

### 4.4.1 INTRODUCTION

This section of the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) evaluates the potential for the proposed Inglewood Transit Connector Project (proposed Project or ITC Project) to impact cultural resources within the proposed Project area.

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Information from the following studies of the Project area is incorporated into this section:

- *Cultural Resource Investigation*, Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA, PaleoWest Archaeology (PaleoWest), December 4, 2018 (**Appendix I.1**);
- *Historic Resources Technical Report*, Paul Travis, AICP, and Kari Fowler, Historic Resources Group (HRG), October 4, 2021 (**Appendix I.2**); and
- *Historic Preservation Memo*, Teresa Grimes, October 7, 2021 (**Appendix I.3**).

After circulation of the December 2020 Draft EIR for public review, the City revised the design of the Project in response consultation with key stakeholders in the community and comments received on the December 2020 Draft EIR. The *Historic Resources Technical Report* (see **Appendix I.2**) was peer reviewed in a *Historic Preservation Memo* (see **Appendix I.3**) and updated in response to comments received addressing historic buildings. Changes to the Project relevant to the potential effects of the Project on historic buildings include defining Project features addressing the physical design of the Project as described below in *Section 4.4.6.1: Project Design Features*. Specific changes to the proposed Project include raising the height of the ATS guideway along Market Street to preserve existing views of historic buildings in downtown Inglewood, relocating the Prairie Avenue/Pincay Drive Station to the southwest corner of Manchester Boulevard and Prairie Avenue, redesign of the proposed MSF to allow this facility to be located on the proposed site with a new Vons store, and realignment of the guideway and stations on Prairie Avenue to the west side of Prairie Avenue. These changes to the Project reduced the impacts of the Project on historic resources. In addition, the information and analysis in the historic resources report was updated and expanded and a peer review of this report was performed. The updated historic resources report determined the revised Project will not result in any significant impacts to historic resources.

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

## 4.4.2 METHODOLOGY

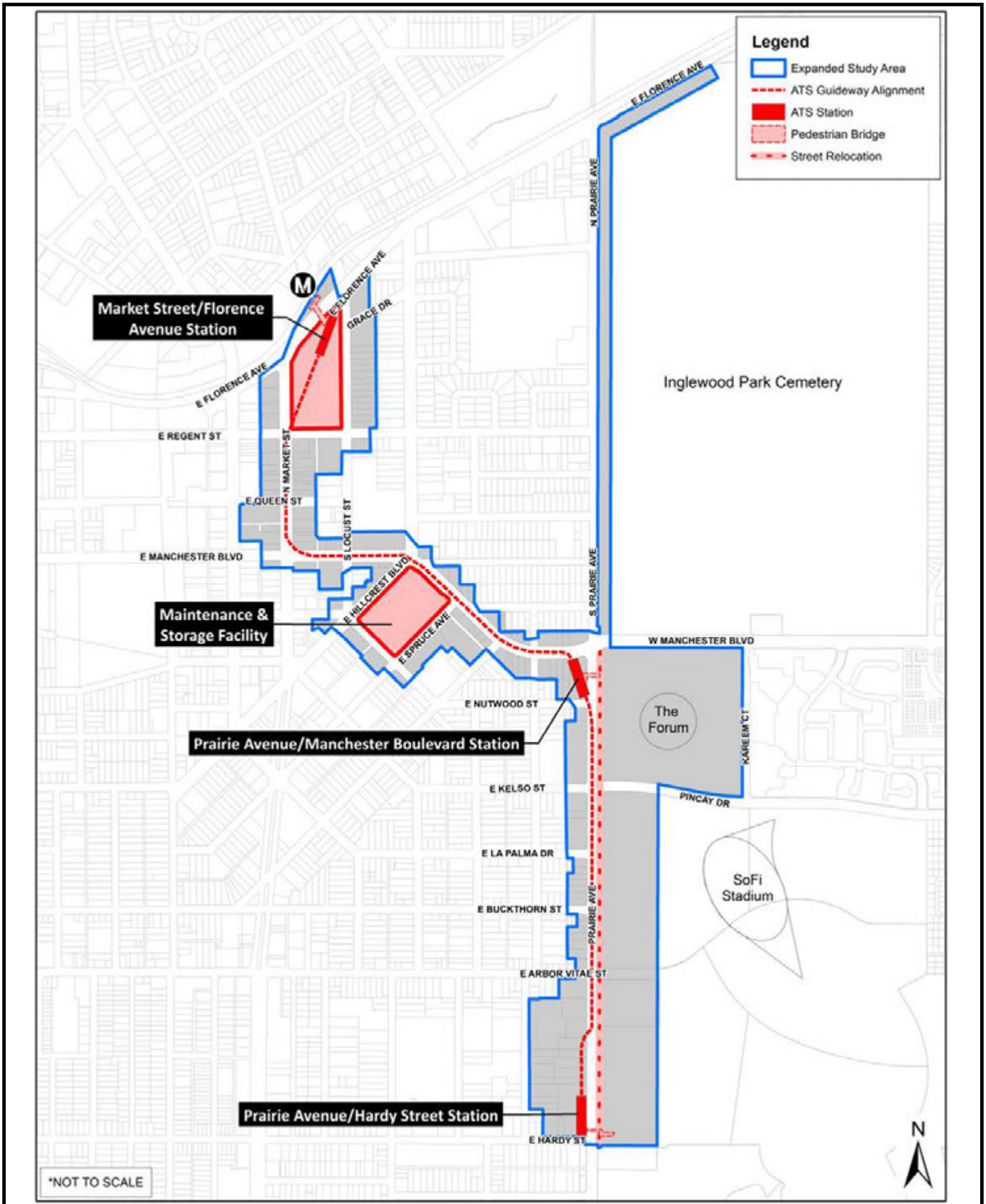
### 4.4.2.1 Historic Architectural Resources

The analysis of impacts to historic architectural resources is based on the *Historic Preservation Memo (Appendix I.3)* and *Historic Resources Technical Report (Appendix I.2)* prepared by qualified personnel who meet or exceed the Secretary of the Interior's Professional Qualification Standards in history and architectural history.

**Figure 4.4-1: Historic Resource Study Area** identifies the Project Area and Expanded Study Area defined for purposes of the historic resource investigation. The Project Area includes all areas and parcels where new construction will occur. This includes the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue where the elevated ATS guideway will be constructed; the block bounded by Market Street, Florence Avenue, Locust Street, and Regent Street where the Market Street/Florence Avenue station would be constructed; parcels north of Florence Avenue where a pedestrian bridge from the Market Street/Florence Avenue station to the existing Metro K Line Downtown Inglewood station will land; the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue where the MSF and a PDS substation will be built; the parcel at the corner of southwest corner of Manchester Boulevard and Prairie Avenue where a station will be located; parcels at the northwest corner of Prairie Avenue and Hardy Street where a station and a PDS substation will be located; and parcels east of Prairie Avenue between Manchester and Hardy where the travel lanes will be relocated to the east.

The Expanded Study Area encompasses what is expected to be the maximum extent within which Project impacts will occur. The Expanded Study Area includes all parcels fronting the alignment right-of-way on both sides. In addition, where there will be substantial new construction outside of the alignment right-of-way, parcels immediately adjacent to or across from the new construction have been included in the Expanded Study Area. This includes parcels adjacent to or across from the block where the Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street stations would be constructed; parcels adjacent to or across from the MSF site; and sites where the pedestrian bridges will land.

Where historical resources exist within the Project Area or Expanded Study Area, evaluation of the potential for the Project to result in an adverse change in the significance of identified historic resources was completed. Review of previous studies and reference materials on June 4, 2018, and February 21, 2019, were conducted to evaluate the eligibility of properties for listing in the National Register and the California Register. This investigation used primary and secondary sources related to the history and development of the City with an emphasis on the early 20th-century, central business district that comprises much of the Project footprint and Expanded Study Area.



SOURCE: Historic Resources Group, September 2021

FIGURE 4.4-1

Historic Resource Study Area



Documents that were consulted included previous historical resources surveys and assessments; previous environmental reviews; the City's historical building permits; Los Angeles County Tax Assessor records; Sanborn Fire Insurance maps; historical photographs and aerial images; historical newspapers and other periodicals; local histories and historic context statements; and the California State Historic Resources Inventory, Los Angeles County.

The California State Historic Resources Inventory for Los Angeles County, records housed at the California Historic Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC), was consulted to identify any previous evaluations of potential historic resources on, or immediately adjacent to, the Project alignment.

Detailed field surveys of the Project Area and Expanded Study Area were conducted on June 4, 2018, February 21, 2019, and August 1, 2021. These field surveys were supplemented by property-specific and contextual research to identify additional properties that may be considered historical resources under CEQA.

#### 4.4.2.2 Archaeological Resources

A *Cultural Resource Investigation* (see **Appendix I.1**) was performed for the area for the proposed Project consisting of both desktop-level review and a field investigation. This investigation effort included the Project footprint and a half-mile radius beyond the footprint. The objective of this investigation was to identify prehistoric or historical cultural and archaeological resources that have been previously recorded within the study area during prior cultural resource investigations and through field investigation.

As part of the *Cultural Resource Investigation*, literature, and records searches were conducted at the SCCIC housed at California State University, Fullerton on June 20, 2018. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations. The research component of the investigation was also used to describe the development history of the City and its surrounding area. Additional sources consulted during the literature review and records search included published local histories, previous environmental review documents for the City and region, the National Register of Historic Places, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

The *Cultural Resource Investigation* also included a windshield/reconnaissance field survey conducted by a qualified PaleoWest archaeologist on July 20, 2018. The purpose of the survey was to observe and note the conditions of the area, including the extent of the hardscape, the overall degree of ground disturbance, and the character and nature of the area. This included a survey along the length of the ATS alignment to

identify any areas of open ground surface and any areas likely to contain or exhibit archaeologically or historically sensitive cultural resources. Identified areas were inspected to ensure that if any visible, potentially significant archaeological resources were discovered that they were documented. The area of the proposed Project was recorded with digital photographs and a photo log was maintained to include, at a minimum, photo number, date, orientation, photo description, and comments.

As part of the *Cultural Resource Investigation*, the Native American Heritage Commission (NAHC) was contacted on June 15, 2018, for a review of the Sacred Lands File (SLF) in addition to five Native American individuals and/or tribal groups to elicit information regarding cultural resource issues related to the proposed Project. Detailed information describing the City's formal tribal consultation process and the proposed Project's potential impacts to tribal cultural resources are discussed in **Section 4.13: Tribal Cultural Resources** of this Recirculated Draft EIR.

### 4.4.3 REGULATORY FRAMEWORK

Cultural historic resources are regulated at the Federal, State, and local levels of government. Federal laws establish broad frameworks for cultural historic resource identification and protection, while State and local jurisdictions actively identify, document, and protect resources within their boundaries. The National Historic Preservation Act of 1966,<sup>1</sup> the California Register, the California Public Resources Code (Sections 5020-5029.5,<sup>2</sup> 5079-5079.65,<sup>3</sup> and 5097.9-5097.998),<sup>4</sup> and the California Environmental Quality Act (CEQA) are the primary federal and State laws regulating the preservation of cultural historic resources of national and State significance.

#### 4.4.3.1 Federal Regulations

##### ***National Historic Preservation Act***

The National Historic Preservation Act of 1966 (NHPA) authorized formation of the National Register and coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.<sup>5</sup>

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties. A Section 106 review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and

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1 US Code, Title 54, Section 300101 et seq., National Historic Preservation Act of 1966, Sections 106 and 110.

2 California Public Resources Code (PRC), Sections 5020-5029.5, Historic Resources.

3 California PRC, Sections, 5079-5079.65. Parks and Monuments.

4 California PRC, Sections 5097.9-5097.998, Native American Historical, Cultural, and Sacred Sites.

5 US Code, Title 54, Section 300101 et seq., National Historic Preservation Act of 1966, Sections 106 and 110.

implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from State Historic Preservation Offices (SHPOs). If any impacts are identified, the agency undergoing the project must identify the appropriate SHPO to consult with during the process.<sup>6</sup>

### ***National Register of Historic Places***

The National Register of Historic Places (NRHP)<sup>7</sup> is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's (NPS) National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Section 106 of the NHPA requires federal agencies to consider the effects of an undertaking on historic properties, which are defined as cultural resources included in or eligible for listing in the National Register. Determination of National Register eligibility for cultural resources is made according to the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. that are associated with the lives of persons significant in our past; or
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded, or may be likely to yield, information important in prehistory or history.<sup>8</sup>

If cultural resources do not meet the above criteria, they are not historic properties and are not further considered in the Section 106 process. In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired or significant individuals made their important contributions.

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6 US Code, Title 54, Section 300101 et seq., National Historic Preservation Act of 1966, Section 106

7 U.S. Department of the Interior, National Park Service (NPS), *Nation Register of Historic Places*.  
<https://www.nps.gov/subjects/nationalregister/what-is-the-national-register.htm>

8 US Code, Title 54, Section 300101 et seq., National Historic Preservation Act of 1966, Section 106

## Historic Districts

The NPS defines a historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”<sup>9</sup> A historic district derives its significance as a single unified entity. According to the NPS:

*A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.*

Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas, and rural villages.<sup>10</sup> Properties that have been found to contribute to the historic significance of a district are referred to as district contributors. Properties located within the district boundaries that do not contribute to its significance are identified as non-contributors.

## Secretary of the Interior’s Standards

The Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards) are intended to promote responsible preservation practices that help protect irreplaceable cultural resources.<sup>11</sup> They cannot be used to make essential decisions about which features of the historic building should be saved and which should be changed. Choosing the appropriate treatment Standard, or approach, requires careful decision making and depends on a number of considerations, including level of historical significance, physical condition, proposed use, and code or regulatory requirements. Once the Standard is selected—whether it is preservation, rehabilitation, restoration, or reconstruction—the Standards provide philosophical consistency when treatment work is undertaken.

Rehabilitation, the most common treatment approach, is the process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. The Standards for Rehabilitation are as follows:

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- 9 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, U.S. Department of Interior, 1995, 5.
  - 10 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, U.S. Department of Interior, 1995, 5.
  - 11 U.S. Department of the Interior, National Park Services, *Technical Preservation Services*, The Secretary of The Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, 2017, accessed June 2018 at <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

#### **4.4.3.2 State Regulations**

##### ***Office of Historic Preservation***

The California Office of Historic Preservation (OHP) administers federally and State-mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources.<sup>12</sup> As an office of the California Department of Parks and Recreation, the OHP implements the policies of the NHPA on a Statewide level. OHP works to preserve California's heritage

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12 State of California, Office of Historic Preservation. <https://ohp.parks.ca.gov/>.



resources by ensuring that projects and programs carried out or sponsored by federal, State, and local agencies comply with federal and State historic preservation laws.

### ***California Register of Historical Resources***

The State Historical Resources Commission has designed the California Register of Historic Places (California Register) for use by State and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the State's significant historical and archeological resources.<sup>13</sup>

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for State and local planning purposes, determines eligibility for State historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

The California Register is the authoritative guide to the State's significant archaeological and historical resources. It closely follows the eligibility criteria of the National Register but deals with State and local-level resources. The California Register serves to identify, evaluate, register, and protect California's historical resources. For purposes of CEQA, a historical resource is any building, site, structure, object, or historic district listed in or eligible for listing in the California Register.<sup>14</sup> A resource is considered eligible for listing in the California Register if it meets any of the following criteria:

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

Historical resources meeting one or more of the criteria listed above are eligible for listing in the California Register. In addition to significance, resources must have integrity for a period of significance—the date or span of time within which significant events transpired or significant individuals made important contributions. Important archaeological resources are required to be at least 50 years old to be considered. “Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance.” Simply put, resources must

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13 State of California, Office of Historic Preservation, *California Register of Historic Places*, [https://ohp.parks.ca.gov/?page\\_id=21238](https://ohp.parks.ca.gov/?page_id=21238).

14 California PRC, *Division 13. Environmental Quality*, Section 21084.1.

“retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.”

CEQA also requires the lead agency to consider whether there is a significant effect on unique archaeological resources that are not eligible for listing in the California Register. As defined in CEQA, a unique archaeological resource is:

*an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*

1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
2. *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*<sup>15</sup>

If an archaeological resource is found eligible for listing in the California Register, then it is considered under CEQA to be a historic resource that needs to be protected. This may also apply to unique archaeological resources. If a historic resource may be impacted by activity, under CEQA, avoidance and preservation in place is the preferred alternative. If that is not possible, then a data recovery plan would need to be created and enacted to lessen impacts to the environment to a less-than-significant-level. If the archaeological resource is not eligible for listing in the California Register, and it is not a unique archaeological resource, then no further action is required to protect or mitigate possible impacts to it.

### **California Health and Safety Code**

The discovery of human remains is regulated per California Health and Safety Code,<sup>16</sup> which addresses dead bodies and requires the County Coroner to be notified in the event of the discovery of human remains. If the human remains discovered are determined to be Native American in origin, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours.

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15 California PRC, *Division 13. Environmental Quality*, Section 21083.2.

16 California, *Health and Safety Code* sec. 7050.5, “Dead Bodies.”

### **California Public Resources Code Sections 5020-5029.5 – Historical Resources**

The California Public Resources Code<sup>17</sup> addresses the protection of archaeological, paleontological, and historical sites. In addition, cultural and paleontological resources are recognized as a nonrenewable resource and, therefore, receive protection under the statute as follows:

- *California Public Resources Code* Sections 5020-5029.5 established the Historical Landmarks Advisory Committee as the State Historical Resources Commission (SHRC). The SHRC oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- Defines the functions and duties of the OHP. OHP is responsible for the administration of federally and State mandated historic preservation programs in California and the California Heritage Fund.
- Provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of NAHC. These sections also require notification of discoveries of Native American human remains, descendants and provide for treatment and disposition of human remains and associated grave goods.

### **California Environmental Quality Act**

The State CEQA Guidelines<sup>18</sup> require that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change in the significance of a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

CEQA clarifies which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A “substantial adverse change” means “demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

CEQA defines a historical resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered historic resources under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

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17 California PRC, Sections 5020-5029.5, *Historic Resources*.

[https://leginfo.ca.gov/faces/codes\\_displayText.xhtml?lawCode=PRC&division=5.&title=&part=&chapter=1.&article=2](https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=5.&title=&part=&chapter=1.&article=2).

18 State CEQA Guidelines, Section 15064.5. *Determining the Significance of Impacts to Archaeological and Historical Resources*.

The courts have interpreted CEQA to create three categories of historical resources:

- Mandatory historical resources are resources “listed in, or determined to be eligible for listing in, the California Register of Historical Resources.”
- Presumptive historical resources are resources “included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1 or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1” of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- Discretionary historical resources are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.<sup>19</sup>

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is:

- Listed in the California Register of Historical Resources;
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historical resources.

The CEQA Guidelines provide two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

- Identified as significant in a historical resource survey meeting the requirements of Public Resources Code 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an “historical resource” for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be

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<sup>19</sup> League for the Protection of Oakland’s Architectural and Historic Resources vs. City of Oakland, 52 Cal. App. 4th 896, 906-7 (1997).

considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

### ***City of Inglewood General Plan***

The City's General Plan Land Use Element presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based.<sup>20</sup>

#### **Land Use Element**

The City's Land Use Element<sup>21</sup> was adopted in 1980 and subsequently amended in 1986, 2009, 2016, and 2020. Applicable goals to the Cultural Resources section were added in 2016 to the Land Use Element with the adoption of the New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines described below.

#### ***New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines***

The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines<sup>22</sup> (Downtown TOD Plan) covers the Downtown Inglewood and Fairview Heights neighborhoods of the City and works to implement the City's vision for transforming the quality of the environment within these areas. The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the Metro K line just east of the Florence Avenue/La Brea Avenue intersection. This Downtown planning and zoning area extends approximately one-half mile in all directions from the Metro Downtown Inglewood Station.

The Downtown TOD Plan planning goals were incorporated into the Land Use Element with its 2016 update. Relevant goals and policies in the Downtown TOD are listed as follows:

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

**Policy 1.2:** Ground Floor Uses and Storefronts. Require uses that activate pedestrian activity such as retail on major streets and plaza frontages. Require that

20 City of Inglewood, *General Plan- Related Documents*, <https://www.cityofinglewood.org/209/General-Plan>. Accessed June 12, 2020

21 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed July 22, 2020.

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

storefronts be historically-sensitive, attractive, and transparent in the Historic Downtown.

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

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

**Goal 6:** Downtown expresses the unique culture of Inglewood.

**Policy 6.1:** Districts. Define the following unique districts within the Downtown TOD area, each with their own unifying character or identity that should be preserved and enhanced: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

Additionally, the Downtown TOD states that the Historic Downtown is the heart of Downtown Inglewood, characterizing it as pedestrian-oriented and human scaled neighborhood. The element further states that Downtown Inglewood is intended to function as a regional destination and gathering space for all in the City that links residents with the community's past, present, and future. The district should include public space, restaurants, entertainment, residential uses, hotel, and office uses.

### ***City of Inglewood Municipal Code***

The City of Inglewood's General Plan does not identify any goals or policies related specifically to cultural or historical resources. Permitted uses in the Historic Core Zone are those identified in the Downtown TOD.<sup>23</sup>

## **4.4.4 EXISTING CONDITIONS**

### **4.4.4.1 Regional Ethnographic Setting**

#### ***Pre-History***

In the pre-historical period, the fertile coastal plain between present-day Los Angeles and Long Beach was enriched by the periodic flooding of the Los Angeles River over millennia. It was home to the Tongva people, also referred as the Gabrieleño, Fernandeño, or Nicoleño, the names given to the region's

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<sup>23</sup> City of Inglewood, Municipal Code, Section 12-31.46 (Ord. 17-01 11-01-16).

indigenous people by California’s Spanish missionaries. The Tongva occupied the area now encompassed by the Los Angeles basin, San Fernando Valley, San Gabriel Valley, San Bernardino Valley, and the local California coastline. The South Bay region was home to a number of small Tongva (Gabrieleño) villages, with notable settlements at Suangna near the present-day city of Carson, near Point Fermin in San Pedro, and near Malaga Cove in Palos Verdes.<sup>24</sup>

### ***Spanish Colonial and Mexican Periods***

In 1542, Spanish explorer Juan Rodriguez Cabrillo led the first European expedition to explore what is now the west coast of North America. Explorers with Cabrillo’s expedition encountered native people on land and sea voyages, making what is thought to be the first known contact with Alta California’s indigenous tribes, including the Tongva of the Suangna area.<sup>25</sup> While Cabrillo claimed California for the Spanish Crown at this time, Spanish settlement would not reach this territory for another two hundred years.

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

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

In 1821, Mexico won its independence from Spain and Alta California became a territory of the new Mexican Republic, marking an end to Spanish colonial rule in the region. The political and social control of the military and religious leadership began to shift toward the secular and private sector, and to native-born Californios. The new Mexican government sought to diminish the influence of Spain in the region, as the Spanish missions largely remained loyal to the Roman Catholic Church in Spain. At the same time,

24 Sam Gnerre, “The Suangna Native American Village in Carson,” South Bay Daily Breeze, January 17, 2015.

25 Sam Gnerre, “The Suangna Native American Village in Carson,” South Bay Daily Breeze, January 17, 2015.

there was a need for more grazing lands to increase commerce in the hide and tallow trade. Thus, beginning in 1834, the Mexican government began to secularize the missions, confiscating mission lands to be distributed in large land grants called “ranchos.” Pío Pico, the last governor of Alta California, subdivided the former mission lands into large tracts, granting them to various prominent “Californios.”

### ***American Period***

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

#### **4.4.4.2 History of Inglewood**

The origin of today’s City of Inglewood dates back to the mid-1800s and a dispute between two prominent California families: the Ávilas and the Machados. José Manuel Orchado Machado was a Spanish soldier and mule tender who was sent west of Los Angeles in 1781 to graze his livestock. He found the area around the Centinela Springs to be excellent grazing lands and settled there with a group of ranchers.<sup>26</sup> In 1834, Machado’s son Ygnacio built the Centinela Adobe.<sup>27</sup> During this same period, Francisco Ávila and his family had established grazing lands near the Centinela. As the claims of the two families clashed, they took their dispute to the local council in 1837, which gave official title of the area around Centinela Springs to the Machado family as the 2,219-acre Rancho Aguaje de la Centinela. The Ávila family was granted the much larger Rancho Sausal Redondo. At 22,458 acres, this land encompassed much of what is now the South Bay region of Los Angeles County. In 1845, Bruno Ygnacio Ávila arranged a trade with the Machados: a small tract in the Pueblo de Los Ángeles for Rancho Aguaje de la Centinela. The grant for Rancho Sausal Redondo was officially patented to Antonio Ygnacio Ávila in 1855; Rancho Aguaje de la Centinela was officially granted to Bruno Ávila in 1872.

Ultimately the Ávila family would lose both of the ranchos. Bruno Ávila lost Rancho Aguaje de la Centinela through foreclosure in 1857; the property was subsequently acquired by Scotsman Sir Robert Burnett in 1860. In 1868, the heirs of Antonio Ávila were forced to sell Rancho Sausal Redondo to pay probate costs, and Burnett acquired it. By 1872, Burnett combined the total area of some 25,000 acres into the Centinela Ranch, thus reuniting the extent of the original land grant. This ranch included what would ultimately

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26 The site of Centinela Springs is today’s Edward Vincent Junior Park, just northeast of the Project Area.

27 The Centinela Adobe is located in the Los Angeles community of Westchester and is the oldest building in the area. Considered the “birthplace of Inglewood,” it is operated as a house museum by the Historical Society of Centinela Valley.



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

In 1873, Burnett returned to his native Scotland, leasing the combined rancho lands to Canadian attorney Daniel Freeman and his wife, Catherine, with an agreement that they could eventually purchase the property outright.<sup>28</sup> The Freeman family moved to the ranch, which Burnett had been using to graze sheep and cattle. Daniel Freeman continued to graze the stock, while also planting more than 10,000 fruit and nut trees. Following a drought that led to the death of some 22,000 of his sheep, Freeman turned to dry farming, eventually producing a million barrels of barley annually. Ultimately Freeman would amass a fortune farming barley, olives, citrus fruits, and almonds. He named his ranch “Inglewood,” after his birthplace in Ontario.

Following Catherine’s death, Daniel Freeman began to pursue the commercial development of his expansive holdings. He first established the Centinela Land Company, which proved unsuccessful. Then in 1887, as the California Central Railway laid tracks to Redondo Beach, Freeman sold some 11,000 acres of his ranch to the Centinela-Inglewood Land Company, which would subdivide the extent into small parcels for the settlement of the new town of Inglewood. The parcels sold quickly and attracted crowds traveling in from far and wide to make land purchases.

In 1888, Freeman began work on a large mansion for himself and his family, with bricks provided by his own newly-established Continuous Brick Kiln Company of Inglewood, and lumber from the recently-acquired local planning mill.<sup>29</sup> In 1889, he built the Land Company office next to the train depot, moving it to the grounds of his estate in 1895 where it served as his office until his death in 1918.<sup>30</sup> Ultimately, all 25,000 acres of the Centinela Ranch would be subdivided and developed, with the only remaining portion of the ranch being the one-acre site on which the Centinela Adobe is situated.

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28 The Freeman family officially acquired this land from Burnett in 1885.

29 Gladys Waddingham, *The History of Inglewood (Inglewood, CA: Historical Society of Centinela Valley, 1994)*, 8.

30 Gladys Waddingham, *The History of Inglewood (Inglewood, CA: Historical Society of Centinela Valley, 1994)*, 11. Daniel Freeman is considered the founder of the City of Inglewood. Among his various pursuits, he is said to have been the first farmer to engage extensively in wheat cultivation in Southern California. Upon discovering a deposit of brick clay on his property, he established the Continuous Brick Kiln Company of Inglewood in 1888, manufacturing the building materials for many of the business blocks on Spring Street and Broadway in downtown Los Angeles, including his own building, the Freeman Block at 6th and Spring streets. He was the first president of the California Club of Los Angeles, president of the Los Angeles Chamber of Commerce in 1893-1894, and director of the Southern California Railway Co. Freeman lived in the Centinela Adobe before erecting his own residence in beginning in 1891, which was demolished 1972 to make way for the Daniel Freeman Memorial Hospital (now closed). In 1975, the Land Company office was moved from his estate to the grounds of the Centinela Adobe, where it now stands.

## ***Inglewood Townsite***

The townsite of Inglewood was platted by the Centinela-Inglewood Land Company in 1888, by which time the town already had a population of 300.<sup>31</sup> The plan divided the town into northern and southern sections on either side of the newly completed Inglewood Division of the California Central Railroad line, a subsidiary of the Atchison Topeka & Santa Fe Railway, which ran along Florence Boulevard as it made its way from Los Angeles to Redondo Beach. The major north-south street leading into Inglewood was Grevillea Avenue. Development during this period was sparse, and most buildings were of impermanent wood-frame construction. The first few business buildings clustered on narrow uniform lots along Grevillea Avenue and Commercial Street (now La Brea Avenue) between Regent and Queen streets.

By 1892, the town of Inglewood was home to several small businesses, including a grocery, post office, a barber, a restaurant, and a large two-story hotel on Queen Street between Commercial and Market.<sup>32</sup> At this time, Inglewood also had a post office, a railroad depot, and a large grain storage building situated along the Redondo Branch of the AT&SF railroad, as well as a handful of single-family residences. Market Street was predominantly residential during this period, before the opening of a streetcar line along its length in 1904, which would lead to its gradual transition to a commercial corridor.

By 1907, downtown Inglewood had several dozen dwellings. Commercial establishments included a drug store, general merchandise store, grocery, meat market, tailor, print shop, and various lodging buildings and offices. Institutional properties included a public school and a Presbyterian church. Industrial uses were clustered along the rail lines and included a greenhouse, planning mill, lumber yard, cement storage, gain mills and storage, and several warehouses.<sup>33</sup> The City of Inglewood was officially incorporated on February 14, 1908.

Also, by this time, Inglewood was home to an expansive cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association, acquiring a large plot of land just east of what would become downtown Inglewood. A total of 32 internments took place in the cemetery's first year of operation, with funerals often arriving by rail from Los Angeles in a private funeral car.<sup>34</sup> In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. Within a decade, the cemetery would erect the Neoclassical-style Inglewood Mausoleum, the first community mausoleum in the State of California.<sup>35</sup> Many of the South Bay region's earliest settlers

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31 Gladys Waddingham, *The History of Inglewood (Inglewood, CA: Historical Society of Centinela Valley, 1994)*, 6.

32 Sanborn Fire Insurance Maps, Inglewood CA, 1892. The Inglewood Hotel is labeled on this map as "not open" and occupied by four families as a dwelling.

33 Sanborn Fire Insurance Maps, Inglewood CA, 1907.

34 Portions of the original railroad waiting station have been incorporated into the main entrance.

35 The Inglewood Mausoleum was erected over the course of three years, from 1913 to 1915.

have been laid to rest at Inglewood Park Cemetery, including a number of Civil War veterans.<sup>36</sup> Other notable residents include former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams.<sup>37</sup>

By 1912, Inglewood's commercial core was beginning to take shape along Commercial Street between Los Angeles Street/Inglewood Avenue (now Florence Avenue) and Queen Street. Deep, narrow lots were being developed with various commercial uses, from restaurants and boarding houses to plumbers and hardware stores. Market Street remained primarily residential during this period, with a few commercial buildings, including a jeweler, a milliner, a confectioner, an undertaker, a bank, and a Methodist church.<sup>38</sup>

By 1920, the South Bay's local economy was booming due to the region's fertile agricultural lands, productive oil fields, and emerging aviation industry. The City of Inglewood was growing exponentially, as hundreds of new homes were being built. At the same time, the city's commercial development was coalescing into a downtown business district. Commercial Street between Regent and Queen streets was now solidly commercial, boasting many of the business enterprises needed by any growing town, from banks and automobile showrooms to furniture stores and a movie theater. South of Queen, Commercial Street was still largely undeveloped but for a few single-family residences and an apartment house. At this point, Market Street was more sparsely developed overall and displayed a combination of commercial and residential uses.<sup>39</sup>

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

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36 Inglewood Park Cemetery, <http://www.inglewoodparkcemetery.com/heritage.html> (accessed February 2019).

37 Mike Sonksen, "On Location: Inglewood," KCET: History and Society, <https://www.kcet.org/history-society/on-location-inglewood> (accessed February 2019).

38 Sanborn Fire Insurance Maps, Inglewood CA, 1912.

39 Sanborn Fire Insurance Maps, Inglewood CA, 1923.

detailing. With the advent of the personal automobile, a single-story version of the form became popular, with surface parking behind.<sup>40</sup>

Inglewood also had a number of churches by this time, including the First Methodist Episcopal Church, St. John's Catholic Church, Church of the Brethren, and Christian Church.<sup>41</sup> The only church that survives from this period is Holy Faith Episcopal Church, located at the southeast corner of Locust Street and Grace Avenue.<sup>42</sup> The church was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, Grace Freeman Howland<sup>43</sup> and her husband Charles donated the funds to erect a religious complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). They hired a young architect, Philip Frohman, to design what would be hailed as "the most perfect example of true Gothic architecture in the West." Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church was officially consecrated on November 8, 1914, and dedicated to Catherine Freeman and Mathilda Howland, the mothers of Grace and Charles. The church lost its original bell tower in the 1933 Long Beach Earthquake, but soon thereafter gained the Stations of the Cross, imported from Italy; the pulpit, lectern, and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park.<sup>44</sup>

On the evening of June 21, 1920, the Los Angeles Basin was rattled by an estimated 5.0 earthquake centered near Inglewood. While tremors were felt as far away as Ventura and Riverside, almost all of the damage took place in Inglewood, and specifically to the unreinforced brick buildings along Commercial Street (now La Brea Avenue), where exterior walls fell into the street and plate glass windows shattered.<sup>45</sup> The Inglewood Hotel was also badly damaged and subsequently demolished. The City recovered quickly however, and the population grew from 3,286 according to the 1920 census to double of that number in two years.<sup>46</sup>

The 1920s was a boom period for the City, both in terms of population and development. While Commercial Street continued to be the primary artery of the downtown business district, many more

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40 Lauren Weiss Bricker, Marion Mitchell-Wilson, and Janet L. Tearnen, Inglewood Downtown District Main Street Project Area, Historic Design Guidelines, report (Inglewood, CA: Main Street Inglewood, 2000), 9-10.

41 Lauren Weiss Bricker, Marion Mitchell-Wilson, and Janet L. Tearnen, Inglewood Downtown District Main Street Project Area, Historic Design Guidelines, report (Inglewood, CA: Main Street Inglewood, 2000), 9.

42 Holy Faith Episcopal Church is located at 260 N. Locust Street.

43 Grace Freeman was the daughter of Daniel Freeman, considered the founder of the City of Inglewood.

44 "Holy Faith Episcopal Church: One Hundred Years of Ministry," Holy Faith Episcopal Church, <https://www.holyfaithla.org/> (accessed February 2019).

45 Paul R. Spitzzeri, "Shake, Rattle and Roll: The Inglewood Earthquake of 21 June 1920," *Homestead Museum*, <https://homesteadmuseum.wordpress.com/2018/06/21/shake-rattle-and-roll-the-inglewood-earthquake-of-21-june-1920/> (accessed February 2019).

46 Gladys Waddingham, *The History of Inglewood (Inglewood, CA: Historical Society of Centinela Valley, 1994)*, 26.

businesses were being established on Market Street and its cross-streets during this period. At least seven new buildings were constructed in the 100 block of North Market Street alone. The local financial institution the People's Federal Building & Loan Association was established at this time, first in a unit of the building at 314 S. Market Street, before constructed their own building at the northeast corner of Market Street and Pimiento Street (now Manchester Boulevard) in 1927.<sup>47</sup> That same year, the Bank of Inglewood erected a two-story mixed-use building at the northeast corner of Market and Queen streets, at a cost of \$140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was touted as the "first steel frame business block in this city" and as "practically fire and earthquake proof."<sup>48</sup>

On May 18, 1927, some 15,000 locals came out to celebrate the "Festival of Light," which marked the opening of a new ornamental lighting system installed along Market Street. In addition to providing much needed illumination, the standards also supported the trolley wires of the Los Angeles Railway, allowing for the removal of the wooden poles from the middle of the street and the sidewalk.<sup>49</sup> In 1928, a two-story mixed-use structure called the Professional Building was constructed at Market Street and Manchester Boulevard's northwest corner. The building was designed in the Spanish Colonial Revival style with Churrigueresque details.<sup>50</sup> Also constructed in downtown Inglewood during this period were a new City Hall building (1923, demolished), the Granada Theater (1923, demolished), an S.H. Kress Variety Store (1927), and a United Artists Theater (1931, demolished), as well as a number of auto-related businesses such as gas stations and repair garages.

Toward the end of the 1930s, Inglewood's economic base began to expand outside the downtown core. In 1937, the City of Los Angeles purchased the Mines Field just southwest of the City to serve as its municipal airport, bringing many new jobs to the region. In 1938, the Hollywood Park, an "ultra-modern" thoroughbred racetrack, opened on 314 acres just southeast of downtown, effectively making Inglewood a destination for the first time.<sup>51</sup> In addition to attracting the typical racing fan, Hollywood Park brought in celebrated personalities associated with the entertainment industry from studio executives Jack Warner, Walt Disney, and Samuel Goldwyn to A-list actors like Al Jolson and Bing Crosby, of whom were also investors in the operation.

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47 The former People's Federal Building & Loan Association building is located at 150 S. Market Street. It is currently occupied by the World Hat & Boot Mart.

48 "Two-Story Business Structure: Work for Inglewood Bank Let," Los Angeles Times, May 15, 1927. The former Bank of Inglewood building is located at 100 N. Market Street/307 E. Queen Street.

49 "Inglewood Glows Under New Lights," Los Angeles Times, May 20, 1927.

50 The Professional Building is located at 149-155 S. Market Street/231-239 E. Manchester Boulevard.

51 Bricker, 15.

## ***Wartime and Postwar Growth***

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

The presence of wartime and postwar manufacturing jobs added to the local population and financially supported a growing middle class throughout the South Bay region, including in Inglewood. In 1938, the City had a population of 26,000; by 1956, that number had grown to 64,000.<sup>52</sup> Housing construction 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 overall growth, new development in downtown Inglewood was limited during this period. In 1941 a J.C. Penney department store opened on Market Street between Queen Street and Manchester Boulevard. Originally constructed as a one-story building, in 1954 it was expanded with a second story and remodeled in its exiting Mid-Century Modern style, with a deep front canopy and glazed terra cotta tile columns.<sup>53</sup>

The Fox Theater opened on March 31, 1949, on Market Street between Regent and Queen streets. Erected on the site of the Granada Theater, which burned down in 1945, it was the last theater constructed by the Fox West Coast Theater chain. Designed by theater architect S. Charles Lee in the Late Modern style, it was the first theater in Inglewood to have air conditioning. Other features included automatic lobby doors, CinemaScope widescreen projections, assistance for the hearing impaired, and a soundproof “crying room.” The Fox Inglewood was often used for Fox Pictures’ premiers and sneak previews.<sup>54</sup>

During this same period, two noteworthy institutions opened near downtown Inglewood. In 1948, Bank of America erected a 22,000-SF branch at the southwest corner of Manchester Boulevard and Locust Street.<sup>55</sup> That same year, funeral director John Flanagan opened Hardin & Flanagan Colonial Chapel &

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52 Bricker, 15.

53 The former J.C. Penney building is located at 129-139 S. Market Street.

54 “Inglewood Fox Theatre,” Los Angeles Historic Theatre Foundation, <http://www.lahtf.org/inglewoodfox/> (accessed February 2019); “Fox Theater,” Inglewood Public Art, [http://www.inglewoodpublicart.org /Fox\\_Theater.html](http://www.inglewoodpublicart.org/Fox_Theater.html) (accessed February 2019). The former Fox Theater is located at 115 N. Market Street.

55 The Bank of America building is located at 320-330 E. Manchester Boulevard.

Mortuary on Prairie Avenue at La Palma Drive, across the street from Hollywood Park. Flanagan built a number of mortuaries around the Los Angeles area using the same American Colonial Revival design.

In 1959, the business was purchased by the McCormick family and renamed McCormick Mortuary.<sup>56</sup> The following year, the building was expanded with a two-story north wing, adding a new lobby with offices above. Today, the business is operated as Lighthouse McCormick Mortuary.<sup>57</sup> The other area for new development during the postwar period was La Brea Avenue, a wide auto corridor which previously served as the western border of downtown Inglewood.<sup>58</sup>

Despite these examples of new construction in and around downtown during this period, the primacy of the City's downtown as a commercial district was substantially diminished by increased competition from outlying commercial areas. The removal of the Market Street trolley line in 1957 added further stress to already struggling businesses. The City responded by adding municipally owned off-street parking lots located throughout the district to draw car-dependent shoppers. The Chamber of Commerce and Downtown Inglewood Retail Merchants Association coordinated to organize various promotional activities, as well as physical improvements like tree planting in the center strip and along sidewalks, which were in place by the early 1960s.<sup>59</sup> However, these effects of these efforts were soon eclipsed by the continued loss of customers to new shopping malls in communities throughout Los Angeles. Inglewood considered, but ultimately rejected, plans to build a mall of its own on a large parcel at Prairie Avenue and Manchester Boulevard, a proposal largely defeated by the Market Street merchants. The site would instead become the home of the Forum.<sup>60</sup>

By the late 1960s, downtown Inglewood needed reinvention. To this end, the City contemplated a wholesale redevelopment scheme for the Market Street corridor that would expand and remodel existing stores, construct two high-rise office and apartment towers, introduce a landscaped arcade, and build a four-square block parking deck above shops to quadruple parking capacity.<sup>61</sup> However, this plan would go unrealized. The United Bank of California at the southeast corner of Market and Regent streets would be the first new structure to be added to the Market Street corridor in nearly two decades, replacing several early 20th-century commercial buildings.<sup>62</sup> Constructed in 1967 in the Late Modern style, it was joined nine years later by a stand-alone drive-thru automated teller building situated across Regent Street from

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56 The McCormick family operated various locations throughout the South Bay, including Westchester, Hawthorne, Redondo Beach, Manhattan Beach, Gardena, and Whittier.

57 The Lighthouse McCormick Mortuary is located at 619-635 S. Prairie Avenue.

58 Also built during this period was a Sears department store at Manchester and Hillcrest boulevards. Opened in 1947, this was an early indicator that the future of retail in Inglewood would not be downtown. Sears was demolished in 1993 and replaced by a Vons supermarket.

59 "Downtown Center of Many Activities," Los Angeles Times, March 18, 1962.

60 "The Changing Face of South Bay: Downtowns," Los Angeles Times, January 4, 1987.

61 "\$11 Million Center Assured in Inglewood," Los Angeles Times, March 31, 1968.

62 The former United Bank of California is located at 158-170 N. Market Street.

the bank. Both buildings are believed to have been designed by Los Angeles modernist architect Richard Dorman.<sup>63</sup>

### ***Beyond Downtown***

In the late 1960s, nationally prominent businessman Jack Kent Cooke selected the site of a former golf course at the southeast corner of Prairie Avenue and Manchester Boulevard to erect a new venue for his three professional sports franchises – the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. The Forum, a multipurpose indoor arena, was designed by the prominent Los Angeles architectural firm Charles Luckman & Associates and completed in 1967.<sup>64</sup> Designed in the New Formalist architectural style, it was intended as a modern and highly-stylized version of the Coliseum of ancient Rome. Nicknamed “the Fabulous Forum,” it would host tennis matches, boxing matches, ice shows, rodeos, the circus, award shows, and political events. In 1972, the Forum was the site of the Lakers’ first NBA championship since moving to Los Angeles; five additional titles would follow in the 1980s. From the mid-1970s through the 1990s, the Forum would serve as the premier large-scale concert venue for the Los Angeles area and would be influential in the birth of “arena rock.” During the 1984 Olympics, the Forum was the venue for men’s and women’s basketball.<sup>65</sup>

By the early 1970s, Market Street had been neglected as shoppers abandoned the downtown business center for suburban malls, and key tenants like J.C. Penney closed their doors. In an effort to reinvigorate the core of the City, from 1971 to 1976 Inglewood spent about \$50 million in local, County, and federal funds to erect a new civic center complex along La Brea Avenue, just one block west of downtown. This new complex combined City Hall, a courthouse, library, fire and police facilities, public health complex, and a major new parking garage onto a single super-block, surrounded by expanses of lawn and public art. As hoped, this new construction sparked a flurry of new commercial development in the larger In-Town Redevelopment Area<sup>66</sup>—bounded by Florence, Locust, Manchester, and Fir—the vast majority of which was office space and not retail. Several residential projects were built at this time as well, most notably the 200-unit Inglewood Meadows housing complex on Locust Street, just east of downtown.<sup>67</sup>

While these projects brought large numbers of people into the vicinity of Market Street, their presence did not raise the corridor’s fortunes, and the vitality of the downtown business district continued to wain

63 Although an original building permit for the 1967 bank building is not available from the City of Inglewood, the permit for the similarly-styled drive-thru automated teller building lists Richard Dorman as its architect.

64 The Forum is located at 3900 W. Manchester Boulevard.

65 “Forum,” National Register of Historic Places Form. Prepared by Historic Resources Group, April 29, 2014.

66 The In-Town Redevelopment Area was one of six redevelopment project areas adopted by the Inglewood Redevelopment Agency between 1970 and 1973.

67 Dean Murphy and Michele L. Norris, “Government Money Becomes Urban Lifeblood: Innovation and Optimism Thrive on Public Funds in Inglewood, San Pedro,” Los Angeles Times, January 4, 1987.



into the 1980s. In October 1986, Market Street merchants brought downtown business activity to a halt as they closed their shops and picketed in a City-owned parking lot in a final effort to save it from redevelopment. The parking lot at La Brea Avenue and Queen Street provided 80 metered parking spaces which local shopkeepers saw as critical to continued viability of the downtown business district, which was already suffering from a parking shortage. Ultimately, however, the protests were unsuccessful, and the parking lot was soon replaced by a five-story office building.<sup>68</sup> Yet another sign of downtown's economic decline, the Fox Theater, then owned by the Mann theater chain, closed its doors in 1988.

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

### ***Present Day Inglewood***

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

The Forum remained the home of the Lakers and Kings until 1999, when both teams relocated to the newly constructed Staples Center in downtown Los Angeles. Beginning in 2012, the Forum underwent a \$50 million renovation, reopening in 2014. Later that year, the Forum was listed in the National Register. The venue is inextricably tied to the identity of the City, which adopted the moniker "City of Champions." The Forum is slated to host the gymnastics events for the 2028 Summer Olympics.

Over the past decade, the City of Inglewood has been acquiring select parcels throughout the City for redevelopment, including along Market Street. Various planning studies have been conducted to develop standards for transit-oriented development, mixed-use development, and parking, with the goal of revitalizing downtown Inglewood. Local advocacy organization the Inglewood Historic Preservation Alliance (IHPA, formerly the Inglewood Historic Site Preservation Committee) continues to work toward the protection of the City's historic structures and places of interest, including the Fox Theater, which was

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68 "Merchants Protest Proposal to Build on Parking Lot," Los Angeles Times, October 16, 1986.

successfully listed in the National Register in 2013.<sup>69</sup> Currently, the City is utilizing The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines, adopted November 1, 2016, as the controlling document for future development activity along Market Street and downtown Inglewood.

On January 12, 2016, the National Football League (NFL) voted to move the St. Louis Rams back to Los Angeles, with the San Diego Chargers to follow. In October 2016, the last part of the former racetrack, the Casino, was demolished, and a new Hollywood Park Casino was opened next door. Construction of the new SoFi Stadium was completed in July 2020 and is the new home of the NFL Los Angeles Rams and Los Angeles Chargers. The SoFi Stadium is slated to host Super Bowl LVI in 2022, the College Football National Championship in 2023, and the opening and closing ceremonies and soccer events for the 2028 Summer Olympics. Construction at the adjacent Hollywood Park Specific Plan development area is ongoing. In September 2020, the City of Inglewood approved the Inglewood Basketball and Entertainment Center (IBEC).

#### 4.4.4.3 Historic Setting

The proposed Project is located entirely within the City and would connect downtown Inglewood near the Metro K Line to the City's major activity centers, including the Forum, the Los Angeles Stadium and Entertainment District (LASED) at Hollywood Park and the Inglewood Basketball and Entertainment Center (IBEC).

Beginning on Market Street and Locust Street, land uses bordering the proposed ATS system include a commercial shopping center with surface parking, single-family and multi-family residences, and vacant land. These land uses transition to one- and two-story mixed-use commercial development further south on Market Street, including the former Fox Theater, with little to no front or side setbacks. Shifting east on Manchester Boulevard, the ATS system would similarly be bordered by one- and two-story mixed-use commercial/office development with little to no front or side setbacks. Proceeding further east on Manchester Boulevard, adjacent buildings include a strip mall and commercial shopping center with surface parking. Continued one- and two-story commercial and mixed-use development, surface parking, and limited areas of single- and multifamily uses round out the remainder of Manchester Boulevard. Surrounding the proposed MSF site along Manchester Boulevard are one-story commercial development to the northwest, five-story office, and one-story educational uses to the southwest, and two-story multifamily uses to the southeast.

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69 Anne Cheek La Rose, "Inglewood Fox Theatre: Bringing Back the Inglewood Fox Theatre," *Los Angeles Historic Theatre Foundation*, <http://www.lahtf.org/inglewoodfox/> (accessed February 2019).

At the intersection of Manchester Boulevard and Prairie Avenue, the Inglewood Park Cemetery is located to the northeast. Turning south on Prairie Avenue until Century Boulevard, the ATS system would primarily be bordered by one- and two-story mixed-use commercial, office, and multifamily development to the west, with substantial portions of single-family residences and surface parking intermixed. Kelso Elementary School and the Lighthouse McCormick Mortuary building are also located along the western side of Prairie Avenue. To the east of Prairie Avenue are major commercial and recreation venues such as the Forum, which is surrounded by surface parking, and the SoFi stadium, entertainment, retail, and residential uses under construction as part of the LASED at Hollywood Park.

#### 4.4.4.4 Cultural and Historical Resources

##### *Archaeological Resources*

The cultural resource records search and field visit conducted in support of the *Cultural Resource Investigation* (see **Appendix I.1**) did not result in identifying any prehistoric or historical archaeological resources within the Project study area.<sup>70</sup> The *Cultural Resource Investigation* states that the highly developed status of the Project area limits ground visibility and the ability to assess surface conditions for cultural resources. Further, the built nature of the area indicates a high degree of disturbance suggesting the likelihood of encountering intact archaeological deposits near the surface of the Project area to be very low.

##### *Historical Resources*

###### Listed Historic Resources

There are two properties along the proposed Project alignment that are listed in the National Register and are, therefore, automatically listed in the California Register. Accordingly, these properties are considered historic resources as defined by CEQA. These resources consist of the following:

**3900 W. Manchester Boulevard (The Forum).** This property, located at the southeastern corner of Manchester Boulevard and Prairie Avenue, contains the Forum, a multipurpose indoor arena, surrounded by an expansive surface parking lot. It was built by nationally prominent businessman Jack Kent Cooke as a venue for his three professional sports franchises, the Los Angeles Lakers NBA basketball team, the Los Angeles Kings NHL hockey team, and the short-lived Los Angeles Wolves professional soccer team. Completed in 1967, it was designed by prominent Los Angeles architectural firm Charles Luckman & Associates in the New Formalist style. From 2012 to 2014, it underwent an extensive historic renovation.

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<sup>70</sup> See **Appendix I.1** of this Recirculated Draft EIR.

The Forum was listed in the National Register on September 24, 2014, under Criterion C as an excellent example of a 1960s New Formalist-style arena building.

**115 N. Market Street (former Fox Theater).** This property, located on the western side of Market Street between Regent and Queen streets, contains a 12,090-SF-neighborhood movie theater building. Originally constructed in 1949 for Fox West Coast Theaters, it was designed by prolific theater architect S. Charles Lee in the Late Modern style. The building is currently unoccupied and its storefront windows and doors are boarded up. The Fox Theater was listed in the National Register on January 14, 2013.

### **Previous Historic Resources Study**

An investigation to inform the preparation of the “Inglewood Downtown District, Main Street Project Area, Historic Design Guidelines” prepared for the City of Inglewood in May 2000 included an effort to identify historic resources. The 2000 Historic Design Guidelines document included an investigation of historic resources located in the Inglewood Downtown District/Main Street project area, which was bounded by La Brea Avenue to the west, Locust Street to the east, Florence Avenue to the north, and Hillcrest Boulevard to the south. The upper portion of the Downtown District/Main Street area includes the Market Street portion of the Project Area and Expanded Study Area.

The 2000 Historic Design Guidelines investigation does not meet the requirements in Public Resources Code 5024.1(g) for historic resource surveys. This investigation did not include an intensive-level historic resources survey. Instead, preparation of the Historic Design Guidelines was limited to a reconnaissance-level survey only; properties were not fully evaluated or documented on inventory forms. These preliminary evaluations were summarized and entered into a database. Several properties were identified as eligible for local listing only, but the City of Inglewood does not have a local landmark designation program with codified eligibility standards and criteria for local listing. For these reasons, as well as the fact that it is now over 20 years old, the 2000 Historic Design Guidelines investigation is not considered an authoritative or definitive source for this report and is utilized only for research and informational purposes. There are ten properties adjacent to the Project alignment identified in the 2000 investigation as potentially eligible for listing in the National Register or California Register. Each of these properties was re-examined and re-evaluated for its eligibility for listing in the National Register or California Register.

### **Properties Evaluated as Eligible for Historic Listing**

During field surveys, eight properties were re-evaluated and were determined to appear eligible for listing in the National Register and/or California Register and, for this reason, are considered historical resources for the purposes of CEQA.

**260 N. Locust Street (Holy Faith Episcopal Church).** This property, located at the southeast corner of Locust Street and Grace Avenue, contains the Holy Faith Episcopal Church complex. The congregation was first established in 1911, with services held in the Inglewood Masonic Hall. In 1912, funds were donated to erect a complex consisting of a church, a rectory (the dwelling to the south), and parish hall (now a school at the rear). The complex of buildings designed by architect Philip Frohman would go on to become nationally renowned, particularly for his work on the National Cathedral in Washington, D.C. The church building was officially consecrated on November 8th, 1914. It lost its original bell tower in the 1933 Long Beach Earthquake, but continued to be improved throughout the 1930s, with the Stations of the Cross, imported from Italy; the pulpit, lectern, and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by Judson Studios in Highland Park. Due to its growing congregation, in the late 1950s architect Philip Frohman returned to design an addition to the church building. The church was extended to the west and an interior balcony added, doubling its capacity from 200 to 400. The newly expanded church building was dedicated in 1959. The parish hall, which now serves as a school, has been expanded multiple times from the 1950s to the 1980s, now extending nearly the full width of the lot. The rectory appears largely intact, with some windows replaced. In 2000, the property was assigned a status code of 4S1 (may become eligible for the National Register when it becomes old enough).

This property was re-evaluated and appears substantially intact, including the main church building, the rectory, and the school. Character-defining features of the church building include its double-cruciform plan; gabled roofs with capped parapets and decorative crosses; copper steeple; stucco exterior walls with cast-stone stepped buttresses; base with cast-stone molding; pointed-arch openings with decorative cast-stone surrounds; leaded stained-glass windows; cast-stone Gothic tracery and quoining; wood plank doors with exposed iron hardware; metal scuppers and downspouts; and decorative wrought-iron wall sconces. The church expansion was designed by the original architect to respect and complement the original church—with features such as wood entry doors and stained-glass windows retained and incorporated into the expanded design—and thus is considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident.

Because this is a religious property, in order to be eligible for listing in the National Register it must meet Criterion Consideration A. Criterion Consideration A states that a religious property must “[derive] primary significance from architectural or artistic distinction or historical importance. Indeed, the Holy Faith Episcopal Church complex was found eligible for both of these reasons, thus meeting the Criterion Consideration.

According to National Park Service guidance on Criterion Consideration A as applied to eligibility under National Register Criterion A, a religious property can meet this criterion if it is significant under a historical theme not related to religion, such as patterns of settlement. Because the complex originated with the main church building constructed in 1914, the property meets Criterion Consideration A and appears eligible under National Register Criterion A as an excellent, intact example of early institutional development in Inglewood.

According to NPS guidance on Criterion Consideration A as applied to eligibility under National Register Criterion C, a religious property can meet this criterion for its architectural or artistic values.<sup>71</sup> This property represents the work of nationally-renowned architect Philip Frohman, who would become best known for his work on the National Cathedral in Washington, D.C. As noted above, Frohman was not only responsible for the church's original design but also for its mid-20th century expansion. In addition to its architecture, the church incorporated the work of various artisans, including the Stations of the Cross, imported from Italy; the pulpit, lectern, and choir stalls from England; and the reredos carved and imported from Bavaria. The stained-glass windows were crafted by the world-renowned Judson Studios in the Los Angeles neighborhood of Highland Park. Thus, the property meets Criterion Consideration A and appears eligible under National Register Criterion C as an outstanding example of Late Gothic Revival architecture, and as representing the work of master designers and artisans, including a nationally significant architect.

This property appears substantially intact, including the main church building, the rectory, and the school. The church expansion was designed by the original architect to respect and complement the original church and thus is considered to have acquired significance in its own right. Similarly, additions to the school building are compatible with yet differentiated from the original extent, which remains evident. As such, the property as a whole retains sufficient integrity to convey its significance. Therefore, the Holy Faith Episcopal Church complex meets Criterion Consideration A for Religious Properties and thus appears eligible for listing in the National Register.

**158-170 N. Market Street (former United Bank of California).** This property, located at the southeast corner of Market and Regent streets, contains a 9,000 SF branch bank building and rear surface parking lot. Originally constructed in 1967 for United Bank of California, it was designed by noted Los Angeles architect Richard Dorman in the Late Modern style. Richard Dorman was a prolific modernist architect and designer who worked throughout the Los Angeles region from the 1950s through the 1970s. Over the course of his career, he designed dozens of high-end residences, as well as various commercial and institutional buildings such as offices, churches, and banks. In 1976, the bank added a similarly designed drive-thru automated teller building across Regent Street to the north, also designed by Dorman. The

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71 *National Register Bulletin 15, 26.*

building is currently occupied by Broadway Federal Bank. In 2000, the property was assigned a status code of 6Z (appears ineligible for the National Register).

This property was re-evaluated and found to be substantially unaltered since its original construction. Character-defining features include its cruciform roof plan; projecting trapezoidal volumes; battered walls; heavy wood beams; smooth exterior surfaces of brick and stucco; and large expanses of tinted glass. Alterations, such as contemporary signage, and the addition of an in-wall ATM with an access ramp and projecting canopy, are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. At the time of its previous evaluation, the bank building was well below the 50-year age threshold used in standard preservation practice for evaluating eligibility for historic designation.<sup>72</sup> Additionally, since the 2000 survey there has been substantial new scholarship on the built environment of the mid-20th century, with new historic contexts developed to provide guidance for evaluating such properties. In light of this new scholarship, this property appears to be significant as a 1960s Late Modern-style bank building in Inglewood, representing the work of a noted architect. It remains highly intact and thus retains sufficient integrity to convey its significance as a good example of its architectural style. Therefore, the property appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, it is considered a historical resource for the purposes of CEQA.

**100 N. Market Street/307 E. Queen Street (former Bank of Inglewood).** This property, located at the northeast corner of Market and Queen streets, contains a two-story, 9,258 SF mixed-use commercial building constructed in 1927. The building was originally constructed for the Bank of Inglewood at a cost of \$140,000. Designed by local architect William L. Campbell in the Mediterranean Revival style, the reinforced concrete building was the first steel frame business block in the city. The building was sold to Bank of America National Trust & Savings Association in 1936; in 1950 it became Southwest Bank. It now serves as a retail space occupied by Vajra Books & Gifts. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as an excellent example of a 1920s Mediterranean Revival-style bank building in Inglewood.

This property was re-evaluated and found to be substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, roof material, exterior wall cladding, fenestration patterns, elaborated arched main entrance and ground-story windows, upper-story windows, and various decorative elements. Alterations—such as replaced front doors and the addition of tile cladding on the ground story—are minor in relation to the building's overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mediterranean Revival bank building from the 1920s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and

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72 According to National Park Service guidance, 50 years is a general estimate of time needed to develop sufficient historical perspective to evaluate historic significance.

therefore appears eligible for listing in the National Register and the California Register. As such, this property is considered a historical resource herein for the purposes of CEQA.

**129-139 S. Market Street (former J.C. Penney).** This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a two-story, 62,583 SF commercial retail building which originally housed a J.C. Penney department store. The building was initially constructed as one story in 1941. In 1954, it was expanded with a second story and remodeled in the Mid-Century Modern style. The Inglewood Marketplace currently occupies the building. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1950s Mid-Century Modern-style department store building.

This property was re-evaluated and found to be substantially unaltered since its 1950s remodel. The building retains the majority of its exterior features from this period, including its form and massing, exterior wall cladding, angled storefronts, recessed entry with terrazzo flooring, entry doors, canopy, upper-story ribbon windows, and applied decoration. Alterations—such as contemporary signage and the distinctive paint job—are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. The building remains highly intact and continues to display the characteristic features of a Mid-Century Modern department store building from the 1950s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource for the purposes of CEQA.

**149-155 S. Market Street/231-239 E. Manchester Boulevard (Professional Building).** This property, located at the northwest corner of Market Street and Manchester Boulevard, contains a two-story, 6,000-square-foot (SF) mixed-use commercial building. Constructed in 1928 as the Professional Building, it was designed in the Spanish Colonial Revival style with cast-stone Churrigueresque details. In 2000, the property was assigned a status code of 4S7 (may become eligible for the National Register when integrity is restored).

This property was re-evaluated and despite alterations on the ground story, the upper story appears substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its red clay tile shed roofs with exposed rafter tails; smooth stucco exterior cladding; wood tripartite upper-story windows; decorative cast-stone details at the roofline; and a canopy with decorative wrought-iron supports at the secondary entrance. Alterations, including replacement of ground-story storefronts and entry doors, somewhat diminish the building’s integrity. Overall, however, the building remains largely intact and continues to display the characteristic features of a Spanish Colonial Revival commercial building from the 1920s. Thus, it retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California



Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource for the purposes of CEQA.

**320-330 E. Manchester Boulevard (Bank of America).** This property, located at the southwest corner of Manchester Boulevard and Locust Street, contains a 21,976-SF bank building and a rear surface parking lot. Originally constructed in 1948, the building was erected for Bank of America and designed in the Late Moderne style. Bank of America continues as its current tenant. The smaller adjacent building at 320 E. Manchester Boulevard was originally constructed in 1920 and remodeled as part of the Bank of America in 1954. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of a 1940s PWA Moderne-style bank building in Inglewood.

This property was re-evaluated and found to be substantially unaltered since its original construction. The building retains the majority of its original exterior features, including its form and massing, exterior wall cladding, fenestration patterns, and decorative elements. The framing of the windows and doors may have been updated. However, the replacement material appears to be in keeping with what would have been in place historically, such that this change does not substantially diminish the building's integrity. Other changes—including lighting, signage, and the addition (and subsequent removal) of an in-wall ATM—are minor in relation to the building's overall appearance. The building remains largely intact and continues to display the characteristic features of a PWA Moderne bank building from the 1940s. Thus, this building retains sufficient integrity to convey its significance as a good example of its architectural style, and therefore appears eligible for listing in the California Register. As such, this property is considered a historical resource for the purposes of CEQA.

**720 E. Florence Avenue (Inglewood Park Cemetery).** This property, located at the northeast corner of Manchester Boulevard and Prairie Avenue, contains a large cemetery. In 1905, a group of local businessmen formed the Inglewood Park Cemetery Association and acquired a large plot of land just east of what would become downtown Inglewood. In 1907, the cemetery erected the Romanesque-style Grace Chapel, a three-quarters replica of a church in Edinburgh, Scotland. In these early days, funerals often arriving by rail from Los Angeles in a private funeral car; portions of the original railroad waiting station have been incorporated into the main entrance. The Neoclassical-style Inglewood Mausoleum was completed in 1915 and was the first community mausoleum in the State of California. The Mausoleum of the Golden West was built over several decades from the 1930s to the 1960s and features stained-glass representations of early California by Judson Studios. Various notable persons have been laid to rest at Inglewood Park Cemetery, including some of the South Bay region's earliest settlers, a number of Civil War veterans, and famous figures such as former Los Angeles Mayor Tom Bradley, Chet Baker, Ray Charles, Ella Fitzgerald, Etta James, boxer Sugar Ray Robinson, and architect Paul Williams. At the time of this report, both Grace Chapel and the Inglewood Mausoleum were undergoing renovation.

This property was re-evaluated and while it has evolved over time, it remains substantially intact. The property appears to retain the majority of its original features, such as its overall form and configuration, landscape design, and main entrance, as well as multiple excellent examples of cemetery architecture, including Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West. Alterations, such as the addition of more recent buildings, do not substantially diminish the integrity of the property overall.

The property as a whole retains sufficient integrity to convey its significance as an excellent and rare early 20th-century cemetery in Inglewood. Additionally, Grace Chapel, Inglewood Mausoleum, and Mausoleum of the Golden West appear to be excellent examples of their architectural style. Therefore, the property appears eligible the California Register under Criterion 1 as early institutional development in Inglewood, and Criterion 3 and for the quality of its architectural and landscape design.

Because this is a cemetery property, in order to be eligible for listing in the National Register it must meet Criterion Consideration D. Criterion Consideration D states that a cemetery property must “[derive] its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events.”<sup>73</sup>

National Park Service guidance on the application of Criterion Consideration D explains that a cemetery property can meet this criterion and be eligible under National Register Criterion A on the basis of age if it has “achieved historic significance for [its] relative great age in a particular geographic or cultural context.”<sup>74</sup> As described in the Historical Resources Technical Report, Inglewood Park Cemetery was originally established in 1905, three years prior to the City of Inglewood’s incorporation in 1908. Grace Chapel, built in 1907, is one of the oldest, if not the oldest, remaining religious buildings in Inglewood. As noted above, the Inglewood Mausoleum was the first community mausoleum in the State of California when it was erected in 1915. For these reasons, the property meets Criterion Consideration D and appears eligible under National Register Criterion A as an excellent example of early institutional development in Inglewood.

According to NPS guidance, a cemetery property can also meet Criterion Consideration D and be eligible under National Register Criterion A as the burial place of persons of transcendent importance, defined as persons “of great eminence in their fields of endeavor or [who] had a great impact upon the history of their community, State, or nation.”<sup>75</sup> Inglewood Park Cemetery contains the graves of numerous notable persons, including some of the South Bay region’s earliest settlers, and a number of Civil War veterans. Additionally, the cemetery serves as the final resting place for a number of the region’s most prominent African American residents, including singers Ray Charles, Ella Fitzgerald, and Etta James; boxer Sugar Ray Robinson; architect Paul R. Williams; and former Los Angeles Mayor Tom Bradley. For these reasons, the

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73 *National Register Bulletin* 15, 25.

74 *National Register Bulletin* 15, 35.

75 *National Register Bulletin* 15, 34.

property meets Criterion Consideration D and appears eligible under National Register Criterion A as the burial place of persons of transcendent importance.

Per NPS guidance, a cemetery property can meet Criterion Consideration D and be eligible under National Register Criterion C on the basis of distinctive design values, including “aesthetic or technological achievement in the fields of city planning, architecture, landscape architecture, engineering, mortuary art, and sculpture.”<sup>76</sup> As noted above, the cemetery contains several excellent examples of architecture styles, most notably the Romanesque-style Grace Chapel and the Neoclassical-style Inglewood Mausoleum. Additionally, the Mausoleum of the Golden West features scenes of early California rendered in stained-glass by the world-renowned Judson Studios in Highland Park. For these reasons, the property meets Criterion Consideration D and appears eligible under National Register Criterion C for the quality of its architecture and design.

Although this property has evolved over time, it remains substantially intact. The property appears to retain the majority of its original features, and the addition of more recent buildings do not substantially diminish the integrity of the property overall. Thus, the property as a whole retains sufficient integrity to convey its significance. Therefore, the Inglewood Park Cemetery meets Criterion Consideration D for Cemetery Properties and thus appears eligible for listing in the National Register in addition to being eligible for the California Register. As such, this property is considered a historical resource for the purposes of CEQA.

**619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary).** This property, located at the northwest corner of Prairie Avenue and La Palma Drive, contains a two-story, 9,352-SF chapel and mortuary building. Designed in the American Colonial Revival style, the building was initially constructed in 1948 as the Hardin & Flanagan Colonial Chapel & Mortuary. In 1959, the business was acquired by the McCormick family and renamed McCormick Mortuary. Around 1960, the building was expanded with a new two-story wing to the north. It is currently operated as Lighthouse McCormick Mortuary.

This property was re-evaluated and found to be substantially unaltered since its 1960s expansion. The building retains the majority of its exterior features from this period, including its form and massing; hipped and gable roofs with boxed eaves; decorative cornice with return; two-story porticos with slender full-height columns; stucco and wood clapboard exterior cladding; fluted pilasters; divided-light double-hung wood windows with louvred wood shutters; wood paneled doors; round and rounded-arch openings; elaborated entrances including fanlights, sidelights, and decorative wood surrounds; and hanging lanterns. Alterations, such as replacement of an original window with a vinyl slider, are minor in relation to the building’s overall appearance, and do not substantially diminish its integrity. The mortuary’s expansion was designed to respect and complement that of the original chapel and office and is considered to have

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<sup>76</sup> *National Register Bulletin 15*, 35.

acquired significance in its own right. The building remains highly intact and continues to display the characteristic features of a mid-20th century American Colonial Revival mortuary building. It retains sufficient integrity to convey its significance as an excellent example of its architectural style, and therefore appears eligible for listing in the California Register under Criterion 3 for its architectural merit. As such, this property is considered a historical resource for the purposes of CEQA.

### **Properties Evaluated as Eligible for Historic Listing**

Six (6) properties that had been previously identified as potentially eligible for historic listing in the 2000 Historic Design Guidelines investigation were re-evaluated and were found to appear ineligible for historic listing due to substantial alteration. Each of these properties has been evaluated for its eligibility for listing in the California Register below.

**124-126 N. Market Street.** This property, located on the east side of Market Street between Regent and Queen streets, contains a two-story, 2,750-SF mixed-use commercial building constructed in 1920. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.

The property was re-evaluated and found to have been substantially altered over time. The original retail storefronts have been replaced with floor-to-ceiling aluminum storefronts, thereby completely altering the ground story on the building's only publicly visible façade. On the upper story, original fenestration has been replaced with metal sliders. The building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource for the purposes of CEQA.

**125 S. Market Street.** This property, located on the west side of Market Street between Queen Street and Manchester Boulevard, contains a one-story commercial building constructed in 1938. The building is currently occupied by Basket Beauty Supply. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) under Criterion C as an intact example of a mid-century remodeled façade.

The property was re-evaluated and found to have been substantially altered over time, including alterations since its previous evaluation. The 2000 survey referred to this building as "among the more visually interesting" mid-century façade remodels along Market Street, noting a "metal pylon sign [that] juts above the building's parapet at a sufficient height and angle to be seen by the pedestrian" and "framed [display] cases that cantilever beyond their built-in bases." None of these features remain extant. Alterations include the replacement of the exterior wall cladding on both stories, the replacement of all retail storefronts and entry doors, the addition of applied decorative features above the canopy, added

light fixtures, and contemporary signage. Taken together, these alterations have completely transformed the building's only publicly visible façade, such that it no longer displays any elements of its original 1930s design, nor does it represent a comprehensive mid-century façade remodel. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

**132 S. Market Street.** This property, located on the east side of Market Street between Queen Street and Manchester Boulevard, contains a two-story mixed-use commercial building constructed in 1925. The building is currently occupied by Smoove Fashion World. In 2000, the property was assigned a status code of 5S1 (eligible for local listing) but no reason for significance was provided.

The property was re-evaluated and found to have been substantially altered over time. The building's original retail storefront has been replaced with a floor-to-ceiling aluminum storefront, and brick veneer wall cladding and an awning have been added, thereby completely altering the building's ground story. On the upper story, original fenestration has been replaced with metal or vinyl sliders. Some original decorative features remain on the upper story. Overall, the building does not display the characteristic features of a particular architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

**150 S. Market Street (former People's Federal Building & Loan Association Building).** This property, located at the northeast corner of Market Street and Manchester Boulevard, contains a two-story, mixed-use commercial building originally constructed in 1927 as the People's Federal Building & Loan Association. It was remodeled in the Late Modern style, likely sometime in the 1960s, and is currently occupied by World Hat & Boot Mart. The 2000 historic resources investigation for the "Inglewood Downtown District, Main Street Project Area, Historic Design Guidelines," assigned the property a status code of 5S1 (eligible for local listing) under Criterion C as a good example of a 1960s Late Modern-style commercial building. As noted above, the 2000 historic resources investigation was limited to a reconnaissance-level survey only and did not include an intensive-level historic resources survey. The 2000 Historic Design Guidelines effort identified 150 S. Market Street as eligible for local listing only, but the City of Inglewood did not then, and does not currently, have a local landmark designation program with codified eligibility standards and criteria for local listing.

A more detailed investigation of the building indicates 150 S. Market Street is not an eligible historic resource. The building was originally constructed in 1927 and later acquired its Late Modern-style appearance in the mid-1960s. Visible elements of the underlying original 1920s building include its overall

form and massing, pedestrian orientation set at the sidewalk, clipped corner entrance, and the overall fenestration pattern including primary and secondary door openings and upper-story window openings. In the 1960s, additional design elements were applied to the primary facades of the building. These include stucco and stone panel cladding; metal-framed doors, windows, and storefronts, a flat, curved canopy over the ground story; and stylized piers on the upper story which support a flat, curved canopy suspended above the roofline. No architect was identified with this remodel. The end result is a 1920s-era building in mass and form with 1960s-era design elements applied to its facades. As such, 150 S. Market Street is not a fully realized and cohesive example of Late Modern architecture from the 1960s.

Re-evaluation of 150 S. Market Street determined the building is not a significant example of Late Modern architecture and is, therefore, not eligible for listing in the National Register under criterion C or the California Register under Criterion 3. It is not listed in a local register of historical resources and is not identified as significant in a historical resources survey which meets state criteria. Based upon this re-evaluation, the former People's Federal Building & Loan Association at 150 S. Market Street is not a historical resource for purposes of CEQA.

**302 E. Manchester Boulevard/200-204 S. Market Street (Cox Menswear).** This property, located at the southeast corner of Manchester Boulevard and Market Street, contains a two-story commercial retail building. Originally constructed in 1941, the building was designed in the Streamline Moderne style and was historically occupied by Scotty's Men's Shop. The building's current tenant is Cox Menswear. In 2000, the property was assigned a status code of 3S (appears eligible for the National Register as an individual property through survey evaluation) under Criterion C as a good example of the Streamline Moderne style in Inglewood.

The property was re-evaluated and found to have been substantially altered over time. On the ground story, the existing stone veneer and projecting aluminum-frame display windows appear to be the result of a mid-century remodel, replacing all of the original retail storefronts and wall cladding along both street-facing façades. On the upper story, original fenestration has been replaced with vinyl sliders. Also, the neon sign that originally adorned the corner tower has been removed. Due to these alterations, the building no longer displays the characteristic features of the Streamline Modern style, nor does it represent a comprehensive or wholesale stylistic remodel from a particular historic period. Thus, this building does not retain sufficient integrity to convey its significance as a good example of its architectural style, and therefore does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource for the purposes of CEQA.

**333 E. Nutwood Street.** This property, located at the northwest corner of Locust and Nutwood streets, contains a one-story commercial office building constructed in 1940. The building is currently occupied by Anphon Medical Center. In 2000, the property was assigned a status code of 5S1 (eligible for local listing); no reason for significance was provided.

The property was re-evaluated and found to have been substantially altered over time. The building's exterior wall cladding has been replaced with rough-textured stucco, and exaggerated stucco-clad window surrounds have been added throughout. These changes are incompatible with the building's American Colonial Revival style, and thereby substantially alter the building's overall appearance. The building is no longer a good example of its architectural style and is not known to be the work of a master; it does not appear to be a notable example of its building type from a particular period; and it has no known important historic associations that would qualify it for historic listing or designation. Therefore, the building does not appear eligible for listing in the National Register or the California Register. As such, it is not considered a historical resource herein for the purposes of CEQA.

### Potential Historic District

No historic districts have been identified within the Project area and/or Expanded Study Area. The extent of Market Street within the Project area and Expanded Study Area appears significant as a historic district for its association with early- and mid-20th century commercial development in the City of Inglewood. This extent comprises a significant concentration of historically related properties from a specific historic period, and thus is an identifiable entity that is distinguishable from the surrounding area. However, due to substantial changes to individual properties over time, this extent does not convey a visual sense of the overall historic environment.

A total of 42 parcels were examined and researched in detail, including parcels along both sides of Market Street, between Florence Avenue on the north and Manchester Boulevard on the south, and including all four corner parcels at the intersection of Market and Manchester. While downtown Inglewood originated in the 1920s, the period of significance for a potential historic district was extended through the 1960s to include postwar development and façade improvements that remain evident in the downtown area today.<sup>77</sup>

Of the 42 parcels that were examined, twelve were evaluated as potential district contributors (DC) if a historic district was identified,<sup>78</sup> while the remaining 30 parcels were evaluated as non-contributors (NC). Most of the non-contributing parcels were evaluated due to extensive alterations over time. Some parcels contain more recent infill development, while others are vacant lots or parking lots. With 12 of 42 parcels evaluated as potential district contributors, this results in a contribution rate of just 29 percent, which is below the requirement for an eligible historic district.<sup>79</sup> Due to this low ratio of district contributors, it was

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77 Of the six properties evaluated as individually eligible, three are postwar resources.

78 Six of these twelve were also evaluated as individually eligible for historic listing and comprise the six identified CEQA resources discussed in the DEIR for this project.

79 For a geographical area to be considered eligible for listing as a historic district, standard preservation practice requires that the majority of properties be contributors to the district.

determined that this extent of Market Street does not retain sufficient integrity to convey its historic significance, and therefore does not meet the criteria to qualify as a historic district.

The full extent of the Market Street corridor in downtown Inglewood, extending an additional two-and-a-half blocks south of the Project Area and Expanded Study Area to Hillcrest Boulevard, was also evaluated to determine if this larger area retained sufficient integrity to qualify as a potential historic district. As with the smaller area described above, this larger segment of the Market Street corridor is considered potentially significant for its association with early- and mid-20th century commercial development in the City of Inglewood as it includes a significant concentration of historically related properties from a specific historic period. However, due to substantial changes to individual properties over time this corridor no longer conveys a visual sense of the overall historic environment. A reconnaissance-level review of these southern blocks found a somewhat higher concentration of buildings with sufficient integrity to qualify as district contributors, but not enough to offset the lower concentration in the northern blocks. Of the 64 parcels that examined along the full extent of the Market Street corridor, 23 were evaluated as potential district contributors (DC) if a historic district was identified, while the remaining 41 parcels were evaluated as non-contributors (NC). This results in a contribution rate of just 36 percent, still well below what would typically be required for an eligible historic district. Due to this low ratio of district contributors, it was determined that this larger segment of Market Street does not retain sufficient integrity to convey its historic significance, and therefore does not meet the criteria to qualify as a historic district. While Market Street largely retains its overall scale, massing and pedestrian orientation, incremental changes over time have substantially compromised the cohesion of the area as a whole. As such, Market Street does not retain the ability to convey a sense of time and place from its historic period. Despite its historic significance, Market Street in downtown Inglewood does not retain sufficient integrity to convey its significance and does thus not meet the criteria to qualify as a historic district. This determination confirms a previous evaluation of the Market Street corridor completed in a 2000 historic resources investigation prepared to support the preparation of design guidelines. The reconnaissance-level survey completed in 2000 reviewed 112 buildings and did not identify a historic district. For these reasons, Market Street does not constitute historic district and is not a historical resource under CEQA.

### Summary of Historical Resources

In summary, ten (10) historical resources have been identified in the Project Area and/or Expanded Study Area as shown in **Table 4.4-1: Summary List of Historical Resources** and **Figure 4.4-2: Map of Historic Resources** below. Of these, two (2) are listed in the National Register and the California Register, and eight (8) were evaluated as appearing eligible for listing in the California Register and/or National Register. All of these properties are considered as historical resources for the purposes of CEQA and the potential for the Project to impact properties is evaluated below.



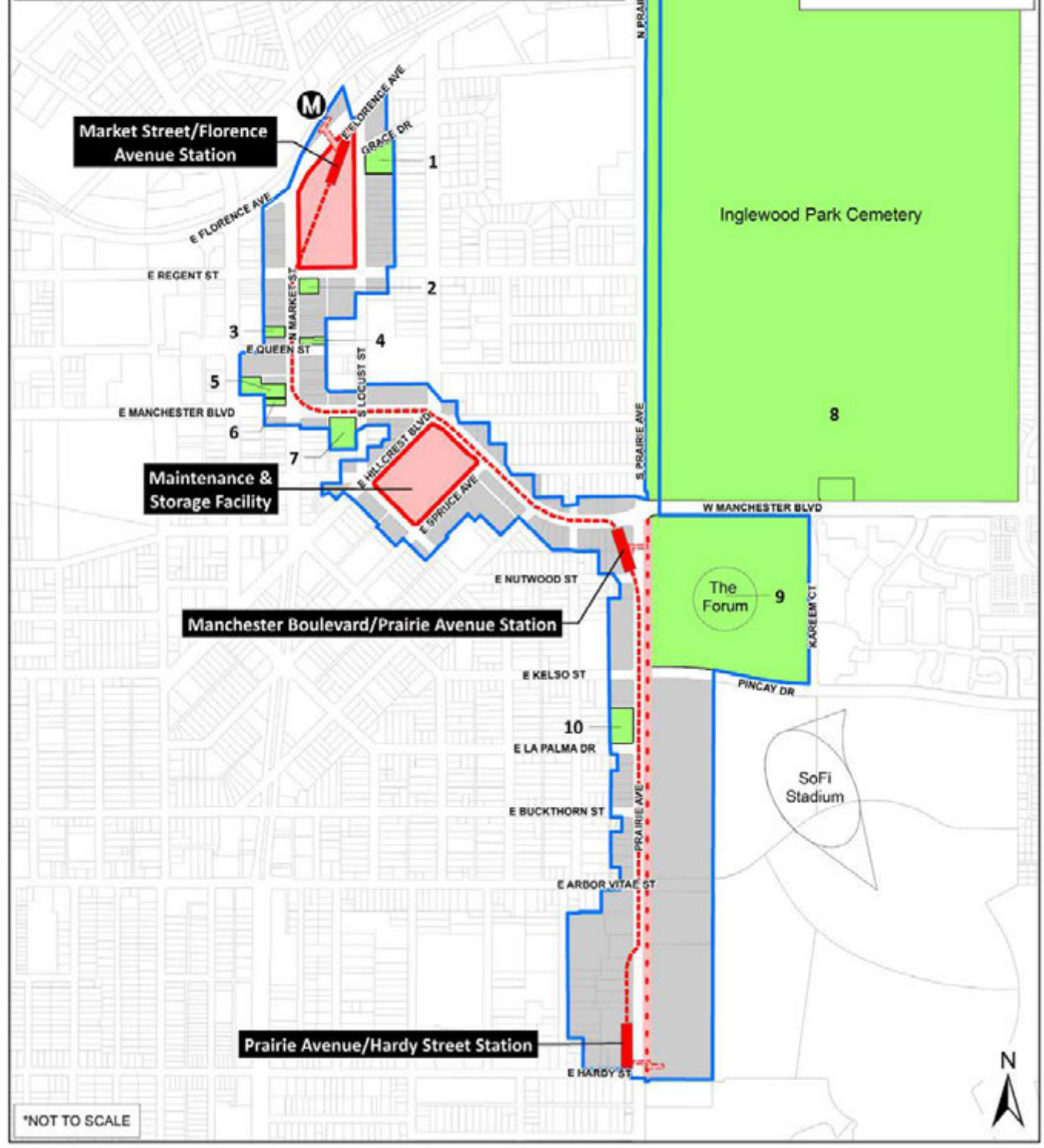
**Table 4.4-1**  
**Summary List of Historical Resources**

Address	APN	Date	Name	Description	Current Evaluation
260 N Locust Street	4015026039	1914	Holy Faith Episcopal Church	Religious complex (Church, rectory, and School)	Appears Eligible for listing in NR and CR
158-170 N. Market Street	4021007012	1967	Former United Bank of California (now Broadway Federal Bank)	Branch bank, rear parking lot	Appears eligible for listing in CR
115 N Market Street	4021008006	1949	Former Fox Theater	Neighborhood movie theater	Listed in NR and CR
100 N. Market St/307 E. Queen Street	4021007024	1927	Former Bank of Inglewood (now Vajra Books & Gifts)	Two-story mixed-use commercial building	Appears eligible for listing in NR and CR
129-139 S Market Street	4021009031	1941, addition and remodel 1954	Former J.C. Penney (now Inglewood Marketplace)	Two-story retail commercial building	Appears eligible for listing in CR
149-155 S Market St/231-239 E Manchester Boulevard	4021009017	1928	Professional Building	Two-story mixed-use commercial building	Appears eligible for listing in CR
320-330 E Manchester Boulevard	4021013018	1948	Bank of America	Branch bank, rear parking lot	Appears eligible for listing in CR
720 E Florence Avenue	4012031930	1905	Inglewood Park Cemetery	Cemetery	Appears eligible for listing in NR and CR
3900 W Manchester Boulevard	4025001002	1967	The Forum	Multipurpose indoor arena, surrounding parking lot	Listed in NR and CR
619-635 S Prairie Avenue	4021038027	1948, addition c. 1960	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)	Two-story chapel and mortuary building	Appears eligible for listing in CR

Source: *Historic Resources Technical Report, HRG, O 2021 (refer to Appendix I.2).*

- KEY LEGEND**
1. Holy Faith Episcopal Church
  2. Former United Bank of California (now Broadway Federal Bank)
  3. Former Fox Theater
  4. Former Bank of Ingleswood (now Vajra Books & Gifts)
  5. Former J. C. Penney (now Ingleswood Marketplace)
  6. Professional Building
  7. Bank of America
  8. Ingleswood Park Cemetery
  9. The Forum
  10. Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)

- Legend**
- Expanded Study Area
  - Historic Resource
  - APM Guideway Alignment
  - APM Station
  - Pedestrian Bridge
  - Street Relocation



SOURCE: Historic Resources Group, September 2021

FIGURE 4.4-2

Map of Historic Resources



#### 4.4.5 THRESHOLDS OF SIGNIFICANCE

The project would have a significant impact in relation to cultural resources if it were to:

- Threshold CUL-1:** Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Threshold CUL-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- Threshold CUL-3:** Disturb any human remains, including those interred outside of formal cemeteries

The CEQA Guidelines, Section 15064.5 (b) states that “a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” A “substantial adverse change in the significance of a historical resource” means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The CEQA Guidelines go on to state that:

*The significance of a historical resource is materially impaired when a project...[d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources...local register of historical resources... or its identification in a historical resources survey.<sup>80</sup>*

The significance of a historical resource may be materially impaired through both direct and indirect project impacts. Thus, the *Historic Resources Technical Report* (see **Appendix I.2**) analyzed the potential for the proposed Project to impact a historical resource either directly or indirectly.

#### 4.4.6 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

##### 4.4.6.1 Project Design Features

The Project includes the following feature, identified in the ITC Design Standards and Guidelines (Design Guidelines), that address the potential effects of the Project on historic resources located along the proposed alignment:

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<sup>80</sup> CEQA Guidelines, Section 15064.5(b).

**PDF CUL-1 Historic Resources (Design Standards and 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:

- 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 Theater, 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 Theater, 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 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.

**Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

***Impacts***

The *Historic Resources Technical Report* identified a total of ten historical built-environment resources within the proposed Project area,<sup>81</sup> as identified in **Table 4.4-1** and **Figure 4.4-2**. Two of these are listed in the National Register and the California Register, and eight have been re-evaluated as appearing eligible for listing in the National Register and/or California Register. All of these properties are considered as historical resources as defined in CEQA Guidelines Section 15064.5.

**Direct Impacts**

A direct adverse environmental impact would involve an immediate physical change in the built characteristics of a resource or its immediate surroundings that convey its historical significance. While the proposed ATS guideway and stations would largely be constructed within the public right-of-way, several properties along the ATS alignment would be affected through the development of the ATS guideway and stations on adjacent properties.

The proposed ATS guideway would result in direct physical impacts on the following resource:

- 3900 W. Manchester Boulevard (The Forum), AIN 4025-001-002.

The Forum property is located within the Project Area on the east side of Prairie Avenue. The ATS guideway and Prairie Avenue/Manchester Boulevard station are proposed on the west side of Prairie Avenue. The elevated ATS guideway will be primarily supported by columns located on the west side of Prairie Avenue within the public right-of-way. A few straddle bent columns may be necessary along this section of the alignment near the corner of Manchester Boulevard and Prairie Avenue immediately south of the Prairie Avenue/Manchester Boulevard station to support a switch zone for this station. Traffic lanes on Prairie Avenue would also be relocated to the east to accommodate the ATS columns on the west side of the street and maintain a sufficient sidewalk width. The relocation of the lane along Prairie Avenue will result in an encroachment into the Forum property along its western boundary. Straddle bent support columns may land on the east side of the ATS guideway in what is now the Forum parking lot. An elevated passenger walkway will be constructed from the Prairie Avenue/Manchester Boulevard Station, with vertical circulation elements (stairs, escalators, elevators) landing on the east side of Prairie in the current Forum parking lot.

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81 *Historic Resources Technical Report*. Inglewood Transit Connector. October 4, 2021.

The Project will not physically alter the Forum building itself. The building will remain in its original location and will retain all of its significant character-defining features. The Project will alter a portion of the Forum's surface parking lot, which is defined in the National Register nomination for the Forum as one of the Forum's character-defining features. The Project will encroach into the Forum parking lot along its western edge between Manchester Boulevard and Pincay Drive no more than 30 feet to accommodate the relocation of one of the traffic lanes on Prairie Avenue. This encroachment will alter the original dimensions of the property. Because this encroachment will only affect the westernmost 30 feet of the large parking lot around the Forum building, the parking lot will retain its overall character as an expansive, on-grade, asphalt-paved parking area surrounding the Forum building on all sides.

The stairway and elevator components from the elevated passenger walkway from the Prairie Avenue/Manchester Boulevard station will land on what is currently the Forum property. These elements would be constructed within the public right-of-way of the newly relocated sidewalk on the east side of Prairie Avenue. These features would be situated along the property's western edge and there will remain a substantial physical distance of over 300 feet between these new features and the Forum building itself. The Project, therefore, will not alter the relationship between the Forum building and its immediate surroundings in any meaningful way.

The view for motorists of the Forum building from Prairie Avenue looking east and pedestrian views from the west sidewalk will be intermittently obstructed by the straddle-bent support columns supporting the ATS guideway and the stairs and elevators from the elevated passenger walkway. However, pedestrian views from the new sidewalk on the east side of Prairie Avenue will remain largely unobstructed with only minimal impairment. Views of the Forum building looking south from Manchester Boulevard and north from Pincay Drive will also remain unobstructed. Overall, the new construction will not block or obscure important views of the Forum building, as there will remain multiple vantage points from which the building can be observed without obstruction. The Forum property will retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. Important features of the Forum's setting are limited mainly to the property itself, the most important of which is the expansive surface parking area surrounding the building on all sides. Although the Project will encroach on the Forum property along the eastern edge of the parking lot, the important aspects of the Forum's historical setting will remain intact.

Because the Project will not physically alter the Forum building; will not block or obscure important views of the Forum building; and will only alter a small portion of the Forum parking lot; the revised Project will not result in a substantial adverse change in the significance of the historical resource. After construction of the Project, the Forum will continue to convey its historic significance as a 1960s New Formalist-style

arena in Inglewood. Therefore, direct, and indirect impacts to the Forum as a result of the revised Project would be less than significant.

### **Indirect Impacts**

An indirect impact is distinguished in this evaluation as a physical change which is not immediately related to the Project, but which is caused indirectly by the Project. An indirect adverse environmental impact would involve a substantial alteration in how a resource is viewed and experienced by pedestrians and motorists through obscuring, interfering, or blocking the view of a resource from the public right-of-way. An example would be new construction that diminishes the ability of a historical resource to convey its significance by blocking or obscuring character-defining features after the project has been completed. These indirect impacts may materially impair and adversely affect the significance of a historical resource if the historical resource can no longer convey its historical significance and justify its inclusion in the California Register, local register, or historical resource survey. Built-environmental historical resources identified along the proposed Project's footprint, including those adjacent the proposed ATS guideway alignment and stations, have been determined to convey their historical significance through physical characteristics such as design, construction, and/or form.

The Project could potentially result in indirect impacts on the following seven resources as discussed below:

- 158-170 N. Market Street (former United Bank of California)
- 115 N. Market Street (former Fox Theater)
- 100 N. Market St/307 E Queen Street (former Bank of Inglewood)
- 129-139 S. Market Street (former J.C. Penney)
- 149-155 S. Market Street/231-239 E Manchester Boulevard (Professional Building)
- 320-330 E. Manchester Boulevard (Bank of America)
- 619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

The ATS guideway and stations would follow Market Street, Manchester Boulevard, and Prairie Avenue and pass directly in front of these resources. The ATS guideway and support structure would not physically alter these buildings in any way and the buildings would remain in their original locations, retaining all their significant character-defining features and materials. The proposed Project would erect substantial new physical structure features in the form of the ATS guideway and support structures within proximity to these buildings along Market Street and Manchester Boulevard. However, the guideway structure and the support columns would only obscure a limited portion of the facades for five of the six historical

resources, depending on the position of the viewer. Additionally, the ATS guideway would be elevated above the roadway and sidewalks, and often substantially higher than the historic structures. For these reasons, the proposed Project would have a less than significant indirect impact on the former United Bank of California building, the former Fox Theater building, the former Bank of Inglewood building, the former J.C. Penney building, the Professional Building, the Bank of America building, and the Lighthouse McCormick Mortuary. Impacts to each of these resources is described below.

158-170 N. Market Street (former United Bank of California)

The former United Bank of California building is located on the east side of Market Street, immediately adjacent to the proposed location of the ATS guideway.<sup>82</sup>

The Project will not physically alter the former United Bank of California building in any manner. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the building along Market Street, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. Because the United Bank of California building is set back slightly from the property line, important setting features are limited to the building parcel and the configuration of the street and sidewalk fronting the building's east-facing façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. The Project also has the potential to limit the ability of the building to convey its historic significance by substantially obscuring its primary façade when viewed from the west side of Market Street which is an important vantage point from which to understand the building's overall scale, massing composition, and design. The building's secondary façade along Regent Street will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the United Bank of California building. As shown in the updated conceptual Project plans, the edge of the guideway will be approximately 38 feet from the building's façade and approximately 24 feet from the projecting canopy. The bottom of the guideway will be elevated a minimum of 40 feet above the roadway. Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the United Bank of California. The support columns will be a round shape approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center. Moreover, **PDF CUL-1** has been incorporated into the Project that requires the elevation and distance of the guideway from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-1** also requires the

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82 The drive-thru automated teller building across the street is not considered part of the bank building.



dimensions, placement, and spacing of the guideway support columns be optimized to minimize the obstruction of views of the street facing facades of historical buildings.

These elements will allow for a substantial distance between the ATS guideway and the United Bank of California building, maintaining a substantial portion of the existing open sidewalk and street area that partly defines the building's setting. The United Bank of California building measures approximately 23 feet in height and the guideway will clear the top of the building by approximately 17 feet. Because the guideway will be a substantial distance away from the façade of the United Bank of California building's and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the west side of Market Street.

Because two columns will sit in front of or immediately adjacent to the United Bank of California building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the United Bank of California building's primary façade will be obstructed when viewed from the west side of Market Street. The north façade facing Regent Street will remain unobstructed. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the ATS guideway would be located approximately 17 feet above the top of the United Bank of California building and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary façade such that its physical form and architectural style cannot be discerned. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the United Bank of California building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns to be designed in a manner that maintains important aspects of the existing setting of this resource and ensures that the overall scale, massing, composition, and design of the building will remain readily discernable. For architecturally significant historical resources like the United Bank of California building, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity including location, design, materials, workmanship, feeling and association will remain and, for these reasons, the historical resource will retain overall integrity. The United Bank of California building will continue to convey its historic significance after implementation of the Project and as such, the impact of the Project to the historic resource will be less than significant.

115 N. Market Street (former Fox Theater)

The former Fox Theater building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located in the center of Market Street.

The Project will not physically alter the Fox Theater building in any way. The building will remain in its original location and will retain all of its significant character-defining features. The Project will, however, erect a substantial new physical structure in front of, and within close proximity to, the Fox Theater, altering its setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the Fox Theater building is built to the property line, important features of the building are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's west and south façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary east-facing façade when viewed from the west side of Market Street, an important vantage point from which to understand the building's overall scale, massing, composition, and design.

The former Fox Theater building conveys its historical significance through its only public façade on Market Street, an important vantage point from which to observe the building's primary façade. The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Fox Theater building. The main volume of the Fox Theater building measures approximately 38 feet tall, with its vertical sign pylon, an important feature of the front facade, rising to a height of approximately 70 feet.

As shown in the conceptual Project plans, the horizontal distance from the edge of the guideway to the marquee will be approximately 17 feet; the horizontal distance from the edge of the guideway to the building façade would be approximately 28 feet, based on a maximum guideway width of 42 feet. The guideway along the frontage of the building would be supported by single columns positioned in the center of Market Street, with no columns located directly in front of, or immediately adjacent to, the Fox Theater building.

In order to allow continued views of the sign pylon, the height of the guideway will be raised so that the bottom is a minimum of 53 feet from grade above the roadway. This minimum elevation will be maintained for approximately 100 feet to the north and south of the Fox Theater. This would allow for a greater distance between the ATS guideway and the Fox Theater building, maintaining much of the existing open sidewalk and street that define the building's setting. The height of the guideway in front of the Fox Theater building, the stipulation that no support columns will be located in front of or adjacent to the Fox Theater and the horizontal separation between the Fox Theater and the guideway would ensure that the

Project would not obscure important physical features of the primary façade, including the vertical sign pylon, when viewed from the east side of Market Street.

The Project will alter the historic setting of the Fox Theater building by placing new construction along Market Street. However, this alteration to the setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires minimum visual clearances; including the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns, to be incorporated into project design. The Project will be designed in a manner that maintains important aspects of the resource's existing setting and ensures that its overall scale, massing, composition, and design will remain readily discernable. For architecturally significant historical resources like the Fox Theater building, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity, including location, design, materials, workmanship, feeling and association will remain, and therefore the historical resource will retain integrity overall. The Fox Theater building will continue to convey its historic significance as a 1940s Late Moderne-style movie theater building after implementation of the Project and as such, indirect impacts to the Fox Theater building would be less than significant.

100 N. Market St/307 E Queen Street (former Bank of Inglewood)

The former Bank of Inglewood building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located.

The Project will not physically alter the former Bank of Inglewood building in any manner. The building will remain in its original location and will retain all of its significant character-defining features. The Project will, however, erect a substantial new physical structure in front of and within close proximity of the buildings along Market Street, altering their setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the Bank of Inglewood building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's west and south façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the west side of Market Street, which is an important vantage point from which to understand the building's overall scale, massing composition, and design. The building's façade along Queen Street will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of Inglewood building. The edge of the guideway will be approximately 29 feet from the façade of the Bank of Inglewood building (assuming a maximum guideway width of 42 feet). Additionally, the guideway will be supported by single columns positioned in the center of Market Street, one of which will likely be located in front of or immediately adjacent to the Bank of Inglewood building. The support columns will be round in shape, approximately 8 feet in diameter, and spaced a minimum of 120 feet apart on center. This will allow for a substantial distance between the ATS guideway and the Bank of Inglewood building, maintaining much of the existing open sidewalk and street that define the setting of the building. The Bank of Inglewood building measures approximately 33 feet in height; thus, the guideway will be higher than the building by approximately 7 feet. Because the guideway will be a substantial distance away from the Bank of Inglewood building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the west side of Market Street.

With a single column located adjacent to the Bank of Inglewood building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the Bank of Inglewood building's primary façade will be obstructed when viewed from the west side of Market Street. The larger south façade facing Queen Street will remain unobstructed. Additionally, columns will be placed so that the important corner view of the building, which takes in the entirety of both publicly visible façades, will be maintained. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the ATS guideway would be located at least 7 feet higher than the Bank of Inglewood building and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Moreover, **PDF CUL-1** requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-1** also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the Bank of Inglewood building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns to be designed in a manner that maintains important aspects of the

existing setting of the building, which will ensure that the overall scale, massing, composition, and design of this building will remain readily discernable.

For architecturally significant historical resources like the Bank of Inglewood building, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity including location, design, materials, workmanship, feeling and association will remain, and therefore the historical resource will retain integrity overall. Thus, the Bank of Inglewood building will continue to convey its historic significance after implementation of the revised Project and as such, the indirect impact of the Project to this historic resource would be less than significant.

129-139 S. Market Street (former J.C. Penney)

The former J.C. Penney building is located on the west side of Market Street adjacent to where the new ATS guideway will be located. The former J.C. Penney building conveys its historical significance through its only public façade on Market Street, an important vantage point from which to observe the building's primary façade and main entry.

The Project will not physically alter the former J.C. Penney building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the buildings along Market Street, altering their setting and potentially interfering with the visual and spatial relationships between the buildings and their immediate surroundings. Because the J.C. Penney building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's east façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the east side of Market Street—an important vantage point from which to understand the building's overall scale, massing composition, and design.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the J.C. Penney building. The edge of the guideway will be approximately 21 feet to the building's projecting canopy and approximately 28 feet to the building façade at its closest point, after which the guideway pulls further away from the building as it turns the corner onto Manchester Boulevard. The bottom of the guideway will be approximately of 40 feet above the roadway. Additionally, the guideway will be carried by single columns positioned in the center of Market Street, one of which will be located in front of or immediately adjacent to the J.C. Penney building. The support columns will be round in shape,

approximately 8 feet in diameter, and spaced a minimum of 120 feet apart when measured from the center of the column.

This will allow for distance between the ATS guideway and the J.C. Penney building, maintaining a substantial portion of the existing open sidewalk and street that define the building's setting. The J.C. Penney building measures approximately 30 feet in height so the guideway will clear the top of the building by approximately 10 feet. Because the guideway will be a substantial distance away from the J.C. Penney building façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the east side of Market Street. Additionally, **PDF CUL-1**, incorporated into the Project, requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-1** also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized.

With a single column located in front of or adjacent to the J.C. Penney building, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the J.C. Penney building's primary façade will be obstructed when viewed from the east side of Market Street. The portion of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible. Because the ATS guideway would be located approximately 10 feet higher than the J.C. Penney building and the support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the J.C. Penney building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires that the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns, have been designed in a manner that maintains important aspects of the resource's existing setting and ensures that it's overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the J.C. Penney building, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity, including location, design, materials, workmanship,

feeling and association, will remain, and therefore the historical resource will retain integrity overall. Thus, the J.C. Penney building will continue to convey its historic significance as a 1950s Mid-Century Modern-style department store building after implementation of the Project and the impact of the Project to this historic resource will be less than significant.

149-155 S. Market Street/231-239 E Manchester Boulevard (Professional Building)

The Professional Building is located on the west side of Market Street, immediately adjacent to where the new ATS guideway will be located. The Professional Building conveys its historical significance through its two publicly visible facades, on Market Street (primary) and Manchester Boulevard (secondary).

The Project will not physically alter the Professional Building in any way. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of and within close proximity of the building along Market Street, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. Because the Professional Building is built to the property line, important setting features are limited to the building parcel and the configuration of the street and sidewalk fronting the building's east- and south-facing façades. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the east side of Market Street—an important vantage point from which to understand the building's overall scale, massing composition, and design. The building's secondary façade along Manchester Boulevard will not be obscured by the Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Professional Building. The edge of the guideway will be approximately 47 feet from the building's façade at its closest point, after which the guideway pulls further away as it turns the corner onto Manchester Boulevard. The bottom of the guideway will be elevated approximately 40 feet above the roadway. Additionally, as the guideway makes its turn at Market Street and Manchester Boulevard, the columns will be placed on the opposite (east) side of the Market Street and on Manchester Boulevard. Because no columns will sit in front of or immediately adjacent to the Professional Building, the building's primary facade will not be obscured when viewed from the east side of Market Street. The south façade facing Manchester will also remain unobstructed.

This allows for a substantial distance between the ATS guideway and the Professional Building, maintaining more of the existing open sidewalk and street area that partly defines the building's setting. The Professional Building measures approximately 32 feet in height; thus, the guideway will clear the top of

the building by approximately eight feet. Because the guideway will be a substantial distance away from the Professional Building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from the east side of Market Street. Ultimately, the building's overall scale, massing, composition, and design will remain readily discernable. Moreover, **PDF CUL-1** has been incorporated into the Project that requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-1** also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized.

The Project will alter the historic setting of the Professional Building by placing new construction along Market Street. However, this alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical support columns, to be designed in a manner that maintains important aspects of the resource's existing setting and ensures that it's overall scale, massing, composition, and design will remain readily discernable. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity, including location, design, materials, workmanship, feeling and association, will remain, and therefore the historical resource will retain integrity overall. For these reasons, the Professional Building will continue to convey its historic significance as a 1920s Spanish Colonial Revival-style commercial building after implementation of the Project and as such, the indirect impact of the Project to the historic resource would be less than significant.

320-330 E. Manchester Boulevard (Bank of America)

The Bank of America building is located on the south side of Manchester Boulevard, adjacent to where the new ATS guideway will be located. The Bank of America building conveys its historical significance through its two publicly visible facades, on the south side of Manchester Boulevard (primary), and Locust Street (secondary).

The revised Project will not physically alter the Bank of America building in any manner. The building will remain in its original location and will retain all of its significant character-defining features. However, the revised Project will erect a substantial new physical structure in front of this resource, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings. The setting of a historical resource includes features within its boundaries as well as its immediate surroundings. Because the Bank of America building is built to the property line, important setting features are limited to the scale of the surrounding development and configuration of the street and sidewalk fronting the building's north and east façades. New construction has the potential to



encroach upon and reduce the generally open area of public street and sidewalk that defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from the north side of Manchester which is a critical vantage point from which to understand the building's overall scale, massing, composition, and design.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Bank of America building. The edge of the guideway will be approximately 30 feet from the façade of the Bank of America building (assuming a maximum guideway width of 42 feet). The bottom of the ATS guideway would be elevated a minimum of 40 feet above the roadway.

The guideway along Manchester Boulevard would be supported by single columns in a new center median. Each column will be approximately 8 feet in diameter and spaced a minimum of 120 feet apart on center. As a result, the support columns will be located away from the Bank of America building façade with substantial space between columns, maintaining much of the existing open sidewalk and street that define the building's setting. The Bank of America building measures approximately 28 feet in height; the guideway will clear the top of the building by approximately 12 feet. Because the guideway will be a substantial distance away from the Bank of America building's façade, and positioned a substantial distance higher than the building, it will not obscure important physical features of the primary façade when viewed from directly across the street on the north side of Manchester.

With single columns located within the center of Manchester Boulevard in the vicinity of the Bank of America building, portions of the building's primary facade will be intermittently obscured depending on the position of the viewer. However, due to the planned dimensions and spacing of the columns, only very limited portions of the Bank of America building's primary façade will be obstructed when viewed from the north side of Manchester Boulevard. Those portions of the building's façade that will be obscured will be minor in comparison to the façade's total size, the majority of which will remain unobstructed. Because the ATS guideway would be located approximately 12 feet above the top of the Bank of America Building and the center support columns carrying the guideway will only obscure small portions of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. The building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of some views. The revised Project will alter the historic setting of the Bank of America building by placing new construction along Manchester Boulevard. However, this alteration to the setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1**, incorporated into the Project, requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-**

1 also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. **PDF CUL-1** ensures that the Bank of America building's overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Bank of America building, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Manchester Boulevard, all of the other aspects of integrity, including location, design, materials, workmanship, feeling and association, will remain, and therefore the historical resource will retain integrity overall. The Bank of America building will continue to convey its historic significance after implementation of the revised Project and as such, the indirect impact of the revised Project to the historical resource would be less than significant.

619-635 S. Prairie Avenue (Lighthouse McCormick Mortuary)

The Lighthouse McCormick Mortuary property is located on the west side of Prairie Avenue, adjacent to where the new ATS guideway will be located. The Lighthouse McCormick Mortuary building conveys its historical significance through its main public façade on Prairie Avenue, an important view from which to observe the building's primary east-facing façade and main entry.

The Project will not physically alter the Lighthouse McCormick Mortuary property. The building will remain in its original location and will retain all of its significant character-defining features. However, the Project will erect a substantial new physical structure in front of the mortuary property, altering its setting and potentially interfering with the visual and spatial relationships between the building and its immediate surroundings to the east. The Lighthouse McCormick Mortuary property is set back from the property line behind a front lawn. Important setting features are limited to the property itself and the configuration of the street and sidewalk fronting the building's east-facing façade. New construction has the potential to encroach upon and reduce the generally open area of public street and sidewalk that partly defines the building's setting. New construction also has the potential to limit the building's ability to convey its historic significance by substantially obscuring its primary façade when viewed from Prairie Avenue. The building's secondary façade along La Palma Drive will not be obscured by the revised Project.

The ATS guideway will be elevated above the roadway and sidewalks, passing directly in front of the Lighthouse McCormick Mortuary property. The bottom of the guideway will be elevated approximately 40 feet above the roadway, meaning the ATS guideway will clear the top of the mortuary building by approximately 10 feet. Additionally, the guideway will be carried by three support columns positioned on the Prairie Avenue sidewalk in front of the mortuary building.

The Project will alter the immediate surroundings of the Lighthouse McCormick Mortuary by encroaching on the existing open sidewalk and street area that partly defines the building's setting. ATS support columns will also partially obscure the mortuary building's primary façade from some vantage points on the east side of Prairie Avenue. Because three columns will sit in front of the Lighthouse McCormick Mortuary property, a portion of the building's primary façade will be intermittently obscured depending on the position of the viewer. However, due to the dimensions and spacing of the columns, only a very limited portion of the Lighthouse McCormick Mortuary property's primary façade will be obstructed when viewed from the west side of Prairie Avenue. More importantly, the mortuary's primary façade is set back from the sidewalk behind a front lawn, physically separating between the mortuary building and the new construction. Due to this separation, the mortuary building's primary façade will not be obscured from vantage points on the east side of Prairie Avenue. The south façade facing La Palma Drive will remain unobstructed. Those portions of the building's façade that will be obscured will be minor in comparison to the overall size of the building, the majority of which will remain visible.

Because the ATS guideway would be located approximately 10 feet higher than the Lighthouse McCormick Mortuary property and the center support columns carrying the guideway will only obscure a small portion of the building's primary façade, the Project will not obscure its primary facade such that its physical form and architectural style cannot be discerned. In addition, **PDF CUL-1** has been incorporated into the Project which requires the guideway's elevation and distance from the façade of the historical resource to be sufficient for the guideway to visually clear the top of the historic resources' street facing façade. **PDF CUL-1** also requires the dimensions, placement, and spacing of the guideway support columns will be such that the obstruction of views of historical resources' street facing facades will be minimized. The building's overall scale, massing, composition, and design will remain readily discernable despite some intermittent obscuring of physical features from some views.

The Project will alter the historic setting of the Lighthouse McCormick Mortuary property by placing new construction along Prairie Avenue including the placement of three support columns within the Prairie Avenue sidewalk in front of the Mortuary building. This alteration to setting will not substantially interfere with the visual and spatial relationships between the building and its immediate surroundings. **PDF CUL-1** requires the height of the guideway, the distance of the guideway from the edge of the building, and the size and spacing of the vertical supporting columns, to be designed in a manner that maintains important aspects of the resource's existing setting and ensures that it's overall scale, massing, composition, and design will remain readily discernable.

For architecturally significant historical resources like the Lighthouse McCormick Mortuary property, the most important aspects of integrity are design, workmanship, and materials. Although integrity of setting will be altered along Market Street, all of the other aspects of integrity, including location, design,

materials, workmanship, feeling and association, will remain, and therefore the historical resource will retain integrity overall. The Lighthouse McCormick Mortuary property will continue to convey its historic significance after implementation of the Project and the indirect impact of the Project to the historic resource will be less than significant for this reason.

### **Summary of Impacts**

The Project will result in both direct and indirect impacts to historical resources under CEQA. Of the ten (10) historical resources identified in the Project Area and/or Expanded Study Area, the Project will have a less than significant impact on eight (8) resources, and no impact on two (2) resources. There will be no significant impacts to historical resources as a result of the Project as summarized below in **Table 4.4-2: Historical Resources Impact Summary**.

**Table 4.4-2  
Historical Resources Impact Summary**

Address	APN	Name	No Impact	Less Than Significant Impact	Significant Impact
260 N Locust St	4015026039	Holy Faith Episcopal Church	✓		
158-170 N Market St	4021007012	Broadway Federal Bank (former United Bank of California)		✓	
115 N Market St	4021008006	Former Fox Theater		✓	
100 N Market St/ 307 E Queen St	4021007024	Vajra Books & Gifts (former Bank of Inglewood)		✓	
129-139 S Market St	4021009031	Former J.C. Penney		✓	
149-155 S Market St/ 231-239 E Manchester Bl	4021009017	Professional Building		✓	
320-330 E Manchester Bl	4021013018	Bank of America		✓	
720 E Florence Ave <sup>83</sup>	4012031930	Inglewood Park Cemetery	✓		
3900 W Manchester Bl	4025001002	The Forum		✓	
619-635 S Prairie Ave	4021038027	Lighthouse McCormick Mortuary (former Hardin & Flanagan Colonial Chapel and Mortuary)		✓	

Source: *Historic Resources Technical Report*, HRG, October 2021 (refer to **Appendix I.2**).

<sup>83</sup> The parcel situated within the Expanded Study Area (APN 4012031930) has no address and contains only a small portion of the Inglewood Park Cemetery property. The vast majority of the cemetery occupies the adjacent parcel at 720 E Florence Avenue (APN 4012031027).

**Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

***Impacts***

Section 15064.5 of the CEQA Guidelines generally defines a historic or archeological resource as a resource that is (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) in addition to maintaining a sufficient level of physical integrity.

Further, CEQA considers unique archaeological resources including archaeological artifact, object, or site which can clearly demonstrate the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.<sup>84</sup> Unique archaeological resources include material evidence of past human life and culture of previous ages.

A literature review and records search were conducted at the South Central Coastal Information Center housed at California State University, Fullerton on June 20, 2018.<sup>85</sup> The records search included the proposed Project footprint and an area of a half-mile surrounding the Project area. The records search indicated there are no prehistoric or historical archaeological resources recorded within a half-mile radius of the area. In addition to the records search, a reconnaissance survey of the proposed Project area was conducted on July 20, 2018, also resulting in negative findings of prehistoric or historic archaeological resources identified. However, ground visibility surrounding the proposed Project footprint is very poor due to a high level of urbanization and development and any resources buried below ground would be difficult to observe.

During construction, the proposed Project would require excavation, grading, drilling, and other related construction activities that involve extensive ground disturbance that could expose undiscovered archaeological artifacts. As much of the area has experienced prior development, the potential for such discoveries is considered low. Deeper ground disturbing activities, such as drilling for columns, would involve techniques that would not provide for successful recovery of any artifacts as they would be

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<sup>84</sup> California PRC, Sections 21083.2, Archeological Resources.

<sup>85</sup> *Cultural Resource Investigation*, Roberta Thomas, M.A., RPA, and Gena Granger, M.A., RPA, PaleoWest Archaeology (PaleoWest), December 12, 2018.

destroyed during drilling. Therefore, there is a potential significant impact for unearthing or destroying previously unknown archaeological resources during construction.

Operation of the proposed Project would not involve ground disturbing activities and, therefore, would not have the opportunity to unearth previously unknown archaeological resources. Operation of the proposed Project would have no impact on archaeological resources at or around the proposed Project area.

### ***Mitigation Measures***

**MM TCR-1 to MM TCR-4 from Section 4.13.**

### ***Level of Significance after Mitigation***

The impacts associated with causing a substantial adverse change in the significance of an archaeological resource would be reduced to a less-than-significant-level with the implementation of **MM TCR-1 to MM TCR-4**. The measures would require the contractor to hire a qualified archaeologist meeting 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, including on-site monitoring of any ground disturbing activities. The monitor would be versed in locating and identifying archeological artifacts. This would increase the likelihood for locating archeological resources unearthed on-site and properly identifying its significance. Proper treatment of the artifacts immediately after discovery would be determined by the qualified archaeologist to minimize adverse change in the significance of the archeological resource discovered.

Prior to construction all construction personnel associated with demolition and ground disturbance activities would also be required to receive Cultural Resources Sensitivity Training, which would include training in identifying characteristics of archeological resource finds. Minimizing the possibility to cause substantial adverse change to significant archeological resources due to construction activities. In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s). This process would ensure proper treatment and processing of the archeological resources found. Therefore, potential impacts associated with causing a substantial adverse change in the significance of an archaeological resource would be reduced to a less-than-significant-level.

**Impact CUL-3: Disturb any human remains, including those interred outside of formal cemeteries.**

### ***Impacts***

A significant adverse effect would occur if ground disturbing activities associated with the proposed Project were to disturb previously interred human remains. Construction of the proposed Project would require extensive construction of foundations and columns, as well as other ground-disturbing activities. Required construction activities have the potential for unearthing and destroying unknown human remains underground which were not observed during the field survey. Thus, the potential to disturb human remains exists and this potential impact would be significant.

Discovery of Native American human remains is further discussed in **Section 4.13**.

### ***Mitigation Measures***

**MM TCR-1, MM TCR-3 and MM TCR-5 from Section 4.13.**

### ***Level of Significance after Mitigation***

The impacts associated with disturbing any undiscovered human remains would be reduced to a less-than-significant-level with the implementation of **MM TCR-1, MM TCR-3, and MM TCR-5**. The measures would require the contractor to hire a qualified monitor on-site to monitor any ground disturbing activities. The monitors would be versed in locating and identifying human remains. Prior to construction all construction personnel associated with demolition and ground disturbance activities would also be required to receive Cultural Resources Sensitivity Training, which would include training in identifying human remains. In the event human remains is found, work would immediately cease within 150 feet of the discovery and the County coroner would be contacted in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. The City, tribal cultural resources monitor, and archaeological monitor would also be notified. Proper treatment and processing of the human remains would be carried out in compliance with PRC Section 5097.98, Health and Safety Code Section 7050.5, **MM TCR-1, MM TCR-3, and MM TCR-5**. Therefore, potential impacts to disturbing human remains would be reduced to a less-than-significant-level.

## **4.4.7 CUMULATIVE IMPACTS**

The cumulative context for historic resources can be defined by a number of factors depending on the conditions and the presence or absence of known historic resources in the area. No historic district has been identified within the Project Area or Expanded Study Area and, for this reason, there is no potential for cumulative impacts to historical resources as a result of the proposed Project.

For the proposed Project, the cumulative context for historical resources considers impacts to significant historical resources in Inglewood. The majority of the cumulative projects identified in **Section 4.0** involve commercial and residential developments, many of which are smaller in scale, while the HPSP accounts for a large portion of the cumulative development. The HPSP EIR was certified in 2009 and concluded that the HPSP project would result in a less-than-significant impact to historic resources. Given the long history of Inglewood and large number of historic-age buildings and structures throughout the City it is possible that historical resources may be significantly impacted as a result of at least one of the identified cumulative projects that constitute the cumulative context. Therefore, the cumulative impact on historic architectural resources is considered potentially significant. Because the Project would not be constructed within a Historic District and would result in less than significant impacts to historical resources, the Project's incremental contribution to the potential significant cumulative impact on cultural resources would not be cumulatively considerable.

#### **4.4.8 CONSISTENCY WITH CITY OF INGLEWOOD GENERAL PLAN**

##### **Land Use Element**

The City's Land Use Element<sup>86</sup> was adopted in 1980 and subsequently amended in 1986, 2009, 2015, 2016, and 2020. Applicable goals to the Cultural Resources section were added in 2016 to the Land Use Element with the adoption of the New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines described below.

##### ***New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines***

The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines<sup>87</sup> (Downtown TOD Plan) covers the Downtown Inglewood and Fairview Heights neighborhoods of the City and works to implement the City's vision for transforming the quality of the environment within these areas. The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the Metro K line just east of the Florence Avenue/La Brea Avenue intersection. This Downtown planning and zoning area extends approximately one-half mile in all directions from the Metro Downtown Inglewood Station.

The Downtown TOD Plan planning effort were incorporated into the Land Use Element with its 2016 update. Relevant goals and policies in the Downtown TOD are listed as follows:

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86 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed July 22, 2020.

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



- Goal 1:** Downtown is a place to live, work, shop, recreate, and be entertained.
- Policy 1.2:** Ground Floor Uses and Storefronts. Require uses that activate pedestrian activity such as retail on major streets and plaza frontages. Require that storefronts be historically sensitive, attractive, and transparent in the Historic Downtown.
- Goal 2:** Downtown is a revitalized yet forward-looking gathering place for the community.
- Policy 2.3:** Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street.
- Goal 6:** Downtown expresses the unique culture of Inglewood.
- Policy 6.1:** Districts. Define the following unique districts within the Downtown TOD area, each with their own unifying character or identity that should be preserved and enhanced: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

The proposed Project is consistent with the Policy 1.2 and Policy 6.1 within the Downtown TOD Plan in the Land Use Element. The design of the proposed ATS system has taken into consideration storefronts and retail on major streets within the project footprint to limit its direct and indirect impact to surrounding historic resources. Resources impacted by the proposed Project would be mitigated to the extent feasible and impacts to publicly visible facades would be minimized as allowed for by proposed Project design.

The proposed Project would be consistent with Policy 2.3 within the Downtown TOD Plan through the implementation of an amendment proposed by the Project, by adding the underlined language to the end of Policy 2.3's text:

- Policy 2.3: *Preservation of Historic Fabric*. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.

The amendment would allow the policy to take into account the historical significance of Inglewood Downtown while accommodating for the implementation of the ATS system. Historical resources would remain recognized as an important part of the Inglewood Downtown and any impacts to historical resources would be mitigated to the extent feasible. The proposed Project would be consistent with Policy 2.3 with the proposed amendment.