

2.0 INTRODUCTION

This document is the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) for the Inglewood Transit Connector Project (proposed Project). This Recirculated Draft EIR has been prepared by the City of Inglewood (City), acting as the Lead Agency in conformance with the California Environmental Quality Act (CEQA). The City revised the Draft EIR as circulated for review in December 2020 to address changes to the design of the Project, described below, made after circulation of the Draft EIR. The design of the Project was revised in response to comment and input from stakeholders in the community. The revised Project as described and evaluated in this Recirculated Draft EIR, avoids the significant impacts identified in the December 2020 Draft EIR. All impacts of the revised Project are less than significant with mitigation.

2.1 PURPOSE AND TYPE OF EIR

2.1.1 Statutory Authority

Under CEQA, public agencies are required to evaluate proposed development projects for their effect on the physical environment and identify any feasible measures that would avoid or lessen significant environmental effects. The EIR is an informational document used in the planning and decision-making process and is intended to provide disclosure of the environmental consequences of a project to the public and agency decision makers before action is taken to approve project permits.

The preparation of an EIR provides information to assist a lead agency in making decisions on the project but does not control the lead agency's exercise of discretion. Specifically, as noted in the State CEQA Guidelines:¹

- (a) An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*
- (b) While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under Section 15091 and if necessary, by making a statement of overriding consideration under Section 15093.*
- (c) The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.*

1 California Code of Regulations, tit. 14, div. 6, ch. 3, State CEQA Guidelines, sec. 15121.

The City of Inglewood is the Lead Agency for the proposed Project under CEQA² and is responsible for the preparation of this Recirculated Draft EIR.

The California State Legislature has determined that certain projects, and classes of projects, are excluded from CEQA's requirements. (See Cal. Pub. Resources Code, § 21080 et seq.). If a project fits within one of the CEQA exemptions identified by the Legislature (known as "statutory exemptions"), the Lead Agency may approve the project without conducting any CEQA review for the project. The proposed ITC Project qualifies for a statutory exemption. In particular, CEQA provides a statutory exemption for "[f]acility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services." (Pub. Resources Code, § 21080, subd. (b)(12); see also State CEQA Guidelines, § 15275(b).) The proposed Project meets this definition.

The proposed Project will operate as a "facility extension" of the existing Metro Crenshaw/LAX light-rail line by providing light rail transit facilities, including a station (the Market Street/Florence Avenue Station) and passenger walkway that connects the existing Crenshaw/LAX line's Downtown Inglewood Station to the proposed Project's fixed guideway line. At 1.6 miles in length, the proposed Project does not "exceed four miles in length." The proposed Project is "required for the transfer of passengers" because the proposed Project is necessary to close the last-mile gap between the Crenshaw/LAX line and the City's new major housing, employment and activity centers. Finally, the proposed Project will transfer passengers "from or to exclusive public mass transit guideway" by transferring passengers both to and from the Crenshaw/LAX light-rail line's Downtown Inglewood Station to the City's new major housing, employment and activity centers. The proposed Project is therefore exempt from CEQA under that statutory exemption for facility extensions as set forth in Public Resources Code section 21080, subdivision (b)(12).

Although the proposed Project is statutorily exempt from CEQA, the City has nevertheless voluntarily elected to prepare this Recirculated Draft EIR to provide a comprehensive analysis of the proposed Project's potential environmental effects, to analyze alternatives to the proposed Project, to identify mitigation measures to avoid or substantially reduce the proposed Project's potentially significant environmental impacts, and to obtain public and agency input regarding the proposed Project and its potential impacts on the environment. Following the completion of CEQA review, the City of Inglewood City Council will consider whether to approve the Project. Although not required to do so, if the City Council decides to approve the Project, the City Council will certify the Final EIR and adopt CEQA Findings

2 Public Resources Code, Section 21067

of Fact and a Statement of Overriding of Considerations for the Project. If the Project is approved, the City will also file a CEQA Notice of Determination (NOD) and a CEQA Notice of Exemption (NOE) for the Project.

2.1.2 Type of Environmental Document

As provided for in the CEQA Guidelines, Section 15161, this Recirculated Draft EIR is a project EIR.³ A project EIR examines the direct and indirect environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project and shall examine all phases of the proposed Project including construction and operation.

2.1.3 Purpose and Scope of the Recirculated Draft EIR

As described in the CEQA Guidelines, an EIR is a public information document that assesses potential environmental effects of a proposed project, and identifies mitigation measures and alternatives to a proposed project that could reduce or avoid substantial adverse environmental impacts. CEQA requires that State and local government agencies to consider the environmental consequences of projects over which they have discretionary authority.

The proposed Project, as defined in **Section 3.0: Project Description**, would require approval of discretionary actions as defined by CEQA and is the subject of this Recirculated Draft EIR. The EIR is used in the planning and decision-making process. The purpose of an EIR is not to advocate or recommend either approval or denial of a proposed project.

This Recirculated Draft EIR was prepared to provide information to public agencies, the general public, and decision makers regarding potential environmental impacts related to the components of the construction and operation of the proposed Project.

The objectives of CEQA include: (1) informing governmental decision makers and the public about the potentially significant environmental effects of proposed activities; (2) identifying the ways that environmental damage can be avoided or significantly reduced; (3) preventing significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and (4) disclosing to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.⁴

³ CEQA Guidelines, Section, 15161.

⁴ CEQA Guidelines, Section 15002; Public Resources Code, sec. 21002.1.

According to CEQA and the State CEQA Guidelines, public agencies must avoid or lessen significant environmental impacts where feasible. Where impacts cannot be mitigated to less than significant levels, public agencies have an obligation to balance a project's significant impacts on the environment against other factors, including economic, social, technological, legal, and other benefits.

After circulating this Recirculated Draft EIR for public comment, the City will respond to written comments. Responses to written comments and any changes to the Draft EIR will be included in a Final EIR. The City must certify the Final EIR before approving the proposed Project. Upon certification, the Final EIR will serve as the base environmental document for the City and will be used as a basis for decisions on implementation of the proposed Project. Other agencies may also use this EIR in their review and approval processes.

This Recirculated Draft EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and good faith effort at full disclosure.

2.2 SUMMARY OF PUBLIC OUTREACH

As early as 2017, the City partnered with Metro to address the City's critical mobility issues by analyzing viable transit connection options from the Metro K Line to the LASED, which includes SoFi Stadium. With the City's input, Metro conducted a study⁵ to explore how best to extend the Metro Rail system via a high-capacity transit connection to the LASED. The Metro study analyzed (1) an interlined operability connection from the Metro K Line in a subway under Prairie Avenue, which also would jointly operate on a portion of the Metro K Line; and (2) operability options for independent services that could provide connections from the Metro Rail system at nearby Metro stations along the Metro K Line to SoFi Stadium. At the conclusion of the study, the City and Metro agreed that the interlined operability scenario is infeasible due to the cost, delay and complexity that would be created on the Metro Rail system. Consistent with Metro's recommendations, the City continued to analyze several independent operability

5 Los Angeles County Metropolitan Transportation Authority, *City of Champions/Inglewood (NFL) Focused Analysis of Transit Connection (August 2017)*.

transit connections to the City's activity centers. In early 2018, the City also initiated stakeholder outreach to understand the City's need for a comprehensive long-range mobility plan, potential project goals and objectives, potential project benefits and impacts, and stakeholder concerns.

2.2.1 July 2018 Notice of Preparation

In July 2018, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City as the Lead Agency prepared a Notice of Preparation (Original NOP) and an Initial Study (Original IS) (SCH 2018071034). The Original IS determined that an Environmental Impact Report (EIR) would be prepared in compliance with CEQA to assess for potentially significant impacts that may result from the Project. The Original NOP and IS were circulated and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

A scoping meeting was held on July 26, 2018, from 6 PM to 8 PM at the Inglewood Senior Citizens Center, 111 N. Locust Street, Inglewood, CA 90301. Over 80 attendees participated at the public scoping meeting. The City also provided the opportunity for comments to be submitted at the scoping meeting.

2.2.2 September 2020 Revised Notice of Preparation

After circulation of the July 2018 Notice of Preparation, the City collaborated with a myriad of key stakeholders, including the City's residential, commercial, and nonprofit stakeholders, and other jurisdictions, including but not limited to the South Bay Cities Council of Governments, Caltrans, Metro, other transit agencies, the City of Los Angeles, the County of Los Angeles, Inglewood Unified School District, adjacent and nearby property owners, tenants and residents, and representatives from the LASED, IBEC, and Forum event venues, and refined the proposed Project. Based on these consultations, the City revised the Project after the Original NOP was issued and prepared; and circulated an updated IS and NOP addressing the revised Project.

As a result of the comments received and refinements and modifications to the proposed Project identified in the Original NOP and Original IS, a Revised NOP and IS were circulated for public review and comment from September 10, 2020 to October 12, 2020 (See **Appendix A**).

The Revised NOP and Revised IS reflected the following refinements and modifications made to the proposed Project:

- Changes to the proposed Project from an approximately 1.8-mile long alignment with 5 stations to an approximately 1.6-mile long alignment with 3 stations. The revised alignment follows the same route as the original alignment from Market Street and Florence Avenue to Manchester Boulevard to Prairie Avenue terminating at the intersection of Prairie Avenue and Hardy Street.

An elevated passenger walkway linkage was added to connect the Market Street/Florence Avenue Station with the Metro K Line on the northside of Florence Avenue.

In addition, the Intermodal Transit Facility (ITF) was removed from the proposed Project; the City proceeded with the ITF project separately and this facility has been completed.

The City submitted both the Original and Revised NOPs and Initial Studies to the Governor's Office of Planning and Research (OPR); applicable trustee or responsible federal, State, regional, and local agencies identified for the proposed Project, including adjacent cities and counties; the County of Los Angeles; relevant Native American tribes; and all interested parties requesting such notice to allow for comment on the IS during the 30-day comment period. The Original and Revised NOP distribution lists indicating the agencies, departments, tribes, and parties that were mailed certified copies of the Original and Revised NOPs is provided in **Appendix A.1: Revised NOP**. In addition, copies of the Original and Revised NOPs and ISs were made available for review at Inglewood City Hall and the Inglewood Public library, as well as on the City's website, to give the public the opportunity to comment during the respective 30-day comment periods.

Based on a preliminary review of the proposed Project as part of the Revised IS, the City determined that potentially significant effects could occur with respect to aesthetics; air quality; biological resources; cultural resources; energy resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise and vibration; transportation and traffic; tribal cultural resources; and utilities and service systems. These issues have been incorporated into the environmental analysis of the proposed Project contained within **Section 4.0: Environmental Impact Analysis** of this Recirculated Draft EIR.

2.2.2 Concerns and Issues Raised During Scoping

The CEQA Guidelines require that an EIR summary identify areas of issues raised by other agencies and the public. Issues related to the proposed Project were raised in the comments the City received in response to the Original and Revised NOP and in the comments received on the December 2020 Draft EIR. Comments were received raising issues associated with the proposed alignment of the ATS guideway and locations of the stations. Comments were also received regarding the original proposed location of the MSF on the site of Kelso Elementary School and on the new proposed location on Manchester Boulevard developed with a Vons Grocery store, which would require the closure of this store. The potential for impacts to the community, including businesses located along the proposed alignment during construction was also raised. Comments were also received on the potential for direct and indirect impacts to historic resources located along the proposed alignment in downtown Inglewood. The potential for temporary

impacts to existing transit service during construction was also identified in comments. Utility providers also commented on the potential for the Project to impact existing utilities along the proposed alignment.

2.2.3 Tribal Consultation

A part of the AB 52 process, the City notified tribes that may have interest in tribal cultural resources in the region. Four tribes had previously notified the City and requested future notification of, with the possibility of providing consultation on, any projects that proceed under CEQA. These tribes include the Gabrielino–Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation, and the Gabrieleno/Tongva San Gabriel Band of Mission Indians. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was identified as a relevant party.

In accordance with AB 52, the City sent notification letters on July 31, 2018 notifying the four tribes identified above that the City was planning the proposed Project. Additionally, the Gabrieleno Band of Mission Indians–Kizh Nation was mailed a Notice of Preparation of this Draft EIR. Each tribe notified has 30 days from receipt of the letter to notify the City that they wish to engage in the AB 52 consultation process on the proposed Project. As of December 6, 2018, the City had received only one response requesting consultation via email from Brandy Salas, Administrative Specialist, for the Gabrieleno Band of Mission Indians–Kizh Nation (Tribe).⁶ The Tribe indicated that if there would be any ground disturbance activity associated with the proposed Project, they would like to consult.

Consultation between the Gabrieleno Band of Mission Indians–Kizh Nation Tribe and the City, and the City’s consultant team was initiated via conference call on February 6, 2019, and is described further in Chapter 4.4 and in the following appendices:

- *AB 52 Tribal Notification and Outreach Summary Memorandum*, Meridian Consultants LLC, December 6, 2018 (included as **Appendix P.1**); and
- *AB 52 Consultation Summary*, Meridian Consultants LLC, February 6, 2019 (included as **Appendix P.2**).

2.2.4 December 2020 Draft EIR

The City prepared and released a Draft EIR for public review in December 2020. Based on additional feedback received during the Draft EIR circulation period the City continued further collaboration with key stakeholders on the design of the Project. City also conducted additional technical analysis and due diligence on potential utility conflicts, property impacts, and potential impacts to historical resources, and refined the project to reduce the project footprint where feasible.

⁶ See **Appendix P.1** and its attachments therein of this Draft EIR.

As a result of this ongoing consultation process, the City has further refined the Project and revised the Draft EIR to evaluate these changes to the Project. The Project remains an approximately 1.6-mile long alignment with 3 stations beginning at the intersection of Market Street and Florence Avenue, continuing along Manchester Avenue and Prairie Avenue, and ending at the intersection of Prairie Avenue and Hardy Street.

The configuration of the Market Street/Florence Avenue Station has been further refined based on coordination with Metro. The connection to the Metro K Line Downtown Inglewood Station and the orientation of the Market Street/Florence Avenue Station have been revised to locate the pedestrian connection on the north side of Florence Avenue. The design of the guideway on Market Street in Downtown Inglewood has also been refined to enhance the compatibility of the Project with existing and planned development along Market Street, including historic buildings, such as the historic Fox Theater. The City has also collaborated with the property and business owners along Market Street to refine the Urban Design Guidelines and Standards to enhance harmony of the surrounding context and align with the City's efforts to help revitalize the downtown Market Street area.

The design of the guideway on Manchester Boulevard has been refined to reduce the need for columns on both sides of the street. The MSF for the system was proposed on Manchester Boulevard between E. Hillcrest Boulevard and E. Spruce Avenue on a site developed with a Vons supermarket. In response to stakeholder concerns about the removal of the local Vons market, the City collaborated with representatives of Vons to develop a refined MSF plan that would allow a new Vons supermarket to remain on this site. The City worked to address the parking, operational and facility needs identified by Vons to keep this grocery store offering high quality healthy food options in the center of the City. The current building on this site contains the Vons store and other businesses.

To address concerns raised by stakeholders, including the Inglewood Unified School District, about station locations, to improve design compatibility, to avoid potential utility conflicts, and to eliminate the need for straddle bent supports, with columns on both sides of the street to support the ATS guideway along Prairie Avenue, the City continued to refine the ITC segment along Prairie Avenue. The locations of the two stations proposed on Prairie Avenue have been updated to complement existing and planned development along Prairie Avenue. The Prairie Avenue/Hardy Station has been relocated to the west of Prairie Avenue with an elevated passenger walkway over Prairie Avenue providing access to the LASED development site. The Prairie Avenue/Pincay Drive Station is no longer planned. This station has been relocated to the west of Prairie Avenue at the intersection of Prairie Avenue and Manchester Boulevard with an elevated passenger walkway over Prairie Avenue to the Forum. The alignment of the guideway on Prairie Avenue has also been revised to reflect the changes to the location of these stations to the west side of Prairie Avenue. As these stations no longer straddle Prairie Avenue, columns supporting these

stations are no longer required on both sides of Prairie Avenue, allowing greater light and air along Prairie Avenue and allowing for single columns to support the ATS guideway. The columns for the guideway and stations will now only be located on the western side of Prairie Avenue, and both the existing sidewalk and street configuration, including the number of lanes, will continue to be maintained.

2.2.5 Public Outreach and Community Engagement

As stated above, the City initiated a comprehensive outreach program for the proposed Project in 2018, at the outset of the environmental clearance phase. As the Draft EIR was prepared, the City continued to keep elected officials, community leaders and the general public informed of the status of the technical analysis and schedule for completion of the environmental documents. The outreach program has been focused on increasing project awareness and education, disseminating project information, garnering public input, and supporting the technical and legal environmental processes. To learn more about the local community's needs for the proposed Project, the City held over 100 community and stakeholder outreach meetings over the past 3.5 years during the planning, environmental and design process.

Stakeholders have included local Inglewood block clubs, neighborhood watch groups and homeownership associations (HOA) such as the Renaissance HOA, Carlton Square HOA, Briarwood HOA, Regent Street HOA, and the Hyde Park Village HOA. The City also engaged the NCAAP Inglewood Chapter, Inglewood Airport Area Chamber of Commerce, Rotary Club of Inglewood, Inglewood Unified School District (IUSD), local churches, and community-based nonprofits including the Social Justice Learning Center Institute, Move LA, The Enrichment Center, and the Coalition for Clean Air. The City has also worked with surrounding jurisdictions, including the City of Los Angeles and County of Los Angeles, conducted industry outreach, and worked with labor and construction trades to help develop a Project Labor Agreement and local hire program.

A complete listing of stakeholders and meetings is included in **Appendix A: Revised NOP and IS** and **Appendix B: Summary of Comments on Revised NOP** of this Recirculated Draft EIR.

Through the use of focus groups, workshops, tours, participation in community events, social media outlets, and webinars, project stakeholders have been involved in each of the major technical milestones of the project development process that has occurred to date.

Public Engagement Process

The public engagement process included compilation of a stakeholder database, development of project related meeting materials, and collateral materials, and an interactive project website. Proactive outreach, public meetings, participation in community events and coordination meetings with public agencies were also components of the public outreach process.

Stakeholder Database

To properly inform the public, the City compiled a list of key individuals located throughout and adjacent to the proposed Project and public agencies that have jurisdiction in the area. In addition to key individuals and/or groups identified as part of the initial due diligence, the database includes a listing of all stakeholders who have attended public meetings, participated in a key stakeholder meeting, community events or who have otherwise asked to be added to the database. It is used to notify stakeholders of public meetings, to send out the electronic Newsletter, or other updates as needed. The stakeholder database includes the following groups and individuals:

City Council

- Mayor James T. Butts, Jr.
- Councilman George W. Dotson, District No. 1
- Councilman Alex Padilla, District No. 2
- Councilman Eloy Morales, Jr., District No. 3
- Councilman Ralph Franklin, District No. 4

City Commissions

- Parking & Traffic Commission
- Parking Authority
- Park & Recreation Commission
- Planning Commission
- Senior Center Advisory Committee
- South Bay Cities Service Council
- Citizen Advisory Committee
- Community Development Committee
- Inglewood Housing Authority – RAB Committee

Community Based Organizations and Religious Community Institutions

- Inglewood Teen Center
- Lockhaven Community Center
- Social Justice Learning Center Institute
- The Enrichment Center
- Amassi Center
- Briarwood Community Center
- Inglewood Cultural Arts Center
- Uplift Inglewood Coalition
- Inglewood Forward
- We Can Help Foundation Inc.
- Great Beginnings for Black Babies, Inc.
- American Legion
- Women Infant Children (WIC) Inglewood Chapter
- South Bay Workforce Investment Board

- Faithful Central Bible Church
- Inglewood Ministerial Alliance
- Brotherhood Crusade
- Inglewood Community Church
- Christ Centered Ministries
- Coalition for Clean Air
- Champions for Progress
- St. John Chrysostom Church
- Van Wick Block Club Community Groups
- Holly Park Knolls Homeowners Association
- Briarwood Homeowners Association
- Carlton Square Homeowners Association
- Rotary Club of Inglewood
- Inglewood Around the Block Club
- Inglewood Cultural Arts Center
- Renaissance Homeowners Association
- St John Chrysostom Church
- Inglewood Chamber of Commerce
- LAX Coastal Chamber of Commerce
- Thomas Safran & Associates
- Hilltop Coffee + Kitchen
- Aero Collective
- Fast Signs
- Glaser Well
- Jamz Creamery
- Three Weavers Brewery
- Toragrafix
- WLM Financial
- Miracle Theater
- A Toast to Artistry
- Eye on Inglewood
- The Sannicche Shoppe
- R.Hickes Realty

Transit Advocacy Groups

- LA County Bicycle Coalition
- Alliance for Community Transit LA
- Southern California Transit Advocates
- Cherrywood-Leimert Block Club
- Empowerment Congress West
- Move LA

Local and Regional Agencies

- Inglewood Unified School District
- Los Angeles County Metropolitan Transportation Agency
- Southern California Association of Governments
- South Bay Cities Council of Government
- Los Angeles World Airport
- University of California, Los Angeles
- Los Angeles/Orange Counties Building and Construction Trades Council

Regional Stakeholders

- A.G. Spanos, Los Angeles Chargers, President of Los Angeles Chargers
- Kevin Demoff, Los Angeles Rams, Chief Operating Officer and Executive Vice President
- Steve Ballmer, Chairman, Los Angeles Clippers
- Stadco LA, LLC, SoFi Stadium Owner
- University of California, Los Angeles
- Los Angeles/Orange Counties Building and Construction Trades Council
- Southwest Regional Council of Carpenters
- Los Angeles Cleantech (LACI)
- The Inglewood Airport Area Chamber of Commerce
- LAX Coastal Chamber of Commerce
- National Association for the Advancement of Colored People
- Ironworkers Local 433 – International Association of Bridge, Structural & Ornamental Iron Workers
A.F.L – C.I.O
- Los Angeles Conservancy
- California Public Utilities Commission

Other Public Officials⁷

- U.S. Senator Dianne Feinstein
- U.S Senator Alex Padilla
- U.S Representative Maxine Waters
- California Assemblymember Autumn Burke
- California Assemblymember Sydney Kamlager
- California Assemblymember Tom Lackey
- California Senator Steven C. Bradford
- Secretary of the California State Transportation Agency, David S. Kim
- Executive Director of California Transportation Commission, Hilary Norton
- Director of the Department of Transportation (Caltrans), Toks Omishakin
- Director of Caltrans District 7 Director, Tony Tavares
- Los Angeles County Supervisor Janice Hahn

7 Note: It is envisioned that these public officials would be contacted and briefed by the City and/or the outreach team in connection with the Inglewood Transit Connector project. At those meetings, information can also be provided on shorter-range planning efforts, which would include the TMOP.

- Los Angeles County Supervisor Hilda L. Solis
- Los Angeles City Councilmember Herb J. Wesson, Jr.
- Los Angeles Mayor Eric Garcetti
- City of El Segundo Mayor Drew Boyles
- City of Carson Mayor Cedric L. Hicks
- Casey Wasserman (Los Angeles Olympics 2028 Committee Chairperson)
- Los Angeles County Supervisor Holly Mitchell
- California Senator Maria Elena Durazo

Project Materials and Resources

To inform and update stakeholders about the proposed Project’s progress, the outreach team developed collateral materials for distribution through various channels and means of communication. These included project related fact sheets, frequently asked questions, meeting notices, electronic newsletters/e-bulletins, and other collateral materials. In addition, a complete set of collateral pieces was developed and distributed at community meetings, stakeholder briefings, and public events, as well as electronically when requested. These collateral materials were updated throughout the proposed Project’s development process and were produced in English and Spanish.

The City’s project website served as the central point where stakeholders went to obtain a variety of information about the proposed Project. The website is located at:

<http://envisioninglewood.org/transportation-solutions/inglewood-transit-connector/>

The website contains maps of the proposed Project, and other collateral materials and key documentation such as the NOP, Initial Study Report, the Recirculated Draft Environmental Impact Report, planning workshops and working group presentations. The website also contains a “Contact Us” sections where people can provide their input to the study, ask questions, and add themselves to the proposed Project database to be notified of future meetings and project related updates.

2.2.6 Post Scoping Outreach

General Public

The City held over 100 community and stakeholder outreach meetings over the past 3.5 years during the planning, environmental review, and design process. Stakeholders have included property and landowners adjacent to the proposed Project including but not limited to business and property owners along Market Street, Stadco LA, LLC (SoFi Stadium Owner), Steve Ballmer (owner of the Forum and proposed Inglewood Basketball and Entertainment Center), the Rams and the Chargers. The City also engaged with local Inglewood block clubs, neighborhood watch groups and HOAs such as the Renaissance HOA, Carlton Square HOA, Briarwood HOA, Regent Street HOA, and the Hyde Park Village HOA. The City

also presented at local community groups and organizations including but not limited to the NCAAP Inglewood Chapter, Inglewood Airport Area Chamber of Commerce, Rotary Club of Inglewood, Inglewood Unified School District, local churches, and community-based nonprofits including the Social Justice Learning Center Institute, Move LA, The Enrichment Center, and the Coalition for Clean Air.

At the meetings, residents expressed significant interest in and support for the proposed Project. The overarching themes summarized below emerged as priority interests and needs the community would like to see addressed by the proposed Project, including but not limited to creating economic development opportunities along the corridor, specifically Downtown Inglewood; increasing transit options for local residents and visitors; connecting communities and residents to jobs and educational opportunities, services and destinations locally and regionally; reducing traffic congestion and the growing demand on the existing roadway networks on both event and nonevent days; providing a transit system that preserves existing traffic lanes along Prairie Avenue and Manchester Avenue for vehicular traffic; reducing potential impacts to local businesses during construction; ensuring stations are designed to promote safety, and be easy to access for multiple modes including pedestrians, bicyclists, and park-and-ride users. The City has embraced the stakeholder input received to date and addressed various community needs identified into the design of the proposed Project, including supporting TOD development in Downtown Inglewood, a direct transit connection to the Metro K Line, a fully elevated transit system that does not remove any existing vehicular travel lanes, a phased construction approach focused on helping local businesses, and designed state-of-the-art stations integrated into its surrounding environment. The City will continue to host public workshops, design charrettes and stakeholder meetings throughout the CEQA, design, procurement, construction and project implementation process.

The City received a state funding allocation of \$8.5 million to launch a comprehensive revitalization program of Downtown Inglewood including streetscape improvements along Market Street between Florence Avenue and Hillcrest Boulevard, a façade and tenant improvement program, and revitalization of the Fox Theatre. Through these renovation efforts, the City plans to help spur private investment into Downtown Inglewood, help attract new tenants into vacant commercial spaces, and help boost the City's local economy. In addition, the City has secured approximately \$19 million congressionally directed funding for the ITC Project from Congresswoman Maxine Waters and US Senator Alex Padilla..

Public Agency

In addition to the scoping meeting, the City also participated in various meetings with public agencies to allow concerns to be identified and addressed early in the development process of the proposed Project. This effort was designed to present information on the proposed Project's concept design, to discuss relevant issues related to each agency's jurisdiction and proactively consult with these agencies prior to formal agency consultation. Agencies involved in these meetings are list in **Table 2.0-3: Post Scoping Public Agency Outreach**.

**Table 2.0-3
Post Scoping Public Agency Outreach**

Agency/Entity/Individual	Summer 2018	Spring 2019	Winter 2019	Summer 2020	Winter 2020	Summer 2021
Los Angeles Department of Transportation	X	X	X	X	X	
City of Hawthorne		X	X		X	X
City of Lawndale	X	X	X		X	
South Bay Council of Governments	X	X	X	X	X	X
Los Angeles County, Public Works Department	X	X	X			
Los Angeles County Metropolitan Transportation Authority	X	X	X	X	X	X
Santa Monica Big Blue Bus	X	X	X	X	X	X
City of Gardena – GTrans	X	X	X	X	X	X
City of Santa Monica – Big Blue Bus	X	X	X	X	X	X
City of Culver City – Culver City Bus	X	X	X	X	X	X
City of Redondo Beach – Beach Cities Transit	X	X	X	X	X	X
City of Long Beach Transit		X	X		X	X
Inglewood Unified School District			X		X	X
Los Angeles County Fire Department				X	X	X
California Department of Transportation (Caltrans)	X	X	X	X	X	X
South Coast Air Quality Management District (SCAQMD)	X	X	X	X		

In addition to the outreach conducted as part of the environmental review process the City is conducting to comply with CEQA, the City is also coordinating with the Federal Transportation Agency (FTA) and environmental review of the Project in conformance with the National Environmental Quality Act (NEPA) has also been initiated by the FTA.

2.3 ORGANIZATION OF THIS RECIRCULATED DRAFT EIR

This Recirculated Draft EIR is organized as follows:

Section 1.0: Executive Summary provides a summary of the proposed Project. This chapter includes an overview of the proposed Project description and areas of controversy, a discussion of key environmental effects, a discussion of significant and unavoidable impacts, a discussion of cumulative effects, an overview

of alternatives, and a summary table that includes each environmental impact, level of impact, and all applicable mitigation measures.

Section 2.0: Introduction provides information on the background of the proposed Project, the environmental review process, and organization of the Recirculated Draft EIR, and describes the existing physical setting of the proposed Project and the surrounding area.

Section 3.0: Description of the Proposed Project presents a description of the proposed Project that addresses its location, the objectives, and the approvals being requested from the City.

Section 4.0: Environmental Impact Analysis contains information and analysis of the potential for the proposed Project to result in significant environmental effects for each of the following topics evaluated in this Recirculated Draft EIR:

- **Section 4.1: Aesthetics**
- **Section 4.2: Air Quality**
- **Section 4.3: Biological Resources**
- **Section 4.4: Cultural Resources**
- **Section 4.5: Energy Resources**
- **Section 4.6: Geology and Soils**
- **Section 4.7: Greenhouse Gas Emissions**
- **Section 4.8: Hazards and Hazardous Materials**
- **Section 4.9: Land Use and Planning**
- **Section 4.10: Noise and Vibration**
- **Section 4.11: Population, Employment, and Housing**
- **Section 4.12: Transportation**
- **Section 4.13: Tribal Cultural Resources**
- **Section 4.14: Utilities and Service Systems**

Section 5.0: Alternatives discusses alternatives to the proposed Project that have been developed and analyzed to provide additional information on ways to avoid or lessen the impacts of the proposed Project. The alternatives include the “No Project Alternative” as required by the CEQA Guidelines along with other alternatives.

Section 6.0: Other Environmental Considerations is divided into five subsections.

- **Section 6.1: Introduction;**
- **Section 6.2: Significant Unavoidable Impacts;**
- **Section 6.3: Significant Irreversible Environmental Changes** discusses the significant irreversible and irretrievable commitment of resources associated with the implementation of the proposed Project;
- **Section 6.4: Effects Found Not to Be Significant** discusses the potential impacts of the proposed Project that were determined not to be significant and were therefore not discussed in detail in this Recirculated Draft EIR; and
- **6.5: Growth Inducing Effects.**

Section 7.0: List of Preparers, Organizations and Persons Consulted, and Parties to Whom Sent lists persons involved in the preparation of this Recirculated Draft EIR or who contributed information incorporated into this Recirculated Draft EIR.

Section 8.0: List of Terms, Definitions, and Acronyms includes specifically defined term, definitions, and acronyms used throughout this Recirculated Draft EIR.

Section 9.0: List of References includes the principal documents, reports, maps, and other information sources referenced in this Recirculated Draft EIR.

Appendices to this Recirculated Draft EIR include technical information and other materials prepared for this Recirculated Draft EIR and the City's environmental review of the proposed Project.

2.4 PUBLIC REVIEW OF THE RECIRCULATED DRAFT EIR

The Recirculated Draft EIR is available for public review and comment beginning November 12, 2021 and concluding at 5 PM on December 27, 2021. The Recirculated Draft EIR is available for review at the following locations:

- City of Inglewood website at:

<https://www.cityofinglewood.org/1016/Environmental-Documents>

During the review and comment period, written comments on the Recirculated Draft EIR may be submitted to Ms. Mindy Wilcox, AICP, Planning Manager, at the following:

By mail:

City of Inglewood
Planning Division
One W. Manchester Boulevard, 4th Floor
Inglewood, CA 90301

By email: inglewoodtransitconnector@cityofinglewood.org

In accordance with CEQA Guidelines the City will be providing written responses to comments on this Recirculated Draft EIR in the Final EIR. Comments submitted on the December 2020 Draft EIR will be included in the administrative record for the Project. The City will not be providing written responses to comments submitted on the December 2020 Draft EIR in the Final EIR as permitted by Section 15088.5 (f) (1) of the CEQA Guidelines and is requesting that all parties submit new comments on this Recirculated Draft EIR.