consults with Most Likely Descendant (MLD), as identified by the NAHC.	N/A
Suspend Work Order	Monitors maintenance of CEZ.	Gives instruction to construction crew; maintains CEZ	Ensures adequate CEZ is established and maintained.	Stop Work Order is issued through the City PM after being approved by FTA.	N/A
Evaluate Significance and Assess Effects	Assists PI with evaluation of find, as needed.	Maintains CEZ.	Completes resource evaluation and assessment of effects in consultation with Tribe(s) and provides documentation and treatment recommendations to the City. Prepares treatment plan if needed.	City PM makes recommendations to the FTA. The FTA consults with the Tribe(s) and the SHPO on NRHP eligibility, assessment of effects, and appropriate treatment. The City and the FTA review and approve treatment plan.	Reviews submitted documentation and provides formal determination on NRHP eligibility, assessment of effects, and treatment plan.
Mitigate Effect	Assists PI as needed.	Maintains CEZ.	If discovered resource is NRHP eligible and effects cannot be	The City PM	Reviews and provides

Action	Project Archaeologist	Construction Contractor	Archaeological Principal Investigator (PI)	City/FTA	SHPO/ACHP
			avoided, implements treatment plan. Mitigation report is prepared and submitted to the City.	submits mitigation report to the FTA on mitigation results. The FTA reviews report and submits to the Tribe(s) and the SHPO and continues consultation.	comments on submitted documentation.
Resume Work	Removes CEZ upon authorization from PI.	The PMOC will issue NTP to construction contractor and PI when work may resume at site.	Upon notification from the City, authorizes removal of ESA.	The FTA informs the City PM when it may issue NTP to construction contractor.	N/A

7.3 Disputes

Should any disputes or disagreements regarding the disposition or characterization of any discoveries arise during monitoring, or if any personnel subject to this Plan objects to any actions proposed, or the manner in which the measures to resolve adverse effects are implemented, the FTA shall consult with such party to resolve the objection. This section does not account for a dispute with the ACHP or SHPO. If the FTA determines that such objection cannot be resolved, the FTA shall:

- Document the dispute or objection and notify all parties involved in the dispute and all consulting parties (Tribal Governments, SHPO, and ACHP) that the FTA is consulting to resolve the dispute or objection within 15 calendar days from when the dispute or disagreement arises. The FTA shall request comments on the dispute or objection be provided within 30-calendar days following receipt of notification and proceed to consult with the objecting party for no more than 30-calendar days after receipt of any objection to resolve the objection. The FTA shall take any comments provided by all parties into account. If the objection is resolved during the 30-day consultation period, the FTA may proceed with the disputed action in accordance with the terms of that resolution.
- If, after initiating and consulting for the 30-day period, the FTA determines that the objection cannot be resolved through consultation, it shall move forward with the course of action it finds least objectionable to all parties involved in the dispute, and to all consulting parties (Tribal Governments, SHPO, and ACHP). The FTA shall forward all information relevant to the dispute, including its proposed resolution, to all consulting parties. Any consulting party may provide comments on the resolution within 45 days. All documentation shall be retained by the FTA
- Any affected Tribes can also follow the processes outlined in 36 CFR Section 800, Appendix A to Part 800: Criteria for Council Involvement in Reviewing Individual Section 106 cases.

7.4 Reporting of Monitoring Results

At the conclusion of construction requiring archaeological and Native American monitoring, an archaeological monitoring report shall be prepared under the direction of the qualified archaeologist. The monitoring report shall outline the methods of archaeological monitoring at the Project site, describe the construction activity and duration, and present the results of the monitoring. The level of effort to complete a monitoring report is dependent on the number of resources recovered during monitoring activities. Should the monitoring effort be negative for the identification of cultural resources, a negative letter report shall be prepared. The letter report shall include, at a minimum, the dates of monitoring, activities conducted, personnel, and field logs.

If archaeological materials are recovered, a comprehensive technical report shall also be required to describe and interpret findings and data. The technical report shall be prepared in accordance with the *Archaeological Resources Management Reports (ARMR): Recommended Contents and Format*. If required, the ARMR-format report shall include a complete description of resources identified during monitoring, treatment of those resources, National Register of Historic Places eligibility recommendations, site records, and site maps.

A draft of the report prepared for the construction monitoring shall be completed no later than 12 months after the completion of construction and submitted to the City of Inglewood, consulting parties, SHPO and the FTA for review. Each reviewing party shall return the report with comments

within 30 days of receipt. A final technical report will be completed based on the received comments within 30 days of receiving comments.

The final version of the monitoring report shall be submitted to FTA, SHPO, consulting parties, the City, and the South Central Coast Information Center of the California Historical Resources Information Center.

7.5 Curation of Project Finds

Recovered archaeological finds not associated with burials and that are not the subject of a treatment plan as outlined in Section 6.2.2 shall be recovered from the field by the qualified archaeologist (PI) or an archaeological monitor working under the PI's direct supervision. Artifacts shall be placed in paper bags and labeled with provenience information; the paper bags shall be placed into banker's boxes to transport them to a temporary storage facility. Features and soil samples shall be collected in double plastic bags and labeled with flagging tape both inside and outside of the bags. These artifacts, samples, and features shall be temporarily stored by Rincon until either an appropriate on-site reburial location or repository is agreed upon by FTA the City of Inglewood other interested Native American groups, and/or the most likely descendant (MLD). If necessary, curation preparation shall include creating acid-free labels and tags, placing artifacts in archival quality bags and boxes, and submitting a hard copy of the report on acid-free paper with and the artifacts to a selected permanent curation facility.

Permanent treatment of human remains and associated funerary items shall be determined by the MLD in coordination with FTA and the City. Unless otherwise specified in a treatment agreement between the City, the FTA, and the Consulting Tribe(s), artifacts or other cultural material associated with Native American resources should be permanently curated with an appropriate institution. The preparation and curation of the collection should be completed according to standards set forth in "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR Part 79).

7.6 Safety

Prior to any monitoring activities, the Project Health and Safety Plan shall be reviewed by all monitoring personnel. Archaeological and Native American monitors on-site shall follow all policies and procedures for safety during project implementation. Safety equipment must be worn by archaeological and Native American monitors at all times while on the project site. This includes high visibility vests with reflective material, hard toe shoes, hard hats, and protective eyewear. The monitors shall maintain Occupational Safety and Health Administration (OSHA) standards of protective safety. The monitors shall not access any deep trenches unless the trench walls have been prepared using OSHA standards of safety, including shoring or excavation techniques of sloping or benching the sidewalls. Work near heavy equipment shall be conducted as close to the excavations as can be accomplished while ensuring the safety of the monitors. As necessary, the grading equipment shall be diverted to allow inspection by the monitors.

If applicable, individuals involved in the monitoring program must have completed the 40-hour HAZWOPER training with certification documentation (Hazardous Waste Operations and Emergency Response; 29 CFR 1910.120).

7.7 Discovery of Human Remains

There is a possibility that the Project's construction-related activities may encounter human burials or cremations. Therefore, if the Project's construction-related activities find potential human remains, ground-disturbing activities in the area of the discovery shall **immediately** be halted or redirected, while a temporary CEZ surrounding the site of discovery is established to allow for further examination and treatment of the find. The archaeological monitor shall immediately notify the PI, who shall then notify the PMOC. The PMOC will notify the City of Inglewood. After consulting with the City of Inglewood either in person or via telephone, the PI shall notify the Los Angeles County Coroner's Office by telephone, pursuant to Health and Safety Code 7050.5. The City shall notify the FTA on the same day of the discovery. The FTA shall in turn notify the SHPO, ACHP, and Consulting Tribe(s) within 48 hours of discovery to provide notification of potential human remains being observed during the implementation of the undertaking.

The Coroner, in consultation with the PI, the City, and FTA, would determine the need for a field examination to determine the provenience. The information provided should also indicate whether, and if so, how it was determined that the human remains were an isolated find or constituents of a larger archaeological context.

By law, the Coroner will determine within 48 hours of being notified if the remains are subject to his or her authority. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a MLD. The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations to the property owner and FTA for the treatment of any human remains and associated artifacts associated with Native American burials.

7.8 List of Contacts

Approximately 6-8 months prior to the start of construction and prior to the award of the bid for construction of the Project, the City shall identify the individuals to fill the key roles outlined in this Plan during review of the project bids. The qualifications of the individuals from the selected firm shall be provided prior to award for construction. Once the individuals have been selected, their contact information shall be distributed to FTA, the City of Inglewood, and all construction supervisors as outlined in Table 2 below.

Table 2 Individual Contact Information

Agency/Company	Agency/ Company Contact	Title/Role	Email	Phone Number
FTA	Mervin Acebo	Transportation Program Specialist	Mervin.acebo@dot.gov	(213) 202-3957
FTA	Charlene Lee Lorenzo	Director of the Los Angeles Office	Charlene.leelorenzo@dot.gov	(213) 202-3952
FTA	Candice Hughes	Environmental Protection Specialist	candice.hughes@dot.gov	(213) 629-8613
LACMTA	Paul Whang	Advisor	whangp@metro.net	(213) 922-4705
City of Inglewood	Louis Atwell	Chief Executive Officer	latwell@cityofinglewood.org	(310) 412-5333
Gannet Fleming – PMOC/Construction Manager	Chris Metzger	PMOC/Construction Manager	cmetzger@gfnet.com	925.998.1550
Principal Investigator/ Company TBD	TBD	TBD/Archaeological Oversight	TBD	TBD
Archaeological Monitor	TBD	TBD/Archaeological Monitoring		
Los Angeles County Coroner	Los Angeles County Department of Medical Examiner- Coroner	Medical Examiner- Coroner	n/a	(323) 343-0512 (323) 343-0714
Andrew Salas, Kizh Nation Chairman	Gabrieleño Band Of Mission Indians Kizh Nation	Chairman/Consulting Tribe	admin@gabrielenoindians.org	(844) 390- 0787
Christina Conley	Gabrielino Tongva Indians of California	Native American Heritage Commission Contact/Consulting Tribe	christina.marsden@alumni.usc.edu	
Robert Dorame, Chairperson	Gabrielino Tongva Indians of California	Chairman/Consulting Tribe	gtongva@gmail.com	(562) 761- 6417
Matt Tuetimez, Kizh Nation	TBD	TBD/Tribal Monitor	TBD	TBD

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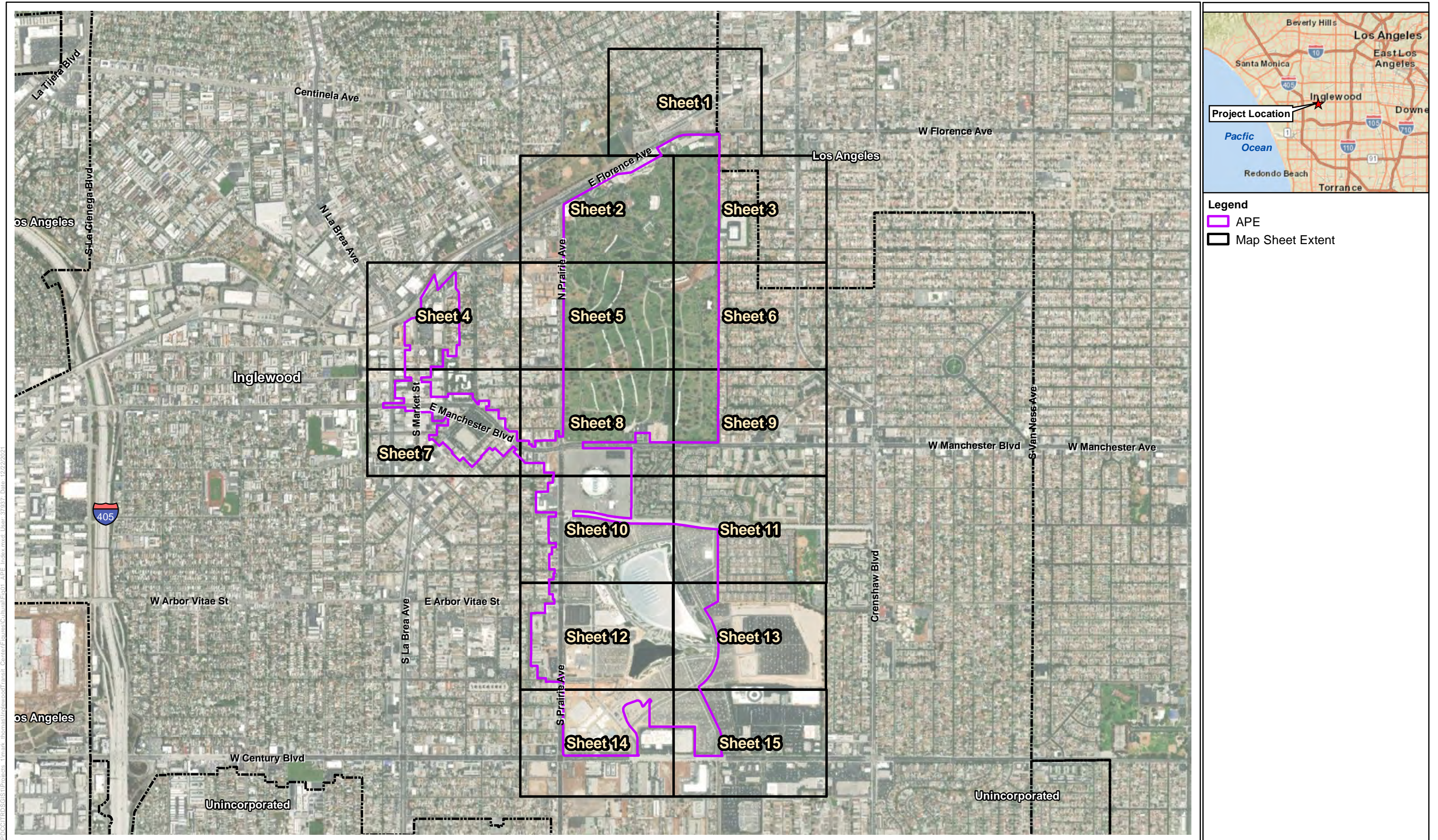
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Appendix A

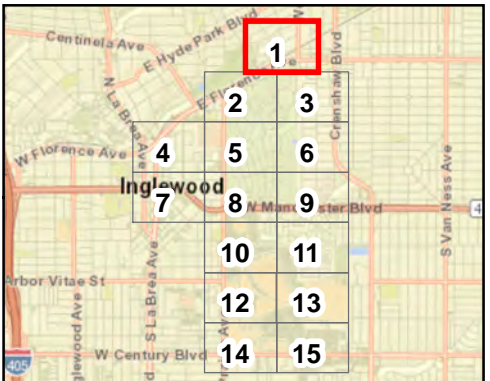
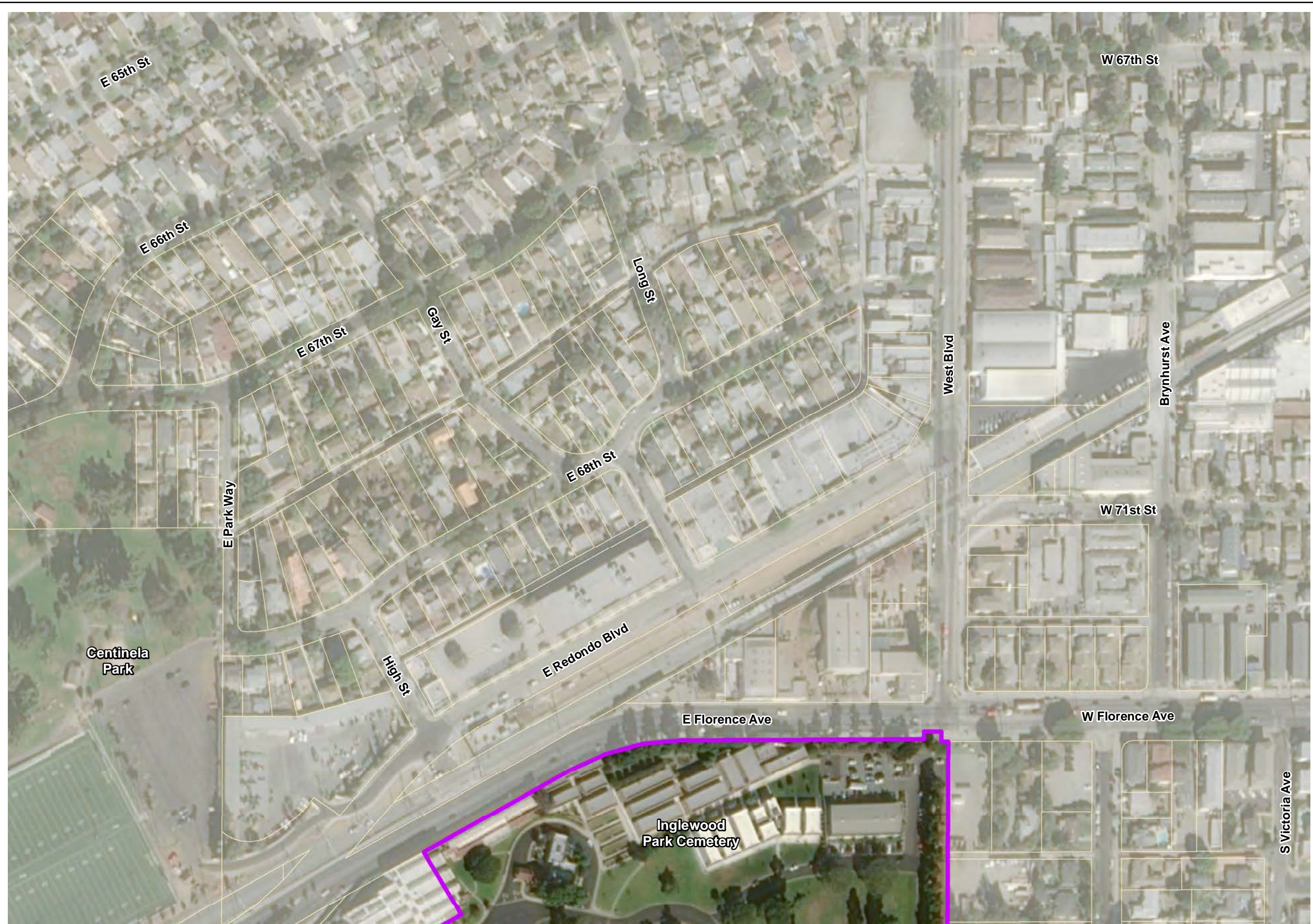
APE Map



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

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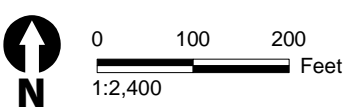
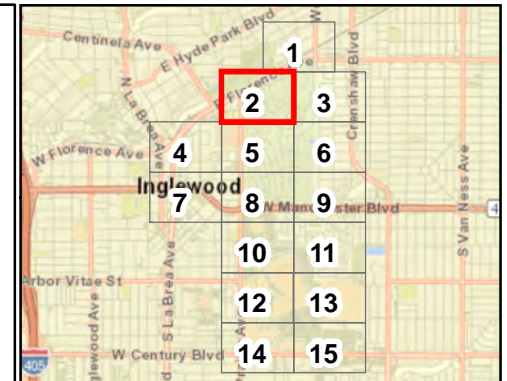
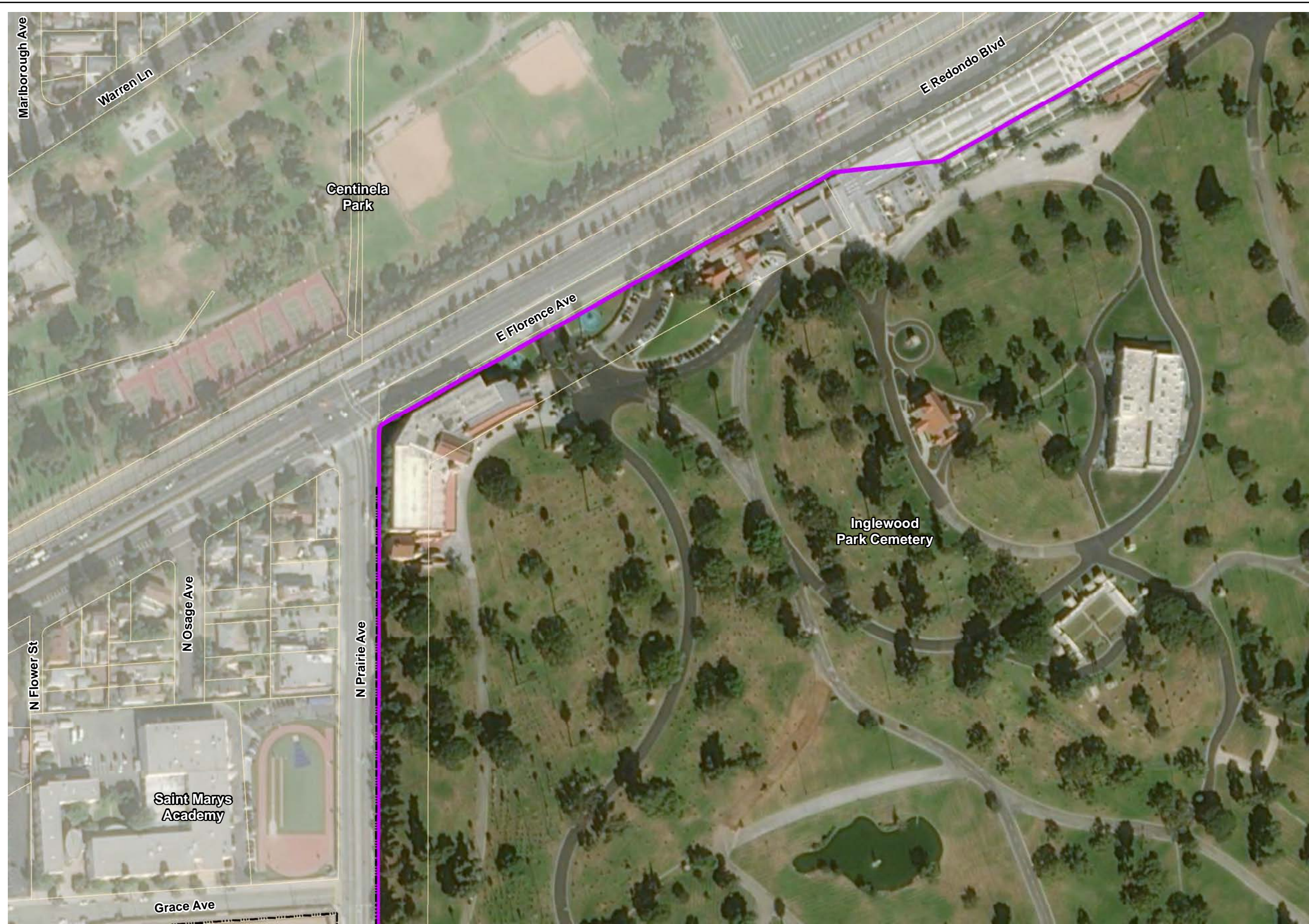


Figure 1, Sheet 1 of 15
Area of Potential Effects (APE)
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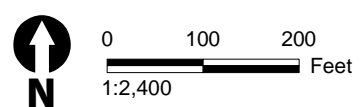
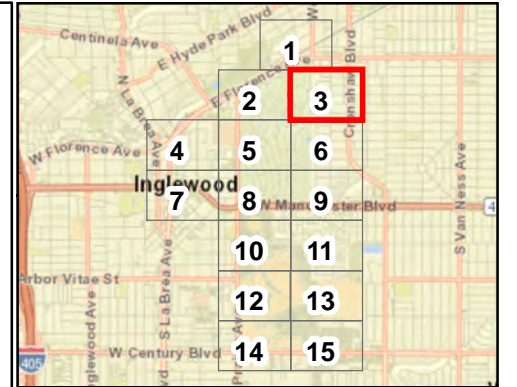


Figure 1, Sheet 2 of 15
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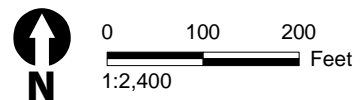
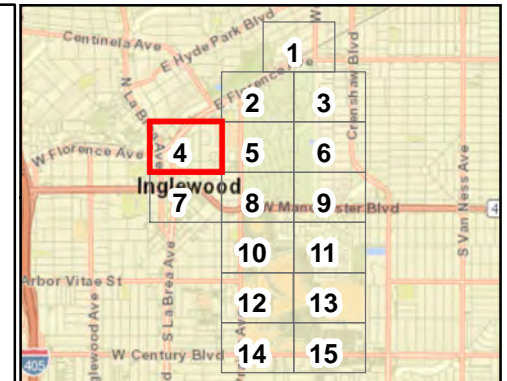
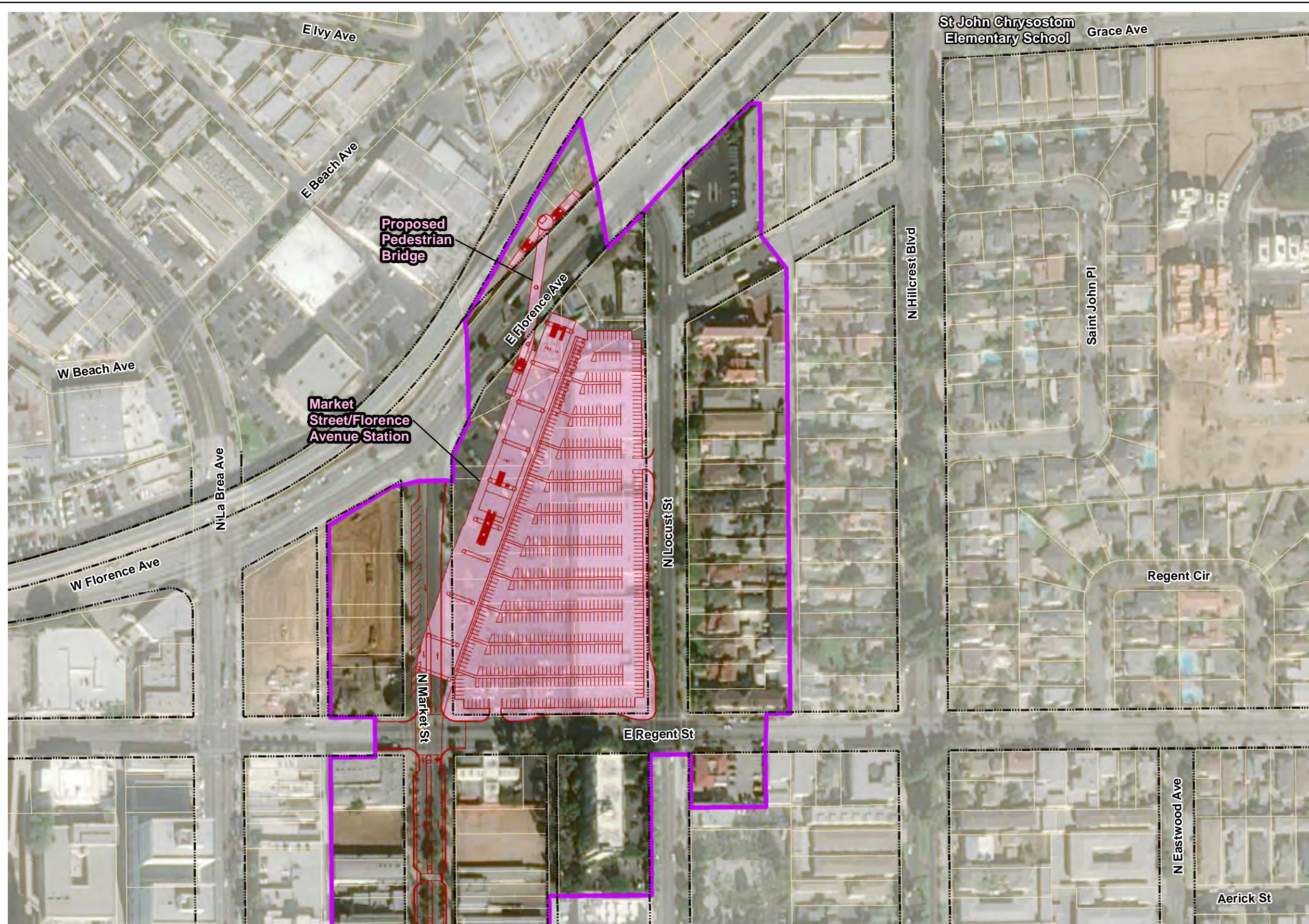


Figure 1, Sheet 3 of 15
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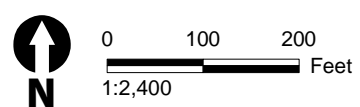


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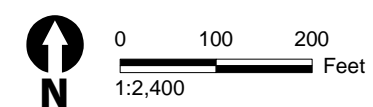
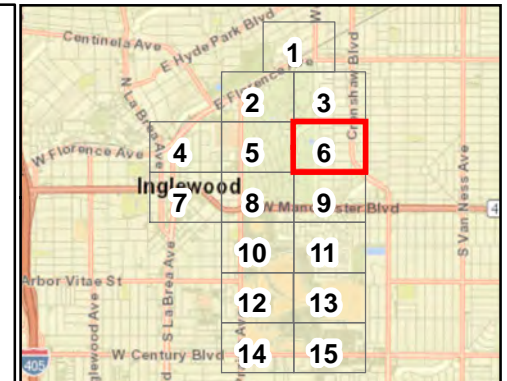
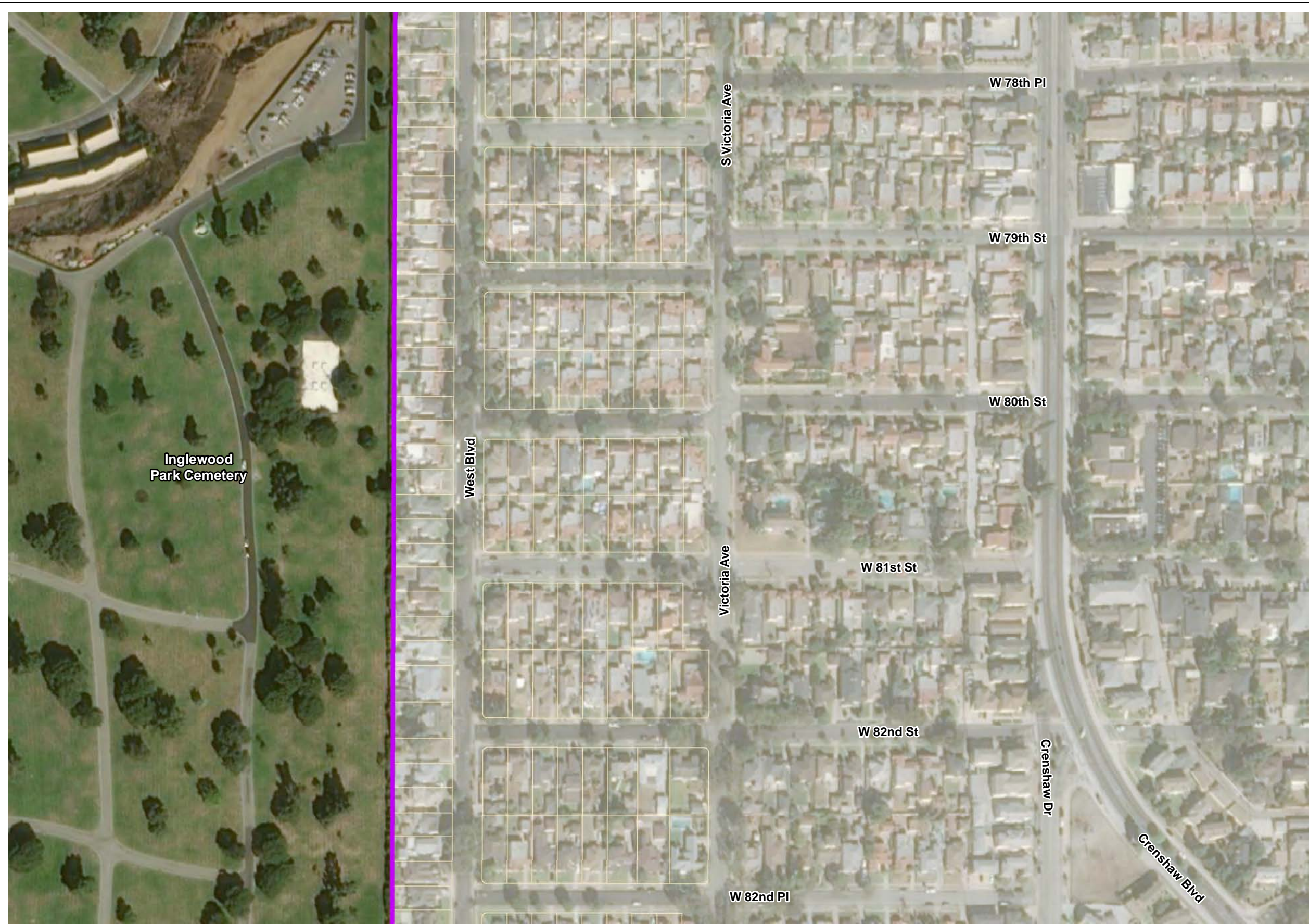


Figure 1, Sheet 5 of 15
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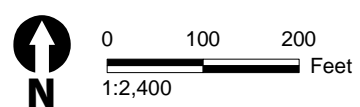
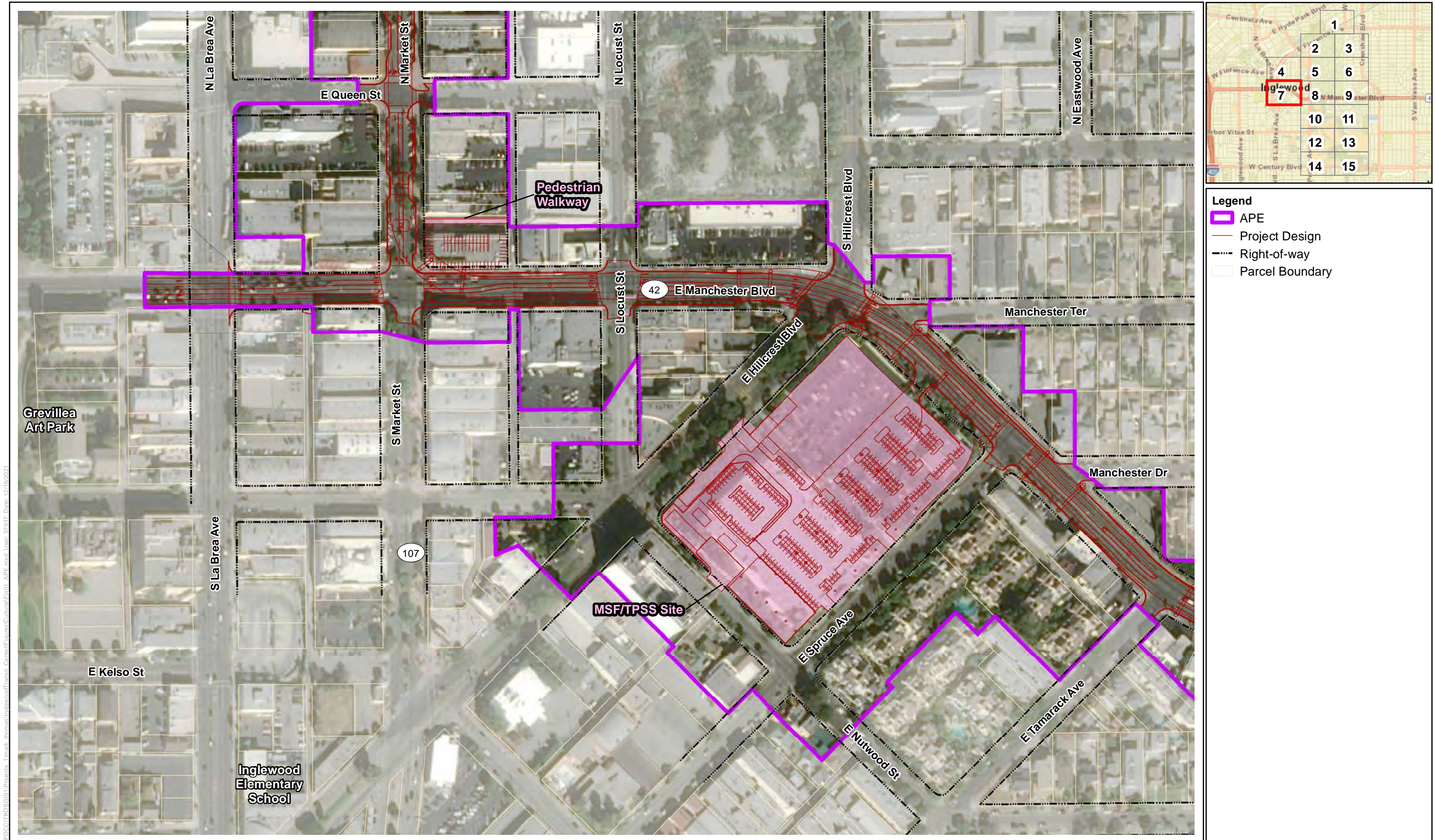


Figure 1, Sheet 6 of 15
Area of Potential Effects (APE)
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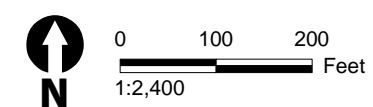
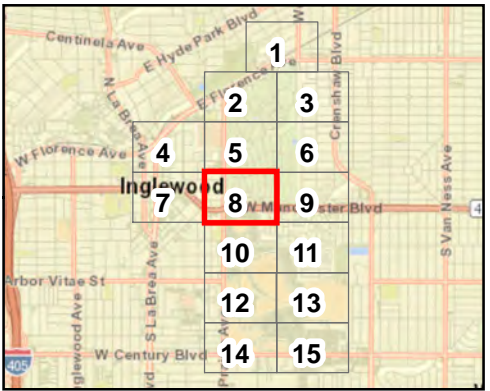
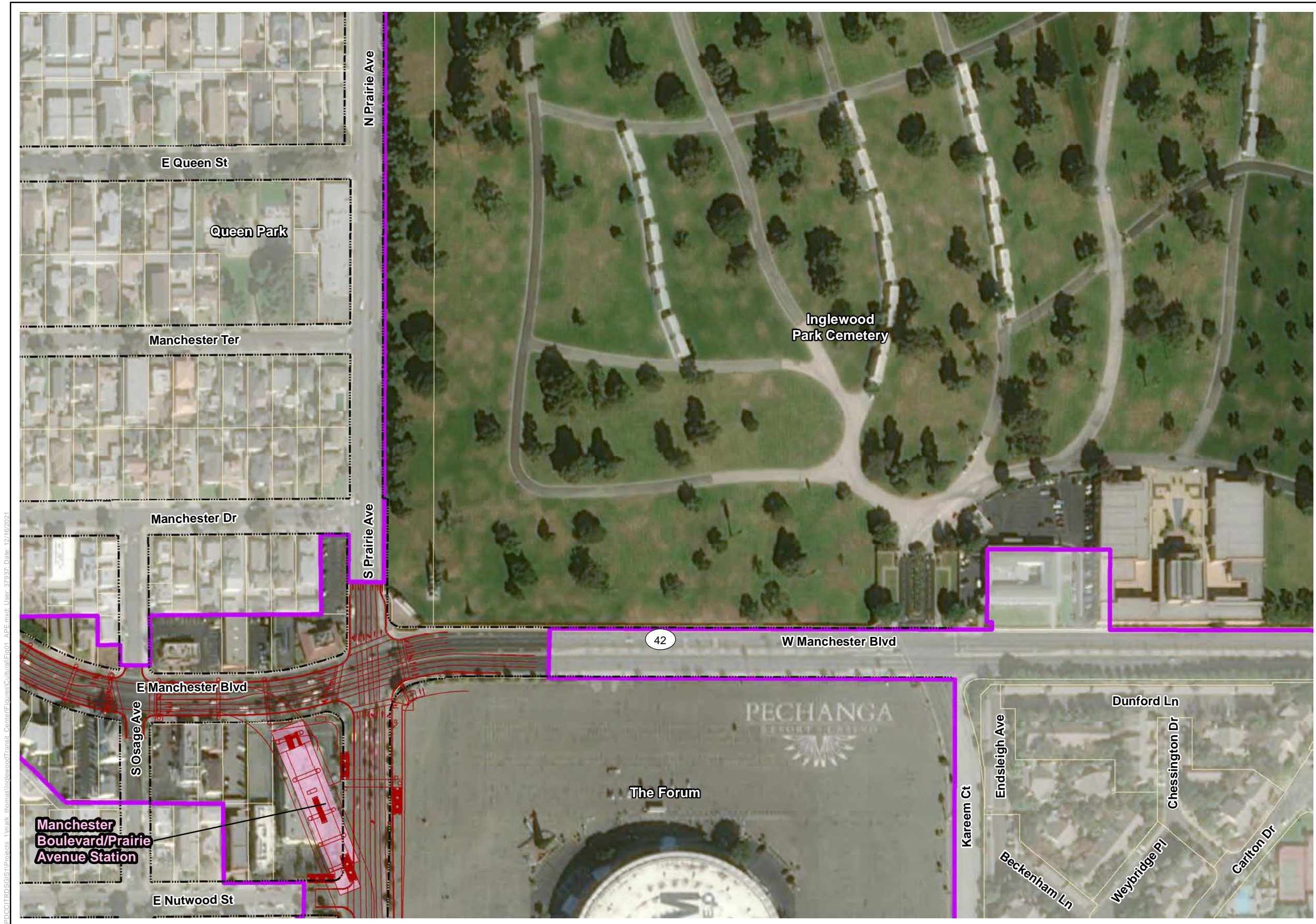


Figure 1, Sheet 7 of 15
Area of Potential Effects (APE)
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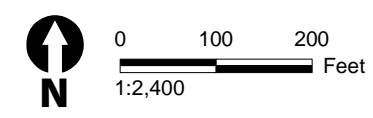
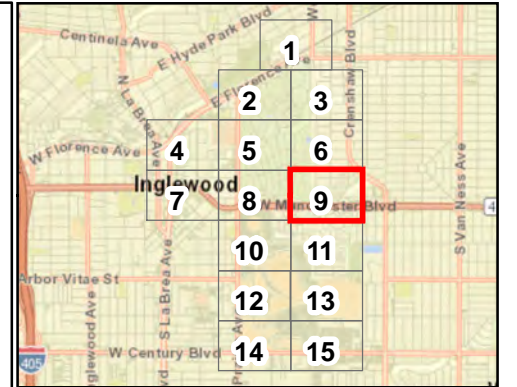


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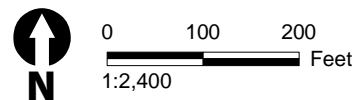
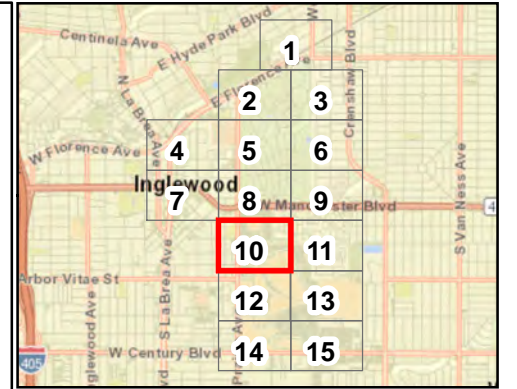
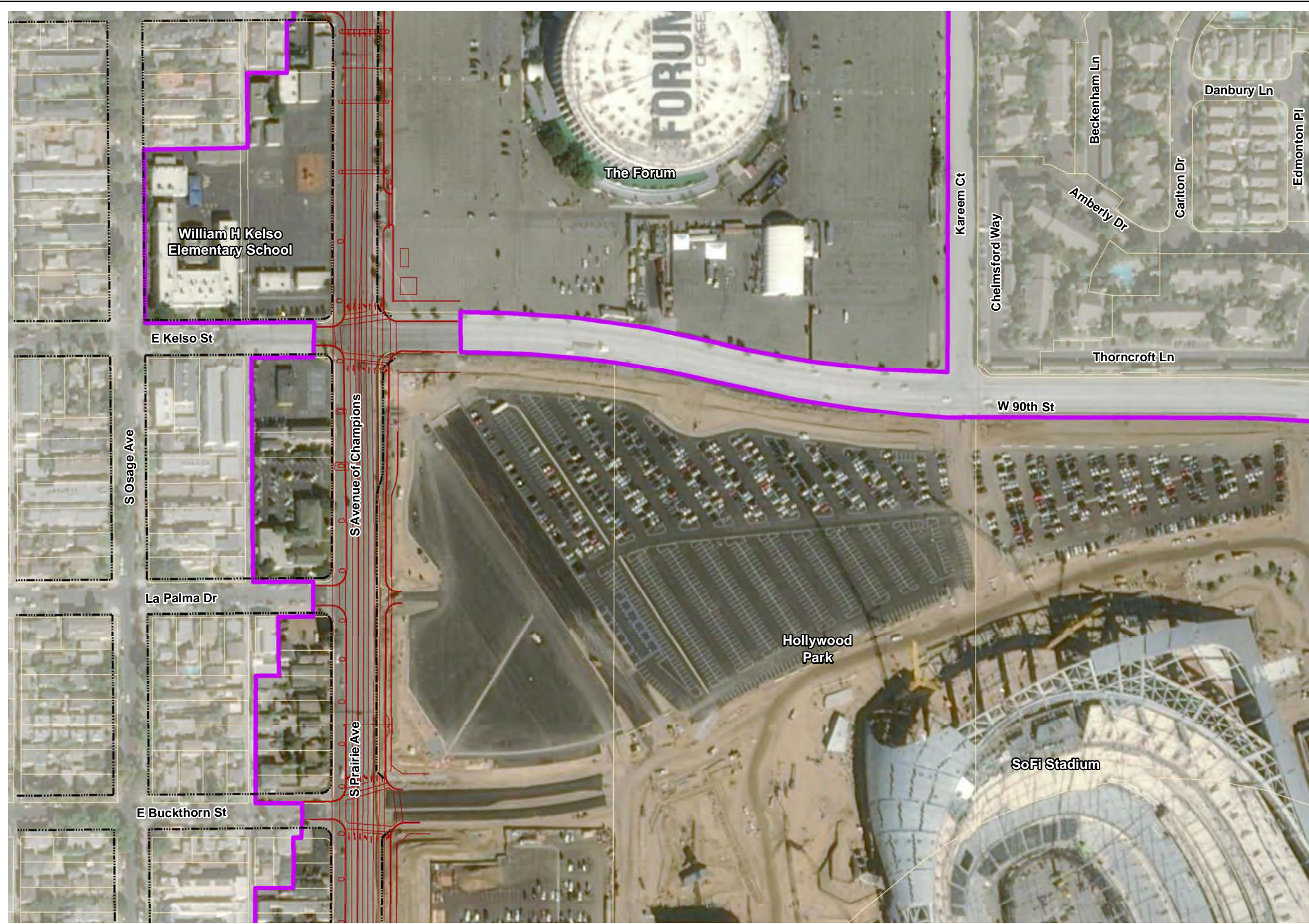
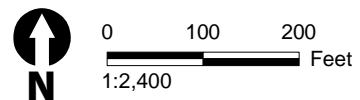


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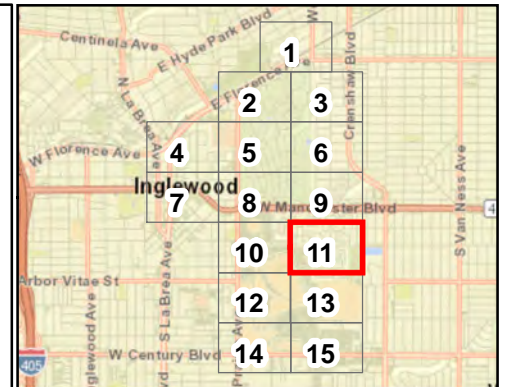
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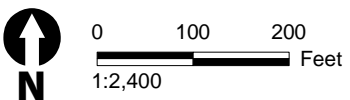
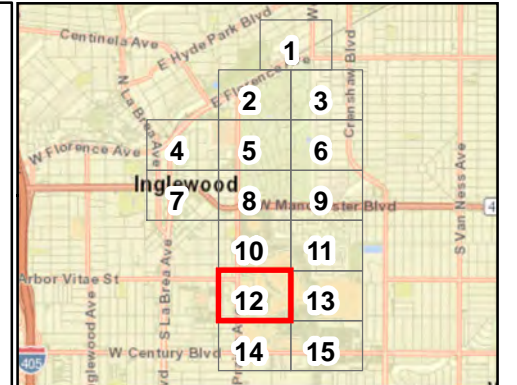
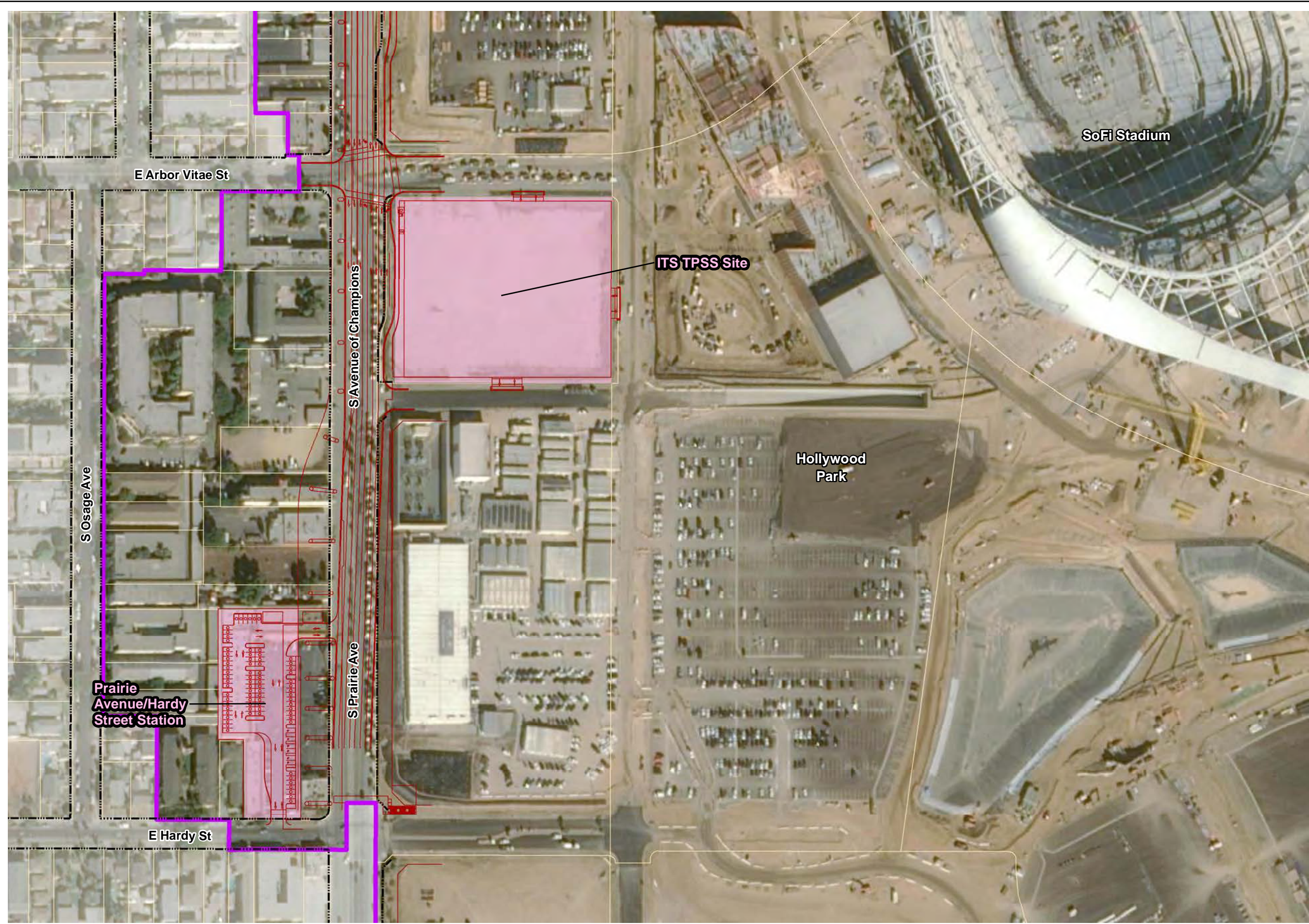


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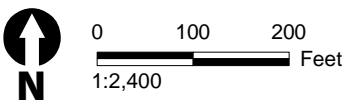
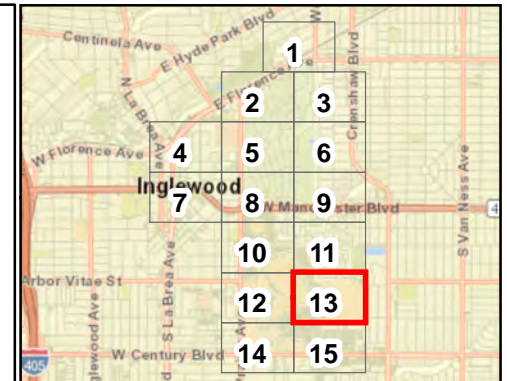


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Area of Potential Effects (APE)
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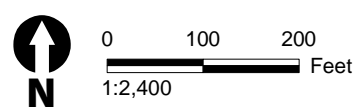
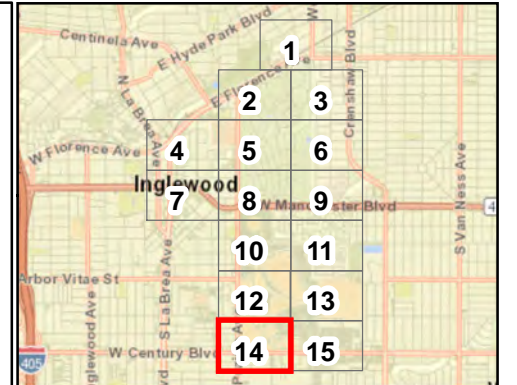


Figure 1, Sheet 13 of 15
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- Legend**
- APE
 - Project Design
 - Right-of-way
 - Parcel Boundary

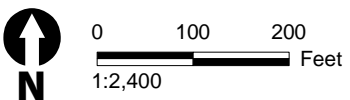
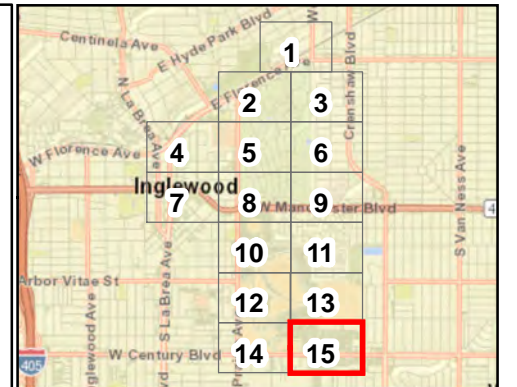


Figure 1, Sheet 14 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

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

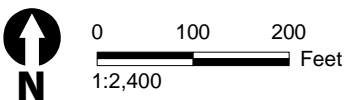


Figure 1, Sheet 15 of 15
Area of Potential Effects (APE)
Inglewood Transit Connector

Appendix B

Daily Monitoring Form



Daily Monitoring Report

Project Number:		Project Name:	
Monitor:			
Date:	Start Time (24 hour):	Stop Time (24 hour):	
Weather (Temperature, wind speed, cloud cover, precipitation):			

Daily activities and compliance summary in format of Time – Activity (i.e., 07:00 – Arrived at project site):

Summary of project related communications:

COMPLIANCE **REMEDIATION ACTION NEEDED** (see Non Compliance Report)

Worker Environmental Education Program provided: Yes No

Activities Monitored:

Depth of Ground Disturbance:

Soils Description:

See final page for additional notes regarding non-compliances, if any.

Native American Monitor Name and Affiliation:

Archaeological Discovery Made? Yes No

Paleontological Discovery Made? Yes No

Photo Documentation:

Cultural Resources Monitoring Log: Cultural Discovery Form

(add continuation sheets as necessary)

Page ____ of ____

Project No.: _____ Project Name: _____ Monitor: _____ Date: _____

Cultural Data: Cultural Resources Identified? **Yes** (complete this page) **No** (do not complete this page)

Archaeological Features Observed and Artifacts Collected

PD No.	Description of feature/artifact and of location	Notes/Comments

Description of Site Sediments and Stratigraphy:

Additional Cultural-Specific Notes/Comments: _____

Communication with PI/Senior Archaeologist/Project Manager/ Field Personnel: