



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Director

Mindy Wilcox, AICP
Planning Manager

September 10, 2020

REVISED NOTICE OF PREPARATION

PROJECT NAME: Inglewood Transit Connector Project

STATE CLEARINGHOUSE NO.: 2018071034

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

SUMMARY: The Inglewood Transit Connector Project (proposed Project) is a proposed Automated People Mover (APM) mass-transit line connecting the City of Inglewood (City) to the greater southern California region. The proposed Project will include a revised 1.6-mile transit guideway, three stations, APM trains, and support facilities including a maintenance storage facility (MSF) and two traction power substations (TPSSs). The City, as the Lead Agency, prepared an Initial Study (Original IS), which was published in July 2018 (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 proposed Project. A Notice of Preparation (Original NOP) was circulated, and comments were received from the public and agencies following a 30-day comment period that ended on August 15, 2018.

As a result of the comments received, in addition to refinements and modifications to the proposed Project identified in the Original NOP and Original IS, this Revised NOP and IS are being re-circulated. Subsequent to the circulation of the Original IS, the State of California Office of Planning and Research (OPR) updated and revised the thresholds contained in the State CEQA Guidelines Appendix G. The Revised IS has been updated to address the updated Appendix G checklist that became effective on December 28, 2018.

The proposed Project includes transit improvements that would be constructed in the City along the same route and alignment as noted in the Original NOP and Original IS. The elevated guideway would be located primarily within the public right-of-way from the intersection of Market Street and Florence Avenue intersection, along Market Street to Manchester Boulevard, then to Prairie Avenue. The portions of the elevated guideway not within the public right-of-way occur at the location of Market Street/Florence Avenue Station where the elevated guideway leaves the right-of-way and enters into an existing commercial center northeast of the intersection of Market Street and Regent Street. The existing uses would be demolished.

September 10, 2020

The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds southwest to Market Street, where it turns south onto the existing right-of-way along Market Street. The elevated guideway alignment continues on Market Street until the intersection with Manchester Boulevard, where it turns east onto Manchester Boulevard until the intersection with Prairie Avenue. At this point, the elevated guideway alignment turns south onto Prairie Avenue and continues south on Prairie Avenue until the intersection of Prairie Avenue and Hardy Street, where it terminates with the Prairie Avenue/Hardy Street Station.

The proposed Project would also include a maintenance and storage facility (MSF) that would store and maintain the trains and two traction power substations (TPSSs). The proposed MSF would be constructed adjacent to the right-of-way at the proposed MSF site, south of the corner of Hillcrest Boulevard and Manchester Boulevard, which is currently occupied by a commercial center and gas station; this site would also include one of the proposed TPSS sites. The second TPSS site would be located at the City's proposed Intermodal Transportation Facility (ITF) located on Prairie Avenue south of Arbor Vitae Street; this TPSS site would be to the east of Prairie Avenue, outside of the right-of-way within the ITF site. The existing uses would be demolished. Anticipated construction duration for the proposed Project is 4 to 5 years.

The Revised NOP and Revised IS reflect the following refinements and modifications that have been made to the proposed Project:

- Changes to proposed Project's 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.
- Refinements and modifications to the proposed stations as follows:
 - Modify the proposed Project to reduce the total number of stations from the five stations previously considered to the three stations.
 - The new locations for the three stations are located at:
 - Market Street/Florence Avenue Station: at an existing commercial plaza on the southeast corner of the intersection of Market Street and Florence Avenue between Market Street and Locust Street;
 - Prairie Avenue/Arbor Vitae Street Station: at the intersection of Prairie Avenue and Pincay Drive; and
 - Prairie Avenue/Hardy Street Station: at the intersection of Prairie Avenue and Hardy Street.
 - A pedestrian bridge linkage has been added to connect the Market Street/Florence Avenue Station with the Metro Crenshaw line on the northside of Florence Avenue.
- Removal of the Intermodal Transportation Facilities as part of the proposed Project. The City is proceeding with that project separately.
- Reduce the potential number of traction power substations from three to two. One will be co-located with the MSF facility and one will be located on the City's ITF site on Prairie Avenue.

September 10, 2020

This Revised NOP and Revised IS are being recirculated as a result of these Project refinements.

PROJECT LOCATION:

The proposed Project is located entirely in the central portion of the City, east of the San Diego Freeway (I-405) and north of the Glen Anderson Freeway (I-105) in Los Angeles County, California (see **Figure 1: Regional Location Map**).

The proposed Project is generally bounded by Florence Avenue to the north; Hardy Street to the south; the Los Angeles Sports and Entertainment District (LASED) to the east; and La Brea Avenue to the west (see **Figure 2: Project Vicinity Map**).

The proposed Project begins with a pedestrian walkway that connects to the Metro Crenshaw/LAX Line across Florence Avenue in downtown Inglewood to the Market Street/Florence Avenue Station, which will be located at an existing commercial plaza. The proposed Project's elevated guideway begins at the Market Street/Florence Station, then proceeds from the intersection of Market Street and Florence Avenue adjacent to the Metro Crenshaw/LAX Line in Downtown Inglewood, south through Market Street, then east onto Manchester Boulevard, turning south on Prairie Avenue until its intersection with Hardy Street.

The elevated guideway will be located within the public rights-of-way along Market Street, Manchester Boulevard, and Prairie Avenue; with the exception of the Market Street/Florence Avenue Station, which will be located on a site that currently includes existing commercial use northeast of the intersection of Market Street and Regent Street, and the proposed MSF that will be located on a site that currently has commercial uses south of the intersection of Manchester Boulevard and Hillcrest Boulevard outside of the right-of-way (see **Figure 3: Typical Automated People Mover**). Construction staging is anticipated to be contained within the footprint and easements of the proposed Project, at sites that will be demolished (for other uses including the commercial Plaza at Regent Avenue and Market Streets, the commercial office building at 150 S. Market Street, and the commercial plaza at 500 E. Manchester Boulevard).

DUE DATE FOR PUBLIC COMMENTS: October 12, 2020 by close of business.

Notice is hereby given that the City will prepare an EIR for the proposed Project as revised and described in this Revised NOP and the Revised IS. The EIR to be prepared by the City will evaluate the potential significant environmental effects of the proposed Project. The City is requesting comments related to the proposed Project as revised.

Due to refinements and modifications to the proposed Project following the release of the Original NOP and Original IS, this Revised NOP and Revised IS have been prepared to inform the public of the changes to the proposed Project. The City is providing this Revised NOP and accompanying Revised IS to the Governor's Office of Planning and Research (OPR), any trustee or responsible agencies identified for the Project, to adjacent cities and counties, all entities who submitted comments on the Original NOP and Original IS, and to those entities requesting such notice regarding the proposed Project.

The Draft EIR will analyze the potential adverse impacts that are anticipated to result from the proposed Project as discussed herein; identify potential mitigation measures that may be considered as reasonable and feasible; and analyze a reasonable range of alternatives to the proposed Project that could reduce or

September 10, 2020

avoid potential significant impacts that could result from the construction or operation of the proposed Project while still feasibly achieving the Project's objectives.

The City encourages all parties to provide information regarding potentially significant environmental issues, mitigation measures, and reasonable alternatives to be included in the EIR. Any agency submitting comments on this Revised NOP and Revised IS shall also indicate if that agency would be a responsible agency, or a trustee agency for the proposed Project in accordance with CEQA Guidelines Section 15082(b).

A copy of the Revised Initial Study prepared for the proposed Project is available for review at the City of Inglewood website at: <https://www.cityofinglewood.org/1016/Environmental-Documents>; and at the locations listed below:

- Inglewood City Hall, First Floor Lobby, One W. Manchester Blvd., Inglewood, CA 90301

PROJECT DESCRIPTION

The proposed Project would include an automated people mover (APM) to transport riders to and from the regional Metro Rail system (Crenshaw Line) to Downtown Inglewood, the Forum, the LASED, which includes the new NFL stadium scheduled to open in the Fall of 2020, and the future Inglewood Basketball and Entertainment Center (IBEC). The proposed Project would consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. The proposed Project is planned to have a ridership capacity of 11,500 passengers per hour. Additionally, the transit system presents an opportunity for integration with local economic activity, transit-oriented development, and other initiatives in the area.

The proposed Project will include support facilities to provide for maintenance, storage and system power requirements that would be located adjacent to the elevated guideway but outside the street rights-of-way. These facilities include an approximately 78,000 square feet (SF) maintenance and storage facility (MSF) to provide for maintenance activities and train storage, and two traction power substations (TPSS) facilities to provide electrical power for system operation. The location of the proposed Project's guideway, stations, and the support facilities are shown on **Figure 2**.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: As described more fully in the Revised Initial Study, the Draft Environmental Impact Report will consider: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise and Vibration, Population, Employment and Housing, Transportation and Circulation, Tribal Cultural Resources, and Utilities and Service Systems impacts.

Agricultural and Forestry Resources, Hydrology and Water Quality, Mineral Resources, Public Services, Recreation, and Wildfire impacts have been determined to have less than significant impacts on the environment through the analysis in the Revised Initial Study and are not proposed for further analysis in the EIR.

REQUESTED PERMITS/APPROVALS: The City of Inglewood has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

September 10, 2020

State and Regional Agency Approval and Actions:

- South Coast Air Quality Management District (SCAQMD)—permit to operate a generator and Dust Control Plan;
- Regional Water Quality Control Board (RWQCB)—administer regulations regarding water quality. Permits or approvals required from the WQCB may include but are not limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction; and
- California State Transportation Agency (CalSTA)—oversight and consistency with grants funding from the Transit and Intercity Rail Capital Program (TIRCP).

City of Inglewood Approvals and Actions:

- Certification of the Final EIR for the Inglewood Transit Connector Project;
- Updates/amendments to the City of Inglewood General Plan and municipal code. These changes relate to conforming the plans, as necessary, to reflect the physical improvements within the Inglewood Transit Connector Project and technical amendments necessary for the construction, operation and maintenance of the Inglewood Transit Connector;
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval;
- County of Los Angeles (as the City's contractor) Fire Department approval;
- Grading permits, building permits, haul route approval, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements;
- Tree removal permits;
- Noise permit for Construction and Building Hours extension;
- Tract/parcel map and zone change approvals;
- Eminent Domain approvals for acquisition of parcels outside of the City's right-of-way;
- Approvals for federal, State, or local financing plans or grants;
- Approving contracts for the design and construction of the Project; and,
- Other federal, State, or local approvals, permits, or actions that may be deemed necessary for the Project.

Other agencies, such as the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), may have approval authority or involvement depending on the financing used to construct the proposed Project.

REVISED NOTICE OF PREPARATION
FOR AN ENVIRONMENTAL IMPACT REPORT

September 10, 2020

COMMENTS ON THE REVISED NOTICE OF PREPARATION AND INITIAL STUDY: The City welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR.

All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by 5 p.m. on October 12, 2020.

Responses should be submitted sent to Ms. Mindy Wilcox, AICP, Planning Manager, at the following email and address:

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

The City welcomes your participation in the environmental review process.



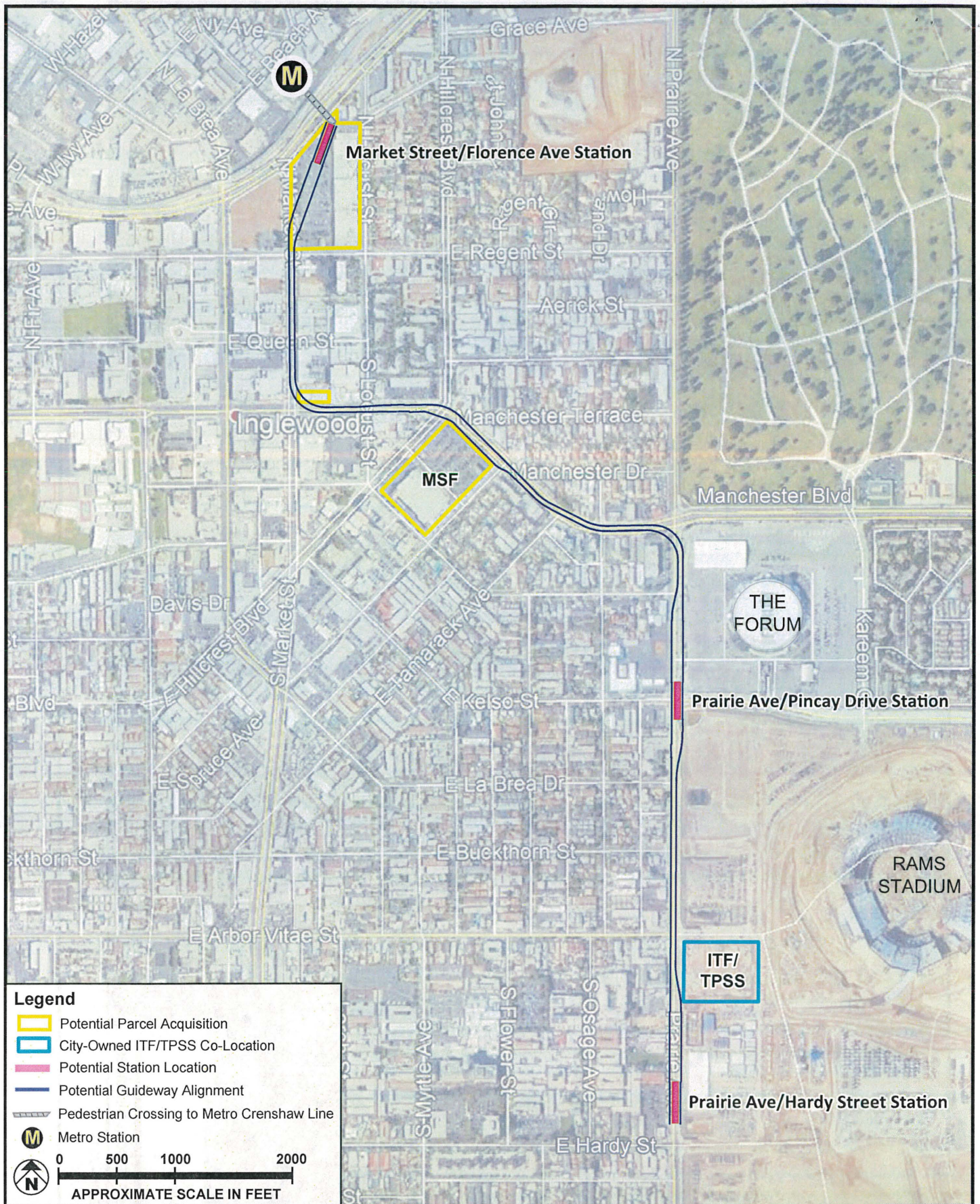
MINDY WILCOX, AICP, Planning Manager

Enclosures:

Figure 1: Regional Location Map

Figure 2: Project Vicinity Map

Figure 3: Typical Automated People Mover



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

FIGURE 2



251-003-20

Project Vicinity Map

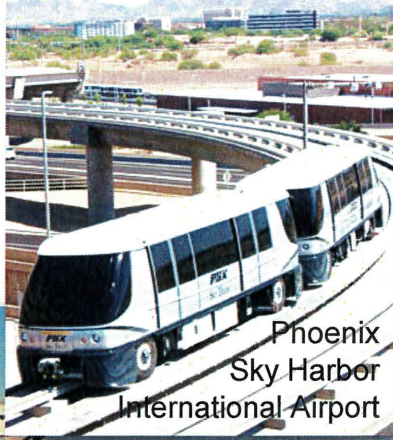
Las Vegas
Monorail



BART, Oakland
International
Airport



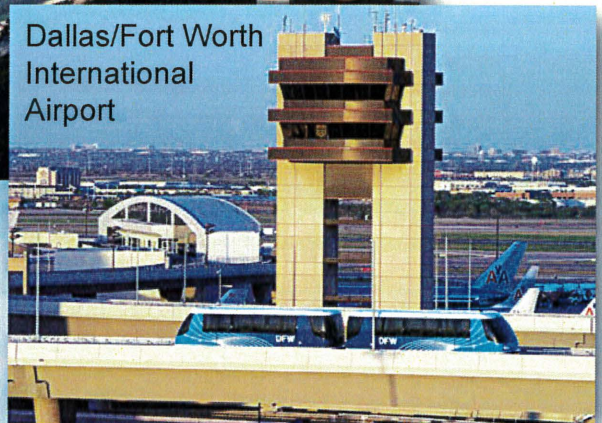
Phoenix
Sky Harbor
International Airport



Miami International Airport



Dallas/Fort Worth
International
Airport



JFK International Airport



SOURCE: LAX Landside Access Modernization Program - 2015

FIGURE 3

Typical Automated People Mover

